



**REGULAR COUNCIL MEETING
AGENDA**

**Monday, March 23, 2026
7:00 P.M.
Council Chambers, Langley City Hall
20399 Douglas Crescent**

Public meetings held in Council Chambers are livestreamed and recorded. The video recordings are available on the City's website for public viewing.

1. LAND ACKNOWLEDGEMENT

The land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

**2. ADOPTION OF AGENDA
RECOMMENDATION:**

THAT the March 23, 2026 regular agenda be adopted as circulated.

3. CONSENT AGENDA

Before the motion is made to approve the Consent Agenda, a Council member may request that an item be removed from the Consent Agenda and dealt with separately; additionally, a Council member may request that one or more items on the Regular Council Agenda be included on the Consent Agenda, and if no one objects, it will be so listed and considered.

Where no recommendation is noted, the agenda item is deemed to be received for information.

RECOMMENDATION:

THAT the following item(s) be approved:

3.a Adoption of Minutes

3.a.1 Regular Meeting Minutes from February 23 and March 9, 2026

RECOMMENDATION:

THAT the minutes of the regular meetings held on February 23 and March 9, 2026 be adopted as circulated.

3.a.2 Special (Pre-Closed) Meeting Minutes from March 9, 2026

RECOMMENDATION:

THAT the minutes of the special (pre-closed) meeting held on March 9, 2026 be adopted as circulated.

3.a.3 Special Meeting Minutes from February 23, 2026

RECOMMENDATION:

THAT the minutes of the special meeting held on February 23, 2026, be adopted as circulated.

3.b Bylaws

3.b.1 Bylaw 3330 - Fire Protection & Safety Bylaw (new bylaw to repeal current bylaw)

Final reading of a bylaw to provide for the establishment and operation of a Fire Rescue Service and to provide for the prevention of fire and the protection of persons and property.

RECOMMENDATION:

THAT the bylaw cited as the "Fire Protection and Safety Bylaw, 2026, No. 3330" be read a final time.

3.b.2 Bylaw 3331- Fees & Charges Amendment Bylaw (fire, engineering, recreation, Administration fee schedules)

Final reading of a bylaw to amend fees and charges for various services offered by the City of Langley.

RECOMMENDATION:

THAT the bylaw cited as the "Fees and Charges Bylaw, 2010, No. 2837, Amendment No. 39, 2026, No. 3331" be read a final time.

3.b.3 Bylaw 3332 - Municipal Ticket Information System Bylaw Amendment

Final reading of a bylaw to amend fees in the Municipal Ticket Information System.

RECOMMENDATION:

THAT the bylaw cited as the "Municipal Ticket Information System Bylaw, 2011, No. 2846, Amendment No. 23, 2026, No. 3332" be read a final time.

3.c Correspondence

3.c.1 Request for Council Support - BC Coastal Marine Strategy
Alicia Elgert, Canadian Parks & Wilderness Society - BC Chapter

4. **ADOPTION OF THE MINUTES**

See Consent Agenda

5. **COUNCIL MEMBER REPORTS**

5.a **Upcoming Regular Meetings**

April 13, 2026

April 27, 2026

5.b **Council Advisory Bodies Update**

6. **BYLAWS**

6.a **Bylaw 3335 - Development Application Procedures Bylaw**

First, second and third reading of a bylaw to establish procedures to amend the Official Community Plan or Zoning Bylaw and to issue a permit under Part 14 of the Local Government Act.

RECOMMENDATION:

THAT the bylaw cited as "Development Application Procedures Bylaw, 2026, No. 3335" be read a first, second and third time.

6.b **Bylaw 3337 - Fees & Charges Bylaw Amendment No. 40 (Development Permit and Development Variance Permit Application Fees)**

First, second and third reading of a bylaw to update fees and charges related to planning, land and development.

RECOMMENDATION:

THAT the bylaw cited as "Fees and Charges Bylaw, 2010, No. 2837, Amendment No. 40, 2026, No. 3337" be read a first, second and third time.

7. **ADMINISTRATIVE REPORTS**

7.a **Development Permit Application DP 11-22 – Citiwest 8-Lot Subdivision (20525 & 20541 – 46A Avenue)**

Report dated: March 18, 2026

From: Deputy Director of Development Services

Presentation from applicant.

RECOMMENDATION:

THAT the presentation regarding Development Permit No. 11-22 (20525 & 20541 46A Avenue) from the applicant be received for information.

RECOMMENDATION:

THAT the March 18, 2026 report regarding Development Permit 11-22 be received by Council for information.

7.a.1 Development Permit No. 11-22 Approval

RECOMMENDATION:

THAT Development Permit No.11-22 to permit the development of an 8-lot subdivision at the properties located at 20525 and 20541 – 46A Avenue, be approved.

7.b Transportation 2050 – Final Report

7.b.1 Presentation from:

Director of Engineering, Parks & Environment

RECOMMENDATION:

THAT the presentation titled "Transportation 2050 Final Plan" from the Director of Engineering, Parks & Environment be received for information.

7.b.2 Report dated: March 23, 2026

From: Director of Engineering, Parks & Environment

RECOMMENDATION:

THAT the report "Transportation 2050 – Final Report" be endorsed.

7.c Invest Langley City Update & Engagement Process

Report dated: March 18, 2026

From: Chief Administrative Officer

RECOMMENDATION:

THAT City Council receive the March 18, 2026 Report to Council from the Chief Administrative Officer regarding the Invest Langley City Update and Engagement Process for information.

7.d Request for Feedback on Proposed Metro 2050 Amendment Options

Report dated: March 18, 2026

From: Director of Development Services

RECOMMENDATION:

THAT Council direct staff to send the attached response letter titled "Comments Regarding Proposed Metro 2050 Amendment Options (in Response to South of

Fraser Mayors' Request)", dated March 23, 2026, to Metro Vancouver.

8. OTHER BUSINESS

8.a Motions/Notices of Motion

8.a.1 Project Black Feather Support - Councillor Leith White

RECOMMENDATION:

WHEREAS Project Black Feather is a joint earlyintervention partnership between the City of Langley, Township of Langley, and School District No. 35 that responds to youth disengagement, vulnerability, and exploitation through coordinated clinical and community supports, as defined in the School District's program documentation;

WHEREAS public reporting to Council and external summaries indicate that Project Black Feather has supported over 400 young people, with more than 150 experiencing positive changes such as addiction recovery and reduced gangaffiliated behaviour, demonstrating measurable impact on Langley youth;

WHEREAS the SD35 Board, in correspondence dated February 11, 2026, confirmed that federal Building Safer Communities Fund (BSCF) support for Project Black Feather is scheduled to sunset on March 31, 2026, and emphasized the need for continued funding to sustain proven outcomes, supported by an independent evaluation to be released;

THEREFORE BE IT RESOLVED that Council direct staff to work with School District 35 and the Township of Langley and report back with options for interim City support to Project Black Feather in 2026, including bridging funds or inkind supports.

AND BE IT FURTHER RESOLVED that Council write letters of support to **Prime Minister Carney, Premier Eby, relevant federal and provincial ministers and our local Member of Parliament, with copies to Public Safety Canada – Building Safer Communities Fund**, advocating for the continuation of federal funding for Project Black Feather, recognizing its documented positive impact on vulnerable youth in Langley and the imminent lapse of the Building Safer Communities Fund on March 31, 2026.

9. CORRESPONDENCE

See Consent Agenda

10. ADJOURNMENT

RECOMMENDATION:

THAT the meeting adjourn.



MINUTES OF A REGULAR COUNCIL MEETING

Monday, February 23, 2026

4:00 p.m.

Council Chambers, Langley City Hall
20399 Douglas Crescent

- Present: Mayor Pachal
Councillor Albrecht
Councillor James (via videoconference)
Councillor Mack
Councillor Solyom
Councillor Wallace
Councillor White
- Staff Present: R. Beddow, Deputy Director of Development Services
A. Chang, Director of Financial Services
K. Hilton, Director of Recreation, Culture and Community Services
R. Hull, Deputy Fire Chief
C. Johannsen, Director of Development Services
P. Kusack, Deputy Corporate Officer
D. Pollock, Director of Engineering, Parks and Environment
B. Zeller, Manager of Human Resources

Mayor Pachal invited those present to observe a moment of silence in recognition of the loss being felt by the residents of Tumbler Ridge.

1. **LAND ACKNOWLEDGEMENT**

Mayor Pachal acknowledged that the land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

2. **ADOPTION OF AGENDA**

It was MOVED and SECONDED

THAT the February 23, 2026 regular agenda be adopted as circulated.

CARRIED

3. **COMMITTEE OF THE WHOLE**

It was MOVED and SECONDED

THAT Council commence the Committee of the Whole.

CARRIED

- a. Bylaw 3311 - Road Closure Bylaw

A bylaw to remove the dedication of highway and to close the portion of road (94.1 square metres) right-of-way located adjacent and to the east of 4505-4525 200A Street as the City intends to sell the property and the road is no longer required.

It was MOVED

THAT Council receive an introduction to the bylaw from Carl Johannsen, Director of Development Services.

Mr. Johannsen advised of the purpose of the bylaw to remove dedication of highway and enclose a portion of road right of way to the east of 4505-4525 200A Street and sell the property to Oaken Developments. He further noted that the road is no longer required.

The Corporate Officer advised that the statutory public notice requirements had been met and advised that no correspondence had been received.

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

There were no speakers.

It was MOVED and SECONDED

THAT the Committee rise and report.

CARRIED

4. BUSINESS ARISING FROM COMMITTEE OF THE WHOLE

a. Bylaw 3311 - Road Closure Bylaw

Final reading of a bylaw to remove the dedication of highway and to close the portion of road (94.1 square metres) right-of-way located adjacent and to the east of 4505-4525 200A Street as the City intends to sell the property and the road is no longer required.

It was MOVED and SECONDED

THAT the bylaw cited as "Road Closure Bylaw No. 3311, 2026" be read a final time; and

THAT Council receive the introduction to the bylaw from Carl Johannsen, Director of Development Services.

CARRIED

5. CONSENT AGENDA

It was MOVED and SECONDED

THAT the following item be approved:

a. Bylaws

1. Bylaw 3333 - Radio Amplification Bylaw

Final reading of a bylaw to provide for in-building emergency responder communications enhancement systems

THAT the bylaw cited as "Radio Amplification Bylaw No. 3333" be read a final time.

CARRIED

6. ADOPTION OF THE MINUTES

See Consent Agenda

7. COUNCIL MEMBER REPORTS

a. Upcoming Regular Meetings

b. Council Advisory Bodies Update

Councillor Wallace advised that the Langley Library has a new accessible pod. Members of the public can reserve time in this quiet space.

She further congratulated Langley Library staff on a successful Lunar New Year Celebration.

She also thanked Langley Community Services for a great Lunar New Year event as well.

8. BYLAWS

a. Bylaw 3329 - Zoning Bylaw Amendment No. 222

Third and final reading of a bylaw to amend the Zoning Bylaw to allow liquor primary use in the Langley Senior Resource & Recreation Centre located at 20605 – 51B Avenue.

It was MOVED and SECONDED

THAT the bylaw cited as "Zoning Bylaw 1996, No. 2100 Amendment No. 222, 2026, No. 3329" be read a third and final time.

CARRIED

1. Liquor Primary License Application - Langley Senior Resource and Recreation Centre (20605 51B Avenue)

It was MOVED and SECONDED

THAT Council direct staff to notify the Liquor and Cannabis Regulation Branch as follows:

1. The City of Langley supports the application by Thrive Advisors on behalf of Langley Senior Resources Society for a liquor primary license enabling liquor service for 250 persons from 9:00 a.m. to 12:00 a.m. in the Langley Senior Resource and Recreation Centre located at 20605 – 51B Avenue (Lot1, District Lot 36, Group 2, New Westminster District, Plan 86944, PID# 016-512-774);
2. Langley City Council considered the impact of noise in the vicinity and the general impact on the community of the proposed liquor license;
3. Langley City Council gathered the views of residents through a public hearing process as part of a zoning amendment application to permit the land use. No concerns or comments in opposition to the liquor license application were received.

CARRIED

9. OTHER BUSINESS

a. Motions/Notices of Motion

1. The Use of Personal Mobility Devices and Micro-Utility Devices - Councillor Albrecht

It was MOVED and SECONDED

WHEREAS the Motor Vehicle Act in British Columbia and associated regulations presently inhibit seniors and people with disabilities the ability to be active, independent, and engaged by prohibiting the use of electric wheelchairs and three or four wheeled personal mobility scooters on municipal bike and roll lanes and routes resulting in increased conflicts between these devices and pedestrians on sidewalks, multi-use pathways, and trails as well as motor vehicles.

AND WHEREAS the rapid growth of micro-mobility devices such as electric kick scooters and electric bikes dictate that the Province needs to regulate the use of such devices in the Motor Vehicle Act.

THEREFORE BE IT RESOLVED that LMLGA and UBCM advocate to the Province of British Columbia to amend the legislation and regulations within the Motor Vehicle Act to permanently enshrine a new class of Personal Mobility Devices and Micro-Mobility Devices and establish consistent, province-wide standards and regulations for the use of these devices on traffic-calmed public roads and cycling infrastructure across BC.

CARRIED

2. Closed Captioning for Increased Accessibility – Councillor Mack

It was MOVED and SECONDED

THAT Council direct staff to ensure closed captioning is functional and accurate for all recorded and live-streamed council meetings;

THAT Council direct staff to facilitate the use of real-time closed captioning within the Council Chambers during meetings; and

THAT staff report back to Council should further financial investment be required to facilitate these requests, beyond existing staff resources.

BEFORE THE QUESTION WAS CALLED Council discussion ensued and staff responded to questions from Council members.

It was MOVE and SECONDED

THAT the foregoing motion be amended by adding the following clauses:

“if possible, within existing staff and financial resources” after “council meetings” in the first clause; and

“if possible, within existing staff and financial resources” after ‘during meetings’ in the second clause.

BEFORE THE QUESTION WAS CALLED on the amendment it was noted that if the task is easily attained staff can proceed however if more financial investment is required Council would like a report back.

THE QUESTION WAS CALLED ON THE AMENMEND and same was

CARRIED

BEFORE THE QUESTION WAS CALLED on the main motion staff responded to a question from Council.

THE QUESTION WAS CALLED on the motion, as amended, and it was

CARRIED

The motion now reads in its entirety as follows:

THAT Council direct staff to ensure closed captioning is functional and accurate for all recorded and live-streamed council meetings, if possible, with existing staff and financial resources; and

THAT Council direct staff to facilitate the use of real-time closed captioning within the Council Chambers during meetings, if possible, within existing staff and financial resources; and

THAT staff report back to Council should further financial investment be required to facilitate these requests, beyond existing staff resources.

10. CORRESPONDENCE

See Consent Agenda

11. ADJOURNMENT

It was MOVED and SECONDED

THAT the meeting adjourn at 4:16pm.

CARRIED

Signed:

MAYOR

Certified Correct:

CORPORATE OFFICER



MINUTES OF A REGULAR COUNCIL MEETING

Monday, March 9, 2026

7:00 p.m.

Council Chambers, Langley City Hall
20399 Douglas Crescent

- Present: Mayor Pachal
Councillor Albrecht
Councillor Mack
Councillor Solyom
Councillor Wallace
Councillor White
- Absent: Councillor James
- Staff Present: F. Cheung, Chief Administrative Officer
G. Flack, Deputy Chief Administrative Officer
A. Chang, Director of Financial Services
K. Hilton, Director of Recreation, Culture and Community Services
R. Hull, Deputy Fire Chief
C. Johannsen, Director of Development Services
S. Kennedy, Fire Chief
K. Kenney, Corporate Officer
A. Metalnikov, Senior Planner
D. Pollock, Director of Engineering, Parks and Environment

1. **LAND ACKNOWLEDGEMENT**

The land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

2. **ADOPTION OF AGENDA**

It was MOVED and SECONDED

THAT the March 9, 2026 regular agenda be adopted as circulated.

CARRIED

3. COMMITTEE OF THE WHOLE

It was MOVED and SECONDED

THAT Council commence the Committee of the Whole.

CARRIED

a. Proposed Updates to the Development Application Procedures Bylaw

Presented by:

Carl Johannsen, Director of Development Services

Anton Metalnikov, Senior Planner

It was MOVED and SECONDED

THAT the presentation titled "Development Application Procedures Bylaw Proposed Update" be received for information.

Staff gave a PowerPoint presentation to Council regarding an updated draft Development Application Procedures Bylaw, outlining proposed updates, in particular the delegation of "Minor" variances to staff, as well as smaller Development Permits, with exemption from ADP review.

Staff responded to questions from Council.

It was MOVED and SECONDED

THAT the Committee rise and report.

CARRIED

4. BUSINESS ARISING FROM COMMITTEE OF THE WHOLE

It was MOVED and SECONDED

THAT the following recommendation from the Committee of the Whole be ratified:

THAT the presentation titled "Development Application Procedures Bylaw Proposed Update" be received for information.

CARRIED

5. CONSENT AGENDA

A Council member requested that Item 5.c.2 be removed from the consent Agenda.

It was MOVED and SECONDED

THAT the following items be approved:

- a. Adoption of Minutes
 1. Regular Meeting Minutes from January 26 and February 9, 2026
THAT the minutes of the regular meetings held on January 26 and February 9, 2026 be adopted as circulated.
 2. Special (Pre-Closed) Meeting Minutes from February 9, 2026
THAT the minutes of the special (pre-closed) meeting held on February 9, 2026 be adopted as circulated.
 3. Special Meeting Minutes from January 19, 26 and February 2, 2026
THAT the minutes of the special meetings held on January 19, 26 and February 2, 2026 be adopted as circulated.
 4. Public Hearing Minutes from February 9, 2026
THAT the minutes of the public hearing held on February 9, 2026 be adopted as circulated.
- b. Bylaws
 1. Bylaw 3300 - Zoning Bylaw, 2025, No. 3300
Final reading of the City's new Zoning Bylaw.
THAT the bylaw cited as "City of Langley Zoning Bylaw, 2025, No. 3300" be read a final time.
- c. Correspondence
THAT the following correspondence be received for information:
 1. Request for Official Endorsement of "Forestry is a Solution"
BC Council of Forest Industries

CARRIED

6. ADOPTION OF THE MINUTES

See Consent Agenda

7. DELEGATIONS

- a. Proposal for a Permanent Public Memorial for Those Affected by the Toxic Drug Crisis

Daniel Snyder, Lisa Weih, Michelle Gauvin, Langley Community Action Team

It was MOVED and SECONDED

THAT the delegation from the Langley Community Action Team regarding the Proposal for a Permanent Public Memorial for Those Affected by the Toxic Drug Crisis be received for information.

Mr. Snyder provided a PowerPoint presentation regarding their proposal for a permanent public memorial for Those Affected by the Toxic Drug Crisis and requested Council provide support in principle for a permanent public memorial, explore collaboration with Langley Township, assist with identifying a park location, and consider financial or in-kind support.

It was MOVED and SECONDED

THAT the presentation from the Langley Community Action Team regarding "Proposal for a Permanent Public Memorial for Those Affected by the Toxic Drug Crisis" be referred to staff for report back to Council regarding permanent memorial location options, exploration of collaboration with the Township of Langley to deliver this permanent public memorial, and potential financial or in-kind contributions.

BEFORE THE QUESTION WAS CALLED

It was MOVED and SECONDED

THAT the foregoing motion be amended to replace the following"

"be referred to staff for report back to Council regarding permanent memorial location options, exploration of collaboration with the Township of Langley to deliver this permanent public memorial, and potential financial or in-kind contributions."

with the following:

"be referred to the Arts, Recreation, Culture and Heritage Committee to report back to Council with next steps.

CARRIED

THE QUESTION WAS CALLED on the motion, as amended and it was
CARRIED

The motion now reads in its entirety as follows:

THAT the presentation from the Langley Community Action Team regarding "Proposal for a Permanent Public Memorial for Those Affected by the Toxic Drug Crisis" be referred to the Arts, Recreation, Culture and Heritage Committee to report back to Council with next steps.

THE QUESTION WAS CALLED on the motion to receive the presentation for information and it was

CARRIED

- b. 2025 UBCM Resolution: calling on the Province to establish an Indigenous-led, cross-sectoral Housing Alliance

Virtual Attendance:

James Bourque, Nizar Laarif, Aboriginal Housing Management Association

It was MOVED and SECONDED

THAT the delegation from the Aboriginal Housing Management Association regarding the 2025 UBCM Resolution: calling on the Province to establish an Indigenous-led, cross-sectoral Housing Alliance be received for information.

Mr. Laarif gave a PowerPoint presentation to Council providing information on the mandate of the Aboriginal Housing Management Association (AHMA) and its members in building and operating trauma-informed, culturally safe urban Indigenous housing solutions for Indigenous people living off reserve in BC and the AHMA's request to Council for support of a resolution being submitted by the City of Prince George to the 2026 Union of BC Municipalities Convention calling on the Province to establish an 'Indigenous-Led, Cross-Sectoral Housing Alliance' to address the lack of safe, adequate, and affordable housing for Indigenous peoples across BC.

THE QUESTION WAS CALLED on the motion to receive the presentation for information and it was

CARRIED

8. COUNCIL MEMBER REPORTS

a. Upcoming Regular Meetings

March 23, 2026

April 13, 2026

b. Council Advisory Bodies Update

Councillor Wallace reported on the Metro Vancouver Zero Waste Committee's proposal to ban the import and sale of valved single-use nitrous oxide cylinders.

9. BYLAWS

a. Bylaw 3330 - Fire Protection & Safety Bylaw (new bylaw to repeal current bylaw)

First, second and third reading of a bylaw to provide for the establishment and operation of a Fire Rescue Service and to provide for the prevention of fire and the protection of persons and property.

It was MOVED and SECONDED

THAT the bylaw cited as the "Fire Protection and Safety Bylaw, 2026, No. 3330" be read a first and second time.

It was MOVED and SECONDED

THAT the bylaw be amended to capitalize the term "mayor and council" in Part 2 Section 8 of the bylaw.

CARRIED

It was MOVED and SECONDED

THAT the bylaw cited as the "Fire Protection and Safety Bylaw, 2026, No. 3330" be read a third time as amended.

CARRIED

- b. Bylaw 3331- Fees & Charges Amendment Bylaw (fire, engineering, recreation, Administration fee schedules)

First, second and third reading of a bylaw to amend fees and charges for various services offered by the City of Langley.

It was MOVED and SECONDED

THAT the bylaw cited as the "Fees and Charges Bylaw, 2010, No. 2837, Amendment No. 39, 2026, No. 3331" be read a first, second and third time.

CARRIED

- c. Bylaw 3332 - Municipal Ticket Information System Bylaw Amendment

First, second and third reading of a bylaw to amend fees in the Municipal Ticket Information System.

It was MOVED and SECONDED

THAT the bylaw cited as the "Municipal Ticket Information System Bylaw, 2011, No. 2846, Amendment No. 23, 2026, No. 3332" be read a first, second and third time.

CARRIED

- d. Bylaw 3296 - Zoning Bylaw Amendment No. 215

Final reading of a bylaw to rezone the properties located at 20815 45A Avenue & 4560, 4570 and 4580 208 Street from RS1 Single Family Residential Zone to CD104 Comprehensive Development Zone to permit a 26-unit townhome development.

It was MOVED and SECONDED

THAT the bylaw cited as "Zoning Bylaw 1996, No. 2100 Amendment No. 215, 2025, No. 3296" be read a final time.

CARRIED

Opposed: Councillor Mack

1. Development Permit No. 07-24 Approval

It was MOVED and SECONDED

THAT Development Permit No. 07-24 to permit the development of a 26-unit townhome development at 20815 45A Avenue & 4560, 4570 and 4580 208 Street be approved.

CARRIED

Opposed: Councillor Mack

10. **ADMINISTRATIVE REPORTS**

a. Development Permit No. 05-25 Approval

Presentation from the applicant.

It was MOVED and SECONDED

THAT the presentation regarding Development Permit No. 05-25 (5721 Production Way) from the applicant be received for information.

Jeremy Bergmann, Hungerford Properties, and Mike Knauer, TKA+D Architecture + Design provided information on design elements of the proposed small bay light industrial building and the self storage building, noting that recommendations from the City's Advisory Design Panel had been incorporated into the final building designs.

THE QUESTION WAS CALLED and the motion was

CARRIED

It was MOVED and SECONDED

THAT Development Permit No. 05-25 to permit the development of a light industrial and self-storage development with a total floor area of approximately 19,717 m² at the property located at 5721 Production Way, be approved.

CARRIED

b. 2025 Ottawa Mission Summary

Report dated: March 4, 2026
From: Mayor Pachal

It was MOVED and SECONDED

THAT Council receive the Ottawa Mission Summary report dated March 4, 2026 for information.

CARRIED

11. **OTHER BUSINESS**

a. Motions/Notices of Motion

Notice of Motion was submitted by Councillor White as follows:

Project Black Feather Support

WHEREAS Project Black Feather is a joint early - intervention partnership between the City of Langley, Township of Langley, and School District No. 35 that responds to youth disengagement, vulnerability, and exploitation through coordinated clinical and community supports, as defined in the School District's program documentation;

WHEREAS public reporting to Council and external summaries indicate that Project Black Feather has supported over 400 young people, with more than 150 experiencing positive changes such as addiction recovery and reduced gang - affiliated behaviour, demonstrating measurable impact on Langley youth;

WHEREAS the SD35 Board, in correspondence dated February 11, 2026, confirmed that federal Building Safer Communities Fund (BSCF) support for Project Black Feather is scheduled to sunset on March 31, 2026, and emphasized the need for continued funding to sustain proven outcomes, supported by an independent evaluation to be released;

THEREFORE BE IT RESOLVED

THAT Council direct staff to work with School District 35 and the Township of Langley and report back with options for interim City support to Project Black Feather in 2026, including bridging funds or in - kind supports.

AND BE IT FURTHER RESOLVED

THAT Council write letters of support to our local Member of Parliament advocating for the continuation of federal funding for Project Black Feather, recognizing its documented positive impact on vulnerable youth in Langley and the imminent lapse of the Building Safer Communities Fund on March 31, 2026.

b. Public Release of a Motion from the January 26, 2026 Closed Meeting

The following motion was approved for public release at the January 26, 2026 Closed Meeting:

“THAT the following individuals be appointed to the respective Advisory Body for the indicated term:

Accessibility Advisory Committee – Term Ongoing:
Carolina Morales, Community Member at Large

1. Robert Bordt, Member representative of a person with disabilities; or an individual who supports persons with disabilities
2. Kevin O’Coin, Member representative of a person with disabilities; or an individual who supports persons with disabilities
3. Steven Chappell Member representative of a person with disabilities; or an individual who supports persons with disabilities

Advisory Design Panel – One (1) year term:

1. Rollin Fox, Resident Member at Large
2. Michael Watibini, Member at Large

Arts, Recreation, Culture & Heritage Committee – Term Ongoing:

1. Toqa Abu Alkas, Member from a local multi-cultural organization
2. Andrew Palmer, Member from the community-at-large
3. Sandy Dimond, Member representing the Langley performing arts community
4. Ronald Trainor, Member from the community-at-large.

Board of Variance – Three (3) year term:

1. Andrew Evidnsen, Board Member at Large
2. Tom Louie, Board Member at Large

Crime Prevention Committee – Term Ongoing:

1. Andrew Flitton, Member at Large
2. Taida Nai Shuro, Member at Large
3. Travis Woolf, Member Representing Social Services

Environmental Sustainability Committee – Term Ongoing:

1. Jon Patrick Rainer Fehrenbacher, Member at Large

2. Thiago Lorangeira, Member at Large
3. Owen MacGregor, Post-secondary Institution Representative

AND THAT the names of the appointees be released to the public.”

The Chair called a point of order, and upon request cited the applicable rule – is an information item only, not open for debate. The point of order was not appealed.

12. **CORRESPONDENCE**

2. Advocacy for Funding Support for the 2026 BC Farmers' Market Nutrition Coupon Program

BC Association of Farmers' Markets

It was MOVED and SECONDED

THAT the correspondence from BC Association of Farmers' Markets regarding “Advocacy for Funding Support for the 2026 BC Farmers' Market Nutrition Coupon Program” be received for information; and

THAT the Mayor be requested to send correspondence on behalf of Council to the Honourable Josie Osborne, Minister of Health to advocate for continued funding of the BC Farmers' Market Nutrition Coupon Program.

CARRIED

13. **ADJOURNMENT**

It was MOVED and SECONDED

THAT the meeting adjourn at 8:05 pm.

CARRIED

Signed:

MAYOR

Certified Correct:

CORPORATE OFFICER



MINUTES OF A SPECIAL (PRE-CLOSED) COUNCIL MEETING

Monday, March 9, 2026

3:15 p.m.

Council Chambers, Langley City Hall
20399 Douglas Crescent

Present: Mayor Pachal
Councillor Albrecht
Councillor James (via videoconference)
Councillor Mack
Councillor Solyom
Councillor Wallace
Councillor White

Staff Present: G. Flack, Deputy Chief Administrative Officer
B. Zeller, Manager of Human Resources

1. MOTION TO HOLD A CLOSED MEETING

It was MOVED and SECONDED

THAT the Council Meeting immediately following this meeting be closed to the public as the subject matter being considered relates to items which comply with the following closed meeting criteria specified in Section 90 of the *Community Charter*.

(1) (c) labour relations or other employee relations;

(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

BEFORE THE QUESTION WAS CALLED

It was MOVED and SECONDED

THAT the foregoing motion be amended to add the following subsection:

“(n) the consideration of whether a council meeting should be closed under a provision of this subsection or subsection (2).”

CARRIED

Opposed: Councillors Albrecht and Solyom

THE QUESTION WAS CALLED on the motion, as amended, and it was
CARRIED

2. ADJOURNMENT

It was MOVED and SECONDED

THAT the Special (pre-closed) Council meeting adjourn at 3:17 pm.

CARRIED

Signed:

MAYOR

Certified Correct:

DEPUTY CHIEF ADMINISTRATIVE OFFICER



MINUTES OF THE SPECIAL COUNCIL MEETING

Monday, February 23, 2026

3:00 pm

Council Chambers, Langley City Hall
20399 Douglas Crescent

Present: Mayor Pachal
Councillor Albrecht
Councillor James (via videoconference)
Councillor Mack
Councillor Solyom
Councillor Wallace
Councillor White

Staff Present:

R. Beddow, Deputy Director of Development Services
A. Chang, Director of Financial Services
W. Dupley, Economic Advisor
K. Hilton, Director of Recreation, Culture and Community Services
R. Hull, Deputy Fire Chief
C. Johannsen, Director of Development Services
P. Kusack, Deputy Corporate Officer
D. Pollock, Director of Engineering, Parks and Environment
B. Zeller, Manager of Human Resources

1. **LAND ACKNOWLEDGEMENT**

Mayor Pachal acknowledged that the land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

2. **ADOPTION OF AGENDA**

It was MOVED and SECONDED

THAT the February 23, 2026 special meeting agenda be adopted as circulated.

3. **COMMITTEE OF THE WHOLE**

It was MOVED and SECONDED

THAT Council commence the Committee of the Whole.

CARRIED

a. Year in Review - Economic Development

Wendy Dupley, Economic Development Advisor

It was MOVED

THAT Council receive the presentation titled "Year in Review - Economic Development" from the Economic Development Advisor, for information.

The Economic Development Advisor provided a PowerPoint presentation titled "Year in Review - Economic Development" to update Council on the status of program goals, action items and focus areas, noting that the Business Resource guide is online and interactive and the Data Hub was launched.

b. Agri-Foodtech in the Metro Vancouver Region

Jacque Griffiths, President, Invest Vancouver

Gregory Freeman, Senior Economist, Invest Vancouver

It was MOVED

THAT Council receive the presentation titled "Agri-foodtech in the Metro Vancouver Region" from Invest Vancouver, for information.

Ms. Griffiths provided a PowerPoint presentation titled "Agri-foodtech in the Metro Vancouver Region" to Council providing information about the work of Invest Vancouver and how they attract global investment in the region to boost the regional economy and deliver prosperity for the region's residents.

Mr. Freeman shared information with Council about attracting expert-oriented foreign investment to the region. He highlighted Metro Vancouver's strengths in agri-foodtech innovation. He reviewed agri-foodtech investment activity noting that the goal is to keep the interests of international investors in the region.

The presenters responded to questions from Council.

4. **COMMITTEE OF THE WHOLE - RISE AND REPORT**

It was MOVED and SECONDED

THAT Committee of the Whole rise and report.

CARRIED

5. **BUSINESS ARISING FROM COMMITTEE OF THE WHOLE**

It was MOVED and SECONDED

THAT the following recommendations from the Committee of the Whole be ratified:

THAT Council receive the presentation titled "Year in Review - Economic Development" from the Economic Development Advisor, for information.

THAT Council receive the presentation titled "Agri-foodtech in the Metro Vancouver Region" from Invest Vancouver, for information.

CARRIED

6. **ADJOURNMENT**

It was MOVED and SECONDED

THAT the meeting adjourn at 4:00pm.

CARRIED

Signed:

MAYOR

Certified Correct:

CORPORATE OFFICER



EXPLANATORY NOTE

FIRE PROTECTION AND SAFETY BYLAW, 2026, No. 3330

The purpose of this bylaw establishes the framework for the Langley City Fire Rescue Service, detailing the authority, responsibilities, and regulations governing fire prevention, safety, and emergency response within the City of Langley. It outlines the roles of the Fire Chief and Fire Rescue Service, conduct required of persons, and the administration procedures including fees, permits, and penalties related to fire safety.

This bylaw will replace the 2009 Fire Protection and Safety Bylaw No.2784 (last updated in 2018) to ensure alignment with modern provincial legislation, regulations, and current operational practices.

Key updates in the new bylaw include:

- **Alignment with the new provincial Fire Safety Act (2024).** The repeal of the former Fire Service Act required municipalities to reflect modernized provincial requirements.
- **Implementation of a risk-based compliance monitoring system for public buildings,** shifting from a traditional inspection schedule to a risk-informed approach.
- **Removal of the Local Assistant to the Fire Commissioner (LAFC) model,** consistent provincial structure changes.
- **Formal designation of Fire Inspectors and Fire Investigators,** including required minimum training standards for each role.
- **Modernization of all previous bylaw sections** to reflect current and future service delivery needs, community growth and developments in prevention and emergency response.



FIRE PROTECTION AND SAFETY BYLAW, 2026, No. 3330

Table of Contents

PART 1 - GENERAL	1
1. Title.....	1
2. Purpose of the bylaw.....	1
3. Definitions	1
4. Application.....	3
5. Delegation of Authority by Fire Chief	3
6. Conflict with Another Enactment.....	3
7. Reconsideration	4
PART 2 – AUTHORITY OF FIRE CHIEF	5
8. Fire Department Operations	5
9. Risk based Compliance Monitoring	5
10. Designation of Fire Inspectors	5
11. Designation of Fire Investigators	5
12. Managing the Fire Rescue Service.....	5
13. Authority to conduct inspections	6
14. Authority to conduct a Fire Investigation.....	6
15. Inspection Powers.....	6
16. Investigation powers	6
17. Inspection Orders.....	6
18. Prevention and Suppression of Fires.....	7
PART 3 – CONDUCT OF PERSONS	8
19. Hindrance of a Member.....	8
20. Refusal or Neglect of Access.....	8
21. Prohibition of Entry.....	8
22. False Representation	8
23. Driving Over Equipment.....	8
24. Failure to comply with Directions	8
25. False Alarm	8
26. Parking in Contravention of Signs and Markings.....	8
PART 4 - VACANT PREMISES AND PREMISES DAMAGED BY FIRE	9
27. Requirement to Report a Fire	9
28. Requirement to Provide Information Relating to a Fire.....	9

29.	Requirement to Secure Premises	9
30.	Requirement to Secure Vacant Premises	9
PART 5 - PROTECTION OF PERSONS AND PROPERTY		10
31.	Fires in Public Places	10
32.	Fire Hazards	10
33.	Accumulation of Combustible Materials	10
34.	Accumulation of Vegetation	10
35.	Residential Fireplaces and Woodstoves	10
36.	Outdoor Cooking	10
37.	Outdoor Heating	11
38.	Dangerous Goods	11
39.	Waste and Recycle Containers	11
40.	Activation	11
41.	Monitoring Service Provider	12
42.	Contact Person	12
43.	Open Air Burning	12
44.	Campfires	13
45.	Conditions for Ceremonial Fires	13
PART 6 - FIRE DEPARTMENT REQUIREMENTS		14
46.	Safety Plans	14
47.	Electronic Format	14
48.	Review of Plans by Owner	14
49.	Approval of Updates	14
50.	Review of Plans by Fire Rescue Service	14
51.	Lock Box	14
52.	Sign and Markings for Fire Department Access	15
53.	Decks in Highrise Buildings	15
54.	Fire Rescue Service Equipment Closet in Highrise Buildings	15
55.	Video Monitoring System in Highrise Buildings	15
56.	Testing, Inspection, and Maintenance	16
57.	Approved Service Agencies	16
58.	Fire Department Connection	16
59.	Fire Hydrants on Private Property	17
PART 7 - FEES AND COST RECOVERY		18
60.	Permits	18
61.	Amendment, Suspension, or Revocation of a Permit	18
62.	Requirement to Provide Notice and Reasons	18
63.	Reinstatement of a Permit	18
64.	City Action at Defaulter's Expense	18

65.	Recovery of Fees and Costs as Special Fees	19
66.	Incident Costs	19
67.	Dangerous Goods	19
68.	Security Alarms	19
69.	False Alarms	20
70.	Fire Alarm Testing	20
71.	Special Events	20
72.	Inspections	21
73.	Investigation and Reporting under the Fire Safety Act	21
74.	Occupant Loads	21
75.	Comfort Letter	21
	PART 8 - OFFENCE AND PENALTY	22
	PART 9 - SEVERABILITY	22
	PART 10 - REPEAL	22



FIRE PROTECTION AND SAFETY BYLAW, 2026, No. 3330

A Bylaw to provide for the establishment and operation of a Fire Rescue Service and to provide for the prevention of fire and the protection of persons and property.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

PART 1 - GENERAL

1. Title

This bylaw shall be cited as the “Fire Protection and Safety Bylaw, 2026, No. 3330”.

2. Purpose of the bylaw

The purposes of this bylaw are to regulate, prohibit and impose requirements in relation to the following:

- (a) the authority of the Fire Chief;
- (b) the services of the Fire Chief;
- (c) the protection of persons and property;
- (d) the prevention of nuisances and disturbances.

3. Definitions

“**Building Code**” means a building code based on the National Building Code of Canada with some B.C. specific changes;

“**City**” means the City of Langley; and the geographic area governed thereby, as the context requires;

“**Compliance Monitoring**” means a risk-based compliance system as defined in Part 6 of the Fire Safety Act;

"False Alarm" means,

(a) the activation of an Alarm System resulting in the direct or indirect notification of the Police or Fire Department and their actual attendance at the address of the Alarm System where there is no evidence of

(i) an unauthorized entry or the commission of an unlawful act on or in relation to the property protected by the Alarm System, or

(ii) smoke damage or any other visible sign of fire or

(iii) an emergency situation; and

(b) includes, but is not limited to:

(i) the testing of an alarm that results in a Police Department or Fire Department response;

(ii) an alarm that is actually or apparently activated by mechanical failure, malfunction or faulty equipment;

(iii) an alarm that is activated by user error;

(iv) an alarm that is actually or apparently activated by atmospheric conditions, excessive vibrations, or power failures;

"Fees and Charges Bylaw" means the City of Langley Fees and Charges Bylaw, as amended from time to time;

"Fire Chief" means the person in charge of the Fire Department;

"Fire Code" means a fire code established by adopting the National Fire Code of Canada in accordance with section 48(3)(b) [*regulations of minister*];

"Fire Department" means the City of Langley Fire Rescue Service Department, and a general descriptor as the context requires;

"Fire Inspector" means an individual designated by the Fire Chief;

"Fire Investigation" means a systematic analysis of a fire related incident to determine its origin, cause and circumstance;

"Fire Investigator" has the same meaning as in the Fire Safety Act;

"Fire Rescue Service" means the Langley City Fire Rescue Service and includes a person or organization performing duties or functions on behalf of the Langley City Fire Rescue Service;

“Fire Safety Act” means the Fire Safety Act [SBC2016] Chapter19, as amended from time to time;

“Fire Safety Inspection” means an inspection for the purpose of determining compliance with the BC building and Fire Codes, Fire Safety Act and any other regulator requirements;

“Hazardous Materials” means a substance or agents that can pose a risk to human health, safety, property, or the environment;

“Municipal Ticket Information System Bylaw” means the City of Langley Municipal Ticket Information System Bylaw, as amended from time to time;

“Premises” has the same meaning as in the Fire Safety Act;

“Private Dwelling” has the same meaning as in the Fire Safety Act;

“Public Building” has the same meaning as in the Fire Safety Act;

“Real Property” means fixed property, principally land and buildings;

“Warrant” means a document issued by a legal or government official authorizing the Fire Chief to enter Premises or carry out the responsibilities identified in this bylaw or the Fire Safety Act.

4. Application

This bylaw applies to all Premises within the City.

5. Delegation of Authority by Fire Chief

The Fire Chief may delegate the authority conferred on the Fire Chief under this bylaw to a person acting under the authority of the Fire Chief.

6. Conflict with Another Enactment

If there is a conflict between a provision of this bylaw and the Fire Safety Act, Building Code or the Fire Code, the provision of the Fire Safety Act, Building Code, or the Fire Code prevails.

7. Reconsideration

- (a) A person who is served with written notice or order may, within 10 days of receiving notice of the decision, request the Fire Chief to review the decision.
- (b) A request under subsection (a) must be in writing and must identify the error the person believes was made or the other grounds on which a review is requested.
- (c) On receipt by the fire chief of a request under section (a), the decision to be reviewed as a result of the request is not stayed.

PART 2 – AUTHORITY OF FIRE CHIEF

8. Fire Department Operations

The Fire Chief has complete responsibility and authority for the Fire Rescue Service subject to the direction of **mayor and council** to which the Fire Chief shall be responsible, and the Fire Chief shall be required to carry out all fire protection activities and such other activities as the Mayor and Council directs including but not limited to:

- (a) Fire Suppression;
- (b) Medical response;
- (c) Rescue;
- (d) Hazardous Materials;
- (e) Fire Prevention, education and preplanning;
- (f) Emergency Management
- (g) Response to situations that present a danger to life, property, or environment.

9. Risk based Compliance Monitoring

The Fire Chief will implement a risk-based Compliance Monitoring system for public buildings in accordance with Part 6 of Fire Safety Act.

10. Designation of Fire Inspectors

The Fire Chief may designate persons or class of persons as Fire Inspectors to conduct Fire Safety Inspections and fire safety assessments in accordance with Section 8 Fire Safety Act.

11. Designation of Fire Investigators

The Fire Chief may designate persons or a class of persons as Fire Investigators to conduct Fire Investigations in accordance with Section 25 Fire Safety Act.

12. Managing the Fire Rescue Service

The Fire Chief may establish, vary, alter or repeal, rules, regulations and committees as necessary for the proper organization and administration of the Fire Rescue Service, including but limited to:

- (a) Use, care and protection of Fire Rescue Service property;
- (b) Conduct and discipline of members;
- (c) Operations of the Fire Rescue Service.

13. Authority to conduct inspections

The Fire Chief may conduct a Fire Safety Inspection for the purpose of determining compliance with the Fire Safety Act and the regulations in the following circumstances:

- (a) On receiving a complaint;
- (b) If believed advisable without receiving complaint;
- (c) On the request of an owner or occupier of Premises;
- (d) If required as part of Compliance Monitoring.

14. Authority to conduct a Fire Investigation

If the Fire Chief has reasonable belief a fire has occurred, the Fire Chief, may without Warrant, at anytime enter land or premise to determine whether a fire occurred that damaged or destroyed property or resulted in injury or death.

15. Inspection Powers

The Fire Chief may exercise the powers identified in Part 4 Section 10 of the Fire Safety Act.

16. Investigation powers

The Fire Chief may exercise the powers Identified in Part 7 Div1 Section 26 of the Fire Safety Act.

17. Inspection Orders

- (1) If satisfied that an owner of Premises has contravened this bylaw or the regulations in respect of the Premises, the Fire Chief may serve the owner with an order requiring the owner to comply with this bylaw or the regulations, including requiring the owner to:
 - a) remove, destroy or repair the Premises;
 - b) alter the use or occupancy of the Premises;
 - c) remove or keep secure combustible, flammable, explosive or other Hazardous Materials or substances on or in the Premises; or
 - d) take other precautions against a fire hazard.

- (2) An order must set out the following:
 - a) the owner's name;
 - b) the date the order was made;
 - c) the street address and legal description of the land affected by the order;
 - d) the provision of this bylaw or the regulations the owner contravened and the circumstances of that contravention;
 - e) an explanation of how to comply with the order;
 - f) the date by which the order must be complied with;

- g) the person's right to request a review under section 43 of the Fire Safety Act [review by fire commissioner];
- h) a statement that failure to comply with the order may result in the imposition of an administrative penalty or conviction for an offence;
- i) any additional information prescribed by regulation.

- (3) An owner must comply with an order within the time specified in the order.
- (4) An order may not set requirements that differ from the technical provisions or requirements established by the BC Fire Code or another fire code.
- (5) An owner is responsible for the cost of complying with an order.
- (6) If there remains a failure to comply with the local order, the Fire Chief may exercise a provincial order as identified in Part 4 of the Fire Safety Act.

18. Prevention and Suppression of Fires

The Fire Chief may use any reasonable measures to prevent and suppress fires, including the demolition of buildings and structures.

PART 3 – CONDUCT OF PERSONS

19. Hindrance of a Member

A person must not hinder a member in the execution of the duties or authority of the member, including by doing any of the following:

- (a) Withholding or falsifying information;
- (b) Refusing to render assistance in connection with an inspection.

20. Refusal or Neglect of Access

A person must not refuse or neglect access to a member to a Premises to which the member has the authority to access.

21. Prohibition of Entry

A person must not enter a premise or area

- (a) Threatened by an incident, or
- (b) Cordoned off by a member.

22. False Representation

A person must not

- (a) Make a false representation as to the person being a member, or
- (b) Use any item or equipment that could reasonably cause another person to believe that the person is a member

23. Driving Over Equipment

A person must not drive a vehicle over the equipment of the fire recuse service unless the person receives the consent of the member in command.

24. Failure to comply with Directions

A person at or near an incident must not refuse or neglect to comply with the directions given by a member.

25. False Alarm

A person must not cause a False Alarm.

26. Parking in Contravention of Signs and Markings

A person must not park a motor vehicle in contravention of a sign or markings indicating access for the fire department.

PART 4 - VACANT PREMISES AND PREMISES DAMAGED BY FIRE

27. Requirement to Report a Fire

An owner or occupier of a premise where a fire occurs must immediately report the fire to the Fire Chief

28. Requirement to Provide Information Relating to a Fire

At the request of the Fire Chief, the owner, occupier, resident, or employees of a premise where a fire occurs must provide the Fire Rescue Service information that the person has relating to the fire or the premises damaged by the fire.

29. Requirement to Secure Premises

An owner or occupier of a premise damaged by fire must secure the Premises against unauthorized entry in a manner acceptable to the Fire Chief within 2 hours after having knowledge that the fire has been extinguished.

30. Requirement to Secure Vacant Premises

An owner, agent or occupier of a vacant Premises must secure the vacant premise against unauthorized entry in a manner acceptable to the Fire Chief within 24 hours after having knowledge the Premises is a vacant Premises.

PART 5 - PROTECTION OF PERSONS AND PROPERTY

31. Fires in Public Places

A person must not start a fire in a public place if a fire is likely to

- (a) Endanger the safety of persons;
- (b) Cause damage to a property or a thing; or
- (c) Interfere with an activity.

32. Fire Hazards

An owner or occupier of a premise must ensure that no fire hazard exists on or in the premise.

33. Accumulation of Combustible Materials

An owner or occupier of a Premises must not permit combustible material to accumulate in quantities or in locations on a Premises that could create a fire hazard.

34. Accumulation of Vegetation

- (1) An owner or occupier of Real Property must cut down and remove from the Real Property all vegetation that is susceptible to self-heating or self ignition and could endanger the Real Property.
- (2) An owner or occupier of a Real Property must maintain current landscapes in a condition to reduce the risk of fire.

35. Residential Fireplaces and Woodstoves

A person must not fuel a residential fireplace or woodstove unless

- (a) The material used is intended for the use as a fuel in residential fireplaces and wood stoves, and
- (b) The material does not contain painted, treated or adhesive materials.

36. Outdoor Cooking

A person must not use an outdoor cooking appliance unless the outdoor cooking appliance

- (a) Is specifically designed for cooking food;
- (b) Is used for cooking food;
- (c) Is power by electricity, or fuelled by propane, natural gas, charcoal, or wood pellets; and

(d) Is being used as per factory specifications.

37. Outdoor Heating

A person must not use an outdoor heating appliance unless the outdoor heating appliance

- (a) Is specifically designed for heating;
- (b) Is used for heating;
- (c) Is powered by electricity, or fuelled by propane or natural gas; and
- (d) Is being used as per factory specifications.

38. Dangerous Goods

A person who is responsible for dangerous goods which give rise to an incident due to the transportation, storage, or use of the dangerous goods, must clean up and completely dispose of the dangerous goods in a safe and prompt manner.

39. Waste and Recycle Containers

- (1) A commercial or communal garbage container that has a capacity of 90 litres or more must be stored in a location approved by the Fire Chief.
- (2) The location where a commercial or communal garbage container is stored must be at least 5 metres from combustible material or an unprotected building opening unless
 - (a) The location cannot accommodate the 5 metre clearance;
 - (b) A non-combustible container with a non-combustible self closing lid is used;
 - (c) The container does not have a **hold** open device;
 - (d) The container is stored at least one metre from combustible materials and an unprotected building opening; and
 - (e) The container is placed in a location approved by the Fire Chief.

40. Activation

A person must not activate a fire alarm system unless

- (a) There is a fire or explosion;
- (b) The person believes that a fire or explosion is occurring or is imminent;
- (c) The person believes that an incident to which the person believes the fire department would normally respond is occurring or is imminent; or
- (d) The Fire Chief authorized the person to activate the fire alarm system.

41. Monitoring Service Provider

The fire alarm system of a building required by the BC Building Code to have a fire alarm system must be continuously monitored by a monitoring service provider certified by the Underwriters of Canada for monitoring fire alarm systems.

42. Contact Person

An owner or occupier of a premise with a fire alarm system must do the following:

- a) Within 72 hours of installing the fire alarm system, give written notice to the fire rescue service, in the form acceptable to the Fire Chief, of the names, addresses and telephone numbers of
 - i. The monitoring service provider for the fire alarm system, and
 - ii. At least 2 contact persons;
- b) Within 7 days of any change of the name address or telephone number, email of the monitoring service provider or contact person, give written notice to the fire department, in a form acceptable to the Fire Chief, of the change.
- c) The owner/ agent must ensure that a contact person is available to respond to the property in the event of an alarm and be on site in under 30 minutes from the time the alarm is activated.

43. Open Air Burning

- (1) No person will, at any time, start, light, ignite or burn, or knowingly permit or cause to be started, lit, ignited or burned, any fire of any kind whatsoever and for any purpose in the open air or in any portable incinerator or other portable appliance or device of any kind located in the open air, except where the fire is contained within a portable appliance or device that has been specifically designed and is used solely for the cooking and preparation of food and that is fueled by propane, natural gas or charcoal, or wood pellets.
- (2) Without limiting section (1), the burning in the open air or in any portable incinerator or other portable appliance or device of any kind located in the open air of:
 - (a) garden refuse, including, without limitation, grass clippings, leaves, tree and plant pruning, cuttings and light materials;
 - (b) land clearing materials, including, without limitation, stumps and branches; and waste or remainder materials from construction sites;
 - (c) all materials found in the prohibited materials burning list. (Ministry of Environment and Climate Change Strategy Ministry);
is prohibited.

- (3) For purposes of this section, an open-air fire does not include:
- a) fire training exercises approved by the Fire Chief;
 - b) fires necessary for public safety and approved by the Fire Chief;
 - c) fires for special circumstances and approved in advance in writing by the Fire Chief.

44. Campfires

A person must not light , fuel or use a campfire within the City of Langley unless special approval has been provided by the Fire Chief.

45. Conditions for Ceremonial Fires

- (1) With approval from the Fire Chief a person may light, fuel or use a ceremonial fire if the following conditions are met:
- (a) The person provides the Fire Chief with an approval confirmation from the local first nation;
 - (b) The person provides notification and approval at least 24 hours before the ceremonial fire;
 - (c) The person established a fuel break around the burn area;
 - (d) While the fire is burning, the person ensures that
 - i. the fuel break is maintained;
 - ii. the fire is watched and patrolled by a person to prevent the escape of fire;
 - iii. the fire does not burn prohibited materials;
 - iv. the fire burns material in one pile no larger than 0.6 metres in height and 0.75 metres in width;
 - (e) It is safe to do so and is likely to continue to be safe;
 - (f) Before leaving the area, the person ensures that the fire is extinguished and that the ashes are cool to the touch.

PART 6 - FIRE DEPARTMENT REQUIREMENTS

46. Safety Plans

- (1) An owner of a building for which a fire safety plan is required under the Fire Code must prepare a fire safety plan in cooperation with the Fire Rescue Service.
- (2) An owner of the building for which a fire safety plan is required under the Fire Code must prepare a pre incident plan in accordance with NFPA 1620 , standards for pre incident planning, as amended or replaced from time to time and in cooperation with the Fire Department.
- (3) An owner of a building for which a construction fire safety plan is required under the Fire Code must prepare a construction fire safety plan in cooperation with the fire department prior to construction commencing.

47. Electronic Format

All safety plans must be submitted to the Fire Chief in a form and in an electronic format acceptable to the Fire Chief.

48. Review of Plans by Owner

- (1) a fire safety plan and pre incident plan must be reviewed at least every 12 months.
- (2) a construction fire safety plan must be updated as changes occur on the construction site property.
- (3) A fire safety plan and pre incident plan must be updated if there is change to
 - a) The use of the building; or
 - b) The location where dangerous goods are stored and handled in a building.

49. Approval of Updates

Updates to a fire safety plan or pre incident plan must be approved by the Fire Chief.

50. Review of Plans by Fire Rescue Service

The fee payable for a review of the safety plans will be required (Schedule 8 – Fire Protection & Safety Fees of the City's Fees and Charges Bylaw)

51. Lock Box

- (1) The Fire Chief may require the installation of a lock box containing access keys to a building or Premises for the use of the Fire Rescue Service.
- (2) Owners must install a lock box type approved by the Fire Chief in an exterior location approved by the Fire Chief.

52. Sign and Markings for Fire Department Access

- (1) A sign or marking stating “FIRE LANE – NO PARKING” must be posted on streets, yards, and roadways provided for Fire Rescue Service access.
- (2) If a street, yard, or roadway provided for the fire department access is secured by a gate, bollard, chain or other similar removable assemblies:
 - (a) A sign must be permanently mounted on each side of the removable assembly;
 - (b) The sign must display lettering of at least 7.5 centimetres by 6 centimetres, and the sign must state the following in the following order:
 - (i) “Emergency Access ONLY”;
 - (ii) “No Parking”;
 - (iii) “By Order of the Fire Chief”;
- (3) The size and colour of the sign or markings must be approved by the Fire Chief before the installation of the sign or display of the markings.

53. Decks in Highrise Buildings

All open or closed decks / balconies are to be protected by frost-free or dry sprinkler heads.

54. Fire Rescue Service Equipment Closet in Highrise Buildings

- (1) A firefighter equipment closet will be provided on every 6th floor of the building.
- (2) This room will be for Fire Rescue Service use only to store developer/ building owner supplied fire fighting equipment dedicated for the use at this building.
- (3) Keys for this room will be provided to the Fire Rescue Service.

55. Video Monitoring System in Highrise Buildings

- (1) Video monitoring system will be installed in all highrise buildings.
- (2) Cameras will be installed in each public space, including parkades with monitors displaying the feed main lobby. Locations for cameras and monitors to be determined by the Fire Chief.
- (3) This video monitoring system will form part of the fire life safety systems of the building and is to be maintained by the building owner(s) including upgrading systems when required.
- (4) Fire Department Lockboxes will be provided at every entrance to the building.

56. Testing, Inspection, and Maintenance

- (1) Only service agencies referred to in section 57(1) may test, inspect or perform maintenance on a fire protection system, fire pump, emergency fire protection power system or commercial kitchen exhaust system.
- (2) Where a service agency has tested, inspected or performed maintenance as described in subsection (1) it shall affix to the equipment in respect of which its services were provided a tag showing its name, the date upon which the work was performed, and the signature, stamp and certification number of the technician doing the work and the date on which the work was performed.

57. Approved Service Agencies

- (1) Only service agencies whose technicians are certified by the Applied Scientist Technologists and Technicians of BC (ASTTBC) or the Canadian Fire Alarm Association or recognized certification agency for the specific type of fire protection equipment, may carry out any of the services described in Part 6 section 56.
- (2) Notwithstanding subsection (1), where the work or services of any service agency has been improperly performed or carried out the Fire Chief may reject such work or servicing.

58. Fire Department Connection

- (1) A fire department connection (FDC) to a building to which the Building Code applies must be installed as follows:
 - (a) Angled down at 45-degree angle to impede the insertion of debris;
 - (b) At a height of one metre above the street, ground level;
 - (c) Using a 4-inch Stortz- type fire department connection with a cap and securing chain or cable;
- (2) Located
 - (a) remotely from the building face;
 - (b) away from a hazard;
 - (c) away from emergency path of egress;
 - (d) at least 1.5 metres from an ornamental light standard, utility pole, electric kiosk or driveway;
 - (e) in a location accessible to the fire department and approved by the Fire Chief;and

- (f) clearly identified with signs indicating which building the fire department connection serves with civic address or unit identification of the building.

59. Fire Hydrants on Private Property

- (1) The owner or occupier on which a fire hydrant is installed will:
 - (a) Identify clearly the location of the fire hydrant;
 - (b) Maintain the fire hydrant in proper working order at all times;
 - (c) Have the inspection maintenance and testing done to NFPA 25 standards;
 - (d) Ensure inspection, testing, and servicing is completed by a qualified technician, certified to carry out the inspection, testing, and servicing of the fire hydrant as per Section 57(1);
 - (e) Provide the Fire Chief with written confirmation annually of the inspection, testing, and servicing of the hydrant;
 - (f) Ensure the fire hydrant is kept clear of ice, snow, shrubbery, trees, structures, vehicles, and other obstructions; and
 - (g) Notify the Fire Rescue Service whenever the fire hydrant is out of service for repair and mark such fire hydrant as “out of service”.

- (2) A fire hydrant on private property is for the sole use of the Fire Rescue Service only and may be operated by members for the purpose of use, inspection, testing or as otherwise approved by the Fire Chief.

PART 7 - FEES AND COST RECOVERY

60. Permits

- (1) Every Person must obtain a permit issued by the Fire Department to do the following:
 - (a) To construct, erect, install, repair, alter or remove any gasoline fittings, oil pipe fittings, tanks, pumps, oil burning equipment or appliances using flammable liquids as a fuel;
 - (b) Display, store or discharge fireworks Refer to (refer to Fireworks bylaw No. 2603);
 - (c) Use of pyrotechnics for special events, movies or other;
 - (d) With approval of the Fire Chief, the use of campfires public events.

61. Amendment, Suspension, or Revocation of a Permit

- (1) The Fire Chief may amend the terms or conditions under a permit, suspend the rights granted under a permit, or revoke a permit if the Fire Chief has reasonable grounds to believe that the activity authorized under the permit
 - (a) may create a fire hazard; or
 - (b) may cause emissions that may foul or contaminate the atmosphere in a manner that may disturb the quiet, peace, rest, enjoyment, comfort or convenience of individuals or the public; or
 - (c) is in contravention of this bylaw or the terms and conditions of the permit.

62. Requirement to Provide Notice and Reasons

If the Fire Chief amends, suspends or revokes a permit, the Fire Chief must give written notice to the applicant with written reasons for the amendment, suspension or revocation.

63. Reinstatement of a Permit

If the Fire Chief suspends the rights under a permit, the Fire Chief must set out the conditions for reinstatement of the rights under the notice under section 61 of this bylaw.

64. City Action at Defaulter's Expense

- (1) The Fire Chief may direct that, if a person subject to a requirements under this bylaw fails to take the required action, the City may
 - (a) fulfill the requirements at the expense of the person, and
 - (b) recover the costs incurred from that the person as a debt.

65. Recovery of Fees and Costs as Special Fees

If the City does work or provided services in relation to the land or improvements, the City may recover the fees and costs incurred by the City as special fees in accordance with Division 14 of Part 7 of the Community Charter.

66. Incident Costs

- (1) A person must pay actual costs for the incident if the person does any of the following that results in an incident to which the Fire Rescue Service responds:
 - (a) Causes damage to property by
 - (i) intentionally starting or adding fuel to a fire, or
 - (ii) using an explosive device or substance;
 - (b) Summons the fire rescue service without reasonable belief that an incident was imminent or occurring;
 - (c) Contravenes this bylaw, a permit issued under this bylaw or an order issued under this bylaw;
 - (d) Contravenes the Controlled Substance Bylaw 2006 No. 2625.
- (2) The cost that applies to the type of equipment used by the Fire Rescue Service set out in Schedule 8 – Fire Protection and Safety Fees of the City’s Fees and Charges Bylaw.

67. Dangerous Goods

- (1) A person who fails to comply with section 38 must pay:
 - (a) A fee calculated in accordance with the Schedule 8 – Fire Protection and Safety Fees of the City’s Fees and Charges Bylaw;
 - (b) The costs incurred by the City to clean and dispose of the dangerous goods;
 - (c) The costs incurred by the City to mitigate the incident , and
 - (d) The costs incurred by the City for the repair, decontamination and replacement of consumables used, equipment damaged, or contaminated while attending the incident.

68. Security Alarms

An owner or occupier of a premise to which the fire department has attended in response to an activated security alarm that has been routed to the Fire Rescue Service must pay a fee, in accordance with Schedule 8 - Fire Protection and Safety Fees of the City’s Fees and Charges Bylaw, for each occasion that the Fire Rescue Service has attended in response to an activation of the security alarm system.

69. False Alarms

- (1) An owner or occupiers of a premise to which the Fire Rescue Service has attended in response to a Preventable False Alarm must pay the fee in accordance with Schedule 8 - Fire Protection and Safety Fees of the City's Fees and Charges Bylaw.
- (2) For each subsequent occasion after 2 in a calendar year that the Fire Rescue Service attends a premise an owner or occupier must pay a fee as defined in Schedule 8 - Fire Protection and Safety Fees of the City's Fees and Charges Bylaw.
- (3) The Fire Chief may waive a cost or fee payable under sections (1), (2) if the following conditions are met:
 - (a) The owner or occupier provides the Fire Chief with written evidence from a certified fire protection technician that the improvements have been made to the Premises to reduce or eliminate subsequent False Alarms; and
 - (b) The owner or occupier submits the evidence to the Fire Chief within 30 day of the most recent alarm.

70. Fire Alarm Testing

An owner or occupier must pay the costs calculated in accordance with Schedule 8 – Fire Protection and Safety Fees of the City's Fees and Charges Bylaw if the owner or occupier fails to notify the fire alarm system monitoring service provider or Fire Rescue Service when carrying out testing, repair or maintenance to a fire alarm system and members attended as a result of that failure.

71. Special Events

- (1) A person must pay the costs calculated in accordance with Schedule 8 – Fire Protection and Safety Fees of the City's Fees and Charges Bylaw if any of the following applies:
 - (a) The person has a fire in connection with the event;
 - (b) The person requests attendance of the fire department at a special event;
 - (c) The Fire Chief considers that the supervision by members is necessary to ensure the safety of persons and property at the special event.
- (2) Despite subsection (1), if a member attends a special event in accordance with subsection (1) (b) or (c), the fee for the attendance of a member at the special

event will be paid as per Schedule 8 – Fire Protection and Safety Fees of the City’s Fees and Charges Bylaw.

72. Inspections

The Fire Chief may require a fee be paid for special inspections or the re-inspection of a premise by the Fire Rescue Service.

73. Investigation and Reporting under the Fire Safety Act

If the Fire Rescue Service responds to a fire where damage to a Premises is more than \$2500 and the fire department must complete an investigation and report under the Fire Safety Act, the owner or occupier of the premise must pay a fee as per Schedule 8 – Fire Protection and Safety Fees of the City’s Fees and Charges Bylaw.

74. Occupant Loads

For a calculation of occupant load under the Fire Code, including the sign stating the occupant load, a fee will be paid as per Schedule 8 – Fire Protection and Safety Fees of the City’s Fees and Charges Bylaw.

75. Comfort Letter

For a comfort letter identifying the dates of inspection of a building and whether the building complies with applicable codes and bylaws, a fee will be paid as per Schedule 8 – Fire Protection and Safety Fees of the City’s Fees and Charges Bylaw.

PART 8 - OFFENCE AND PENALTY

- (1) Every person who violates a provision of this bylaw, or who consents, allows or permits an act or thing to be done in violation of a provision of this bylaw, or who neglects to or refrains from doing anything required to be done by a provision of this bylaw, is guilty of an offence and is liable to the penalties imposed under the City's Municipal Ticket Information System Bylaw, and is guilty of a separate offence each day that a violation continues to exist.
- (2) Every person who commits an offence is liable on summary conviction to a fine or to imprisonment, or to both a fine and imprisonment, of not less than \$5000 and not more than \$50,000.

PART 9 - SEVERABILITY

If any part of this Bylaw is, for any reason, held to be invalid by a decision of a court with the jurisdiction to so, the invalid portion shall be considered severed from the rest of this Bylaw and the decision that it is invalid shall not affect the validity or enforceability of the remainder of this Bylaw.

PART 10 - REPEAL

Fire Protection and Safety Bylaw, 2009, No. 2784 and its amendments are repealed.

READ A FIRST, SECOND, AND THIRD TIME this ninth day of March, 2026.

ADOPTED this day of , .

MAYOR

CORPORATE OFFICER



FEES AND CHARGES BYLAW, 2010, No. 2837,
AMENDMENT No. 39, 2026, No. 3331

The purpose of this bylaw is to amend the Fees and Charges Bylaw to update:

Schedule 2 – Administration Fees (removal of redundant fees)

Schedule 7 – Engineering and Filming Service Fees (increase fees as indicated in bylaw, update fire protection charges to align with GVRD Mutual Aid agreement)

Schedule 8 – Fire Protection and Safety Fees (to reflect fees associated with new Fire Protection and Safety Bylaw No. 3330)

Schedule 10 – Parks, Facilities and Special Event Fees (fee increase to cover operating costs, streamlining admission passes, update room rentals and public space rentals)

A review was undertaken of the various fees and charges to ensure that they have been incremented for inflation that has occurred over time since the original charges were introduced.



FEEES AND CHARGES BYLAW, 2010, No. 2837,
AMENDMENT No. 39, 2026, No. 3331

A Bylaw to amend fees and charges for various services offered by the City of Langley.

1. Title

- (1) This bylaw shall be cited as the “Fees and Charges Bylaw, 2010, No. 2837, Amendment No. 39, 2026, No. 3331.”

2. Amendments

(1) Fees and Charges Bylaw, 2010, No. 2837 is hereby amended by:

- (a) Replacing Schedule 2 – Administration Fees with revised Schedule 2 - Administration Fees attached to and forming part of this Bylaw.
- (b) Replacing Schedule 7 – Engineering and Filming Service Fees with revised Schedule 7 – Engineering and Filming Service Fees attached to and forming part of this Bylaw.
- (c) Replacing Schedule 8 – Fire Protection and Safety Fees with revised Schedule 8 – Fire Protection and Safety Fees attached to and forming part of this Bylaw.
- (d) Replacing Schedule 10 – Parks, Facilities and Special Event Fees with revised Schedule 10 – Parks, Facilities and Special Event Fees attached to and forming part of this Bylaw.

READ A FIRST, SECOND AND THIRD TIME on this ninth day of March, 2026.

ADOPTED this _____ day of _____, 2026.

MAYOR

CORPORATE OFFICER

Schedule 2 – Administrative Fees
Miscellaneous Corporate

Mapping Fees and Computer Information Charges (all fees are subject to applicable taxes)		
Description	Fees	
	Sheet or .pdf file	Book or .pdf file
Arch D Size Sheets (24" x 36") (Scale 1:2000) 8 sheets	\$ 15.00	\$100.00
Arch E Size Sheets (36" x 48") (Scale 1:4000) Entire City	\$ 30.00	n/a
Miscellaneous Documents		
OCP Bylaw	\$ 30.00	
Zoning Bylaw (Consolidated)	\$ 30.00	
Mapping Data		
Digital Files (First MB)	\$100.00	
Digital Files (Additional MB)	\$ 35.00	
Labour (Per hour – minimum one half hour)	\$ 60.00	
USB Drive	\$ 25.00	
Finance Charges (all fees are subject to applicable taxes)		
Description	Fees	
Mortgage Company Property Tax Listings	align="center">\$12.00 per property	
Property Tax Certificate, (Non-Owner Request)	align="center">\$ 40.00	
Property Tax Certificate (Owner Request)	align="center">No charge	
Property Tax Certificate (Online Request)	align="center">\$ 40.00	
Non-sufficient Funds Returned Cheque Fee	align="center">\$ 30.00	
Refund Processing Fee	align="center">\$ 25.00	
Routine Requests for Information Charges (all fees are subject to applicable taxes)		
Description	Fees	
The search of publicly available City records for information where it is determined by the Department Head that research could involve staff time in excess of 15 minutes but not exceeding one hour	align="center">\$ 75.00	
Additional charge payable for each additional 15 minutes or portion thereof, required to research publicly available City records for information	align="center">\$ 25.00	

Fire Department Records Search Services	
Fire Incident / Investigation Reports (including colour photographs)	\$ 200.00
Motor Vehicle Accident or Medical Incident Report	\$ 100.00
Search for Underground Storage Tank Installation and Removal records	\$ 100.00

Note: Additional fees may be levied under the Freedom of Information and Protection of Privacy Act for provision of these records

Miscellaneous Charges (all fees are subject to applicable taxes)	
Description	Fees
Criminal Records Search for an individual (without fingerprinting)	\$ 65.00
Criminal Records Search for student courses, job experience or practicum	\$ 25.00
Criminal Records Search for City Employees (without fingerprinting)	No charge
Criminal Records Search for volunteers of a City organization	No charge
Fingerprinting	\$ 65.00
Police Certificates/Waivers	\$ 65.00
Mural Application Fee	\$100.00
City Pins	\$ 1.00

Freedom of Information Requests and Copying Charges (all fees are subject to applicable taxes)	
Description	Fees
(a) Non-refundable Application Fee	\$ 10.00

Schedule 7 – Engineering and Filming Service Fees

Engineering and Filming Service Fees (all fees are subject to applicable taxes)		
Engineering Service	Fee	Comment
Banner Permit	\$250.00	Non-refundable
Electric Vehicle Charging	\$1/hour for the first 2 hours \$3/hour after the first 2 hours	24 hours a Day, 7 Days a Week, (incl. Stat Holidays)
Highway Use Damage Deposit		Refundable
Light Duty ²	\$ 1,000.00	
Medium Duty ³	\$ 5,000.00	
Heavy Duty ⁴	\$10,000.00	
Highway Use Permit	\$200.00	Non-refundable
Hydrant Use Permit (Deposit)	\$500.00	Refundable
Hydrant Use Permit	Daily Rates: Regular: \$75/day Overtime: \$110/day Weekly rates: Regular: \$250/week Overtime: \$375/week	Regular Hours: 8:00am -3:30pm Overtime Hours: anytime outside of above specified hours.
Inspection, subsequent to violation of Watercourse Protection Bylaw requirements, for compliance verification purpose	\$200	
Latecomer Administration Fee	A minimum of \$5,000 or 2% of the cost of providing Excess Service and/or Extended Service, whichever is higher	Non-refundable
Road Use/City Right of Way Encroachment Fee	5% of the adjacent land's unit area cost plus GST, as per the most recent "BC Assessment" property land value, per year	Fee adjustable proportionally for shorter periods
Street Usage	\$250.00 per block, per side of roadway per day	Minimum charge is \$250.00
Street Obstruction/Temporary Closure	\$500.00 per day	Minimum charge is \$500.00
Daily Parking Stall Rental – Timed Stalls ¹	\$20.00 per stall per day	On-street spaces and City parking lots

Engineering Service	Fee	Comment
Noise Exemption Permit Fee	\$75.00 per day	
Patio Rental Fee	<ul style="list-style-type: none"> • Until end of 2024: 2% • In 2025: 3% • Starting 2026: 4% of the adjacent land's unit area cost plus GST, as per the most recent "BC Assessment" property land value, per year	Fee adjustable proportionally for shorter periods
Pavement Degradation Fee	\$25.00 per square meter	Minimum \$600.00 charge
Pavement Reinstatement Fee	\$100.00 per square meter	Minimum \$600.00 charge
Legal Signal Timing Requests	\$400.00 per request	
Legal Traffic Operations Requests	\$300.00 per request \$105.00/hour for each additional hour	includes first hour and a half of staff time
Traffic Volume Count Request	\$300 per location*	* All requests must be made at the same time
Newspaper Box Placement on Public Property	\$75.00 per newspaper box, per year	Non-refundable
Confiscation fee for removal of newspaper boxes contravening permit requirements on public property	\$250.00 per newspaper box	Non-refundable
Streetlight Banner Application Fee	\$250	Non-refundable
Streetlight Banner Installation	\$250.00 mobilization fee \$76.00 per banner installation fee \$150.00 each for installation of banner and supply and installation of hardware	

Filming Service	Fee	Comments
Filming Permit Application Fee <ul style="list-style-type: none"> - Application made 10 or more days prior to filming - Application made less than 10 days prior to filming - Additional Location Fees - Student Film Application Fee 	\$300.00 \$500.00 \$100.00 per location \$50.00	Non-refundable
Business Licence Fee	See Business Licence Fees	Non-refundable
City Parks & Public Facilities ⁵	See Park Facility Fees and Special Event Fees – Rental based on commercial rates If not listed in the Parks, Facilities and Special Event Fees charge is: \$500.00 per day – Neighbourhood Park \$1,000.00 per day – City Park, Douglas Park and Sendall Gardens	Does not include the Parks or Public Facilities parking lots, which are charged separately.
City Parking Lots ⁵	\$600.00 per day	Does not include timed stalls which are charged per stall per day under Engineering Service fees.
Filming and Special Event – Site Inspection	\$150.00 per inspection	

Filming Service	Fee	Comments
Engine	\$ 590.00 per hour, plus actual staffing cost	Staffing costs as per GVRD Mutual Aid Agreement – Schedule “A” Table of Costs
Aerial Tower	\$ 1,280.00 per hour, plus actual staffing cost	Staffing costs as per GVRD Mutual Aid Agreement – Schedule “A” Table of Costs
Rescue Services	\$ 590.00 per hour, plus actual staffing cost	Staffing costs as per GVRD Mutual Aid Agreement – Schedule “A” Table of Costs
Staff Time: - RCMP Police (Officers) - RCMP Police (Clerical) - Fire & Rescue Service (Firefighters) - Public Works Dept. (Labourers)	\$150.00/hour per officer \$52.50/shoot Included in vehicle costs Actual cost +10% admin fee	Traffic control, shoot scenes, etc. To coordinate RCMP callout General Services

- ¹ - Applies to parking for Highway Use Permits, Special Event Permits, Film Permits, Building Permits and Sign Permits
- ² - Light duty: for all work involving purely hand tools, and located completely within the boulevard and outside of the paved road area.
- ³ - Medium duty: for all work not involving heavy equipment but still located within the edges of the paved roadway including manhole access or median landscaping;
- ⁴ - Heavy duty: for all work involving the use of heavy equipment including excavation, paving, and underground or overhead utility work;
- ⁵ - Rental of City Parks, Public Facilities and Parking Lots may not grant the applicant exclusive use of these facilities. Applicant may be required to maintain access for use by the public or other user groups.

Refunds for Permit Fees listed in Schedule 7:

- (a) The City may issue a refund (except where fee is non-refundable) of:
 - (i) 100% if the person who has paid the permit fee applies for the refund in writing before the City has issued the permit less refund process fee (see Schedule 2);
 - (ii) 50% if the person who has paid the permit fee applies for the refund in writing after the City has issued the permit.

Schedule 8 – Fire Protection & Safety Fees
 Fire Protection and Safety Bylaw, 2026, No. 3330

Fire Protection & Safety Fees (all fees are subject to applicable taxes)	
Description	Fee
Cost Recovery	
Demolish or remove structures to prevent the spread of fire	Actual Costs
Demolish or remove structures affected by fire and creating risk to life and property	Actual Costs
Contamination and replacement of equipment / consumables	Actual Costs
Securing premises	Actual Costs
Provision of services as the result of negligence / controlled substance	Actual Costs
Board Up Fee	Actual Costs
Security Services	Actual Costs
Attendance at Vacant or Unoccupied Properties	Actual Costs
Attendance at Fires because of controlled substances	Actual Costs
Attendance at Preventable Fires (identified hazards)	Actual Costs
Removal of Rubbish Debris and other Fire Hazards	Actual Costs
Attendance and mitigation of Dangerous Goods	Actual Costs
Permits	
Flammable liquids and combustible goods permit	\$250.00
Firework and pyrotechnics permit	\$250.00
Campfires for Special events	\$100.00
Plan Reviews	
Review of new Fire Safety / Pre Incident / Construction Safety plans (first two hours)	\$200.00
Review of new Fire Safety / Pre Incident / Construction Safety plans (per hour or portion thereof after first two hours)	\$85.00/hr
Review of existing / amended Fire Safety / Pre Incident / Construction Safety plans (per hour or portion thereof after first two hours)	\$85.00/hr
Occupant Load	
Occupant Load Calculations (including signage)	\$125.00
Calculation Occupant Load Replace Signage	\$55.00
Investigations	
Investigation Fee, Fires over \$2,500.00	\$500.00
Investigation of Fires after hours (min 2 hrs)	\$500.00 + \$175.00/hr
Inspections	
Food Vendor / Mobile Truck Inspection	\$85.00
Business License Inspection	\$85.00
Inspections/ Re-inspections	\$100.00
After Hours Inspection (minimum two hours)	\$175.00/hr
Comfort Letter	\$100.00

Schedule 8 – Fire Protection & Safety Fees
 Fire Protection and Safety Bylaw, 2026, No. 3330

Fees for Charged Cost Recovery	
Staff Time (based on current contract and collective agreements)	Actual cost
Engine (staffing not included)	\$590.00/hr
Squad (staffing not included)	\$590.00/hr
Aerial Tower (staffing not included)	\$1280.00/hr
Air/ Rehab (staffing not included)	\$1280.00/hr
Utility / Command Unit (staffing not included)	\$270.00/hr
False Alarms	
False Alarm fee for up to 2 preventable fire alarm in 12 months	\$250.00 / per alarm
False Alarm fee for all subsequent preventable fire alarm in 12 months	\$500.00 / per alarm
Security Alarm Attendance	\$250.00 / per alarm
Fire Alarm Testing	\$250.00

Schedule 10 – Parks, Facilities and Special Event Fees

Refunds for Facility Rentals – 14 days’ notice is required for a full refund. If two weeks’ notice is given, a \$25 administrative fee is applied. No refunds given with less than 2 days’ notice.

Refunds for Programs - For most registered programs, a full refund is available with at least 5 days’ notice of withdrawal/transfer.

If less than 5 days’ notice is received, a 10% withdrawal fee will be charged.

There will be no refund after the end of the 2nd class.

Exceptions include:

Day Camps, all aquatic programs and lessons, and one day programs

Registration fees are refundable if a request for withdrawal/transfer is received at least 5 days before the start of the program. If less than 5 days’ notice is received, 50% of the registration fees will be refunded.

A withdrawal from any of these programs will be charged a 10% withdrawal fee per activity session.

Registration fees are non-refundable once the program date has started.

The City will not issue a refund if:

There is inclement weather that affects the booking for an outdoor facility rental; or

The booking is for the use of Al Anderson Memorial Pool.

Licensed Preschool:

One month’s payment will be charged if you do not provide one calendar months’ notice in writing.

Single Session Fitness and Gymnasium Programs:

Two (2) days’ notice is required for a refund or transfer into another program.

Admission Rates						
(applicable taxes included)						
	Child*/Youth 4 – 18 years	Student with valid ID	Adult 19+ years	Senior 60+ years	Senior 80+ years & City Resident	Family**
Drop-in	\$ 3.00	\$ 4.50	\$ 6.00	\$ 4.50	\$ 1.00	\$ 12.00
10 visit	\$ 27.00		\$ 54.00	\$ 40.50	\$ 9.00	
1 month	\$ 36.00		\$ 72.00	\$ 54.00	\$ 12.00	\$ 144.00
3 month	\$ 108.00		\$ 216.00	\$ 162.00	\$ 36.00	\$ 432.00
1 year	\$ 216.00		\$ 432.00	\$ 324.00	\$ 72.00	\$ 864.00

Games and Track Pass - \$25.00/year for access to games room and fitness track only.

External Trainer Annual Pass \$198+gst/3 months plus regular admission fees for trainer and client.

* Children under 4 years are free.

** Family is a maximum of 5 people including a combination of parents, guardians, or grandparents with children under 19 years who reside in the same household. Maximum 2 adults.

Room Rental Rates				
(all rates are subject to applicable taxes)				
Room	Capacity (persons)	Non-Profit Rate per Hour, plus actual cost	Private Rate per Hour, plus actual cost	Commercial Rate per Hour, plus actual cost
Multipurpose Room	50	\$ 21.00	\$ 42.00	\$ 63.00
Main Hall	217	\$ 36.00	\$ 72.00	\$108.00
Gymnasium	300	\$ 70.00		\$ 210.00

Actual Cost – Cost of attendant during event and/or setup/takedown staffing costs

Damage Deposit: \$500.00

Pool Rental Rates – Al Anderson Memorial Pool (all rates are subject to applicable taxes)	
Group	Fee
Langley Flippers Swim Club Practice	\$ 4.00 /lane/hour
Langley Flippers Swim Club Competition (up to 200 people on deck and in pool)	\$ 311.00 /hour
Langley Flippers Swim Club Competition - extra guard	\$ 47.20 /hour
Non-profit/Private (40 or less on deck and in pool)	\$ 177.75 /hour
Non-Profit - Each Additional Guard	\$ 47.20 /hour
Commercial (40 or less on deck and in pool)	\$ 237.00 /hour
Commercial - Each Additional Guard	\$ 47.20 /hour

Facility Fees – Ice User Fees (all fees are subject to applicable taxes)	
User	Fee
Prime Hours Subsidized Rate *	\$110.34 /hour
Non-Prime Hours Subsidized Rate*	\$ 82.76 /hour

* Prime and Non-Prime unsubsidized rates are determined by the Ice Provider.

Park Facility Fees – Various Locations (all fees are subject to applicable taxes)		
Facility	Fee	Damage Deposit
City Park Picnic Shelters Cedar, Hemlock, Spruce - Non-profit	\$75.00 per timeslot	
City Park Picnic Shelters Cedar, Hemlock, Spruce - Private	\$75.00 per timeslot	
City Park Picnic Shelters Cedar, Hemlock, Spruce - Commercial	\$150.00 per timeslot	
Community Stage for Non-Profit/Community Groups	\$225.00	\$500.00
Legacy Gardens Gazebo (for wedding ceremonies or photographs)	\$200.00 per block booking	
City Park Amphitheatre Non-profit Commercial	No cost \$10.00/hour or \$80.00/day	
Spirit Square Performance Platform** Non-profit (under 500 attendees) Non-profit (500+ attendees) Commercial (under 500 attendees) Commercial (500+ attendees) Local Schools	\$ 25.00/hour or \$ 200/day \$ 50.00/hour or \$ 400/day \$ 75.00/hour or \$ 600/day \$ 150.00/hour or \$ 1,200/day \$ 10.00/hour or \$ 80/day	
McBurney Plaza, Innes Corners Plaza, Civic Plaza Non Profit Commercial / Filming Staff Costs (where applicable)	\$20.00/hour or \$160.00/day \$60.00/hour or \$480.00/day Actual cost + 10% admin fee	\$500.00 plus \$500.00 security/ bond deposit ³

* Sendall Gardens cannot be booked or reserved

** Minimum 2 hour rental (includes set up and take down); rental includes basic lighting and power; renter is responsible for supply of sound equipment.

Sports Fields/Boxes/Courts	Fee
Damage Deposit – Regular Season	\$500.00
Damage Deposit – Tournament	\$1,000.00
Barbour Field Child/Youth Adult Tournament	\$4.50/hour \$7.50/hour \$120.00/day
Engl, Jaalaid, Cooke, Rotary, Condor, Blastball Child/Youth Adult Child/Youth Tournament	No charge Not permitted \$85.00/day
Linwood, Brydon, City Park South, City Park Multi-use Child/Youth Adult Tournament	No charge \$4.50/hour \$85.00/day
Lacrosse Box Non-profit Youth Non-profit Adult Non-profit Tournament Private Commercial Youth Commercial Adult Commercial Tournament	No charge \$5.00/hour \$120.00/day \$10.00/hour \$15.00/hour \$15.00/hour \$360.00/day
Douglas Park Sports Box Non-profit Youth Non-profit Adult Non-profit Tournament Private Commercial Youth Commercial Adult Commercial Tournament	No charge \$4.50/hour \$85.00/day \$9.00/hour \$13.50/hour \$13.50/hour \$255.00/day
Pickleball Court Non-profit Tournament Non-profit Tournament Commercial Tournament Commercial Tournament Clinic Play – Non-profit Clinic Play – Commercial	\$7.50 per court \$120.00 per day \$22.50 per court \$360.00 per day \$7.50 per hour per court \$22.50 per hour per court
Linwood Park, Brydon Park, Rotary Centennial Park, Douglas Park, City Park small fields (A, B, C) & sand field, Portage Park Non-profit Commercial	\$10.00/hour or \$80.00/day \$30.00/hour or \$240.00/day

Special Event Fees and Charges (all fees are subject to applicable taxes)	
Description	Fee
Special Event Application Fee	\$25.00
Special Event Damage Deposit	Determined by nature of event
Turf Restoration	Actual Cost
Water Line/Electrical Repair	Actual Cost
Brick/Paver Repair	Actual Cost
Highway Use Permit Fee	See Engineering and Filming Cost Fees
Extra City Staff	Actual Cost

Refunds for Facility Rentals listed in Schedule 10:

- (a) Full refund if requested at least 14 days before the actual rental date; refund less \$25 administration fee if requested less than 14 days but more than 48 hours before the rental date.
- (b) The City will not issue a refund if:
 - (i) The refund is requested less than 48 hours before the actual booked date;
 - (ii) There is inclement weather that affects the booking for an outdoor facility rental; or
 - (iii) The booking is for the use of Al Anderson Memorial Pool.

Customer Types

- Non-profit:* an entity that exists to further a social cause and provide public benefit.
- Private:* a group of 2 or more persons that rent a facility or conduct an activity that is not open for the public to attend.
- Commercial:* any business booking for staff training, event, meeting. Private person selling tickets for an event.
- Non-profit Youth Sports Group:* this group includes local organized sports groups registered with Sport BC (PSOs, DSOs, MSOs), BC Summer Swimming Association or Langley School District teams.
- Non-profit Adult Sports Group:* this group includes organized adult sport teams registered with Sport BC (PSOs, DSOs, MSOs).
- Tournament:* any booking of game play outside of regular games or practice time.



MUNICIPAL TICKET INFORMATION SYSTEM BYLAW, 2011, No.
2846, AMENDMENT No. 23, 2026, No. 3332

The purpose of this bylaw is to:

1. Reflect updated fines in Schedule B10 in relation to new Fire Protection and Safety Bylaw No. 3330.
2. Increase fines under Schedule B11 in relation to Fireworks Bylaw No. 2603.



MUNICIPAL TICKET INFORMATION SYSTEM BYLAW,
2011, No. 2846, AMENDMENT NO. 23, 2026, NO.
3332

A Bylaw to amend fines in the Municipal Ticket Information System.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

- 1) This bylaw shall be cited as the “Municipal Ticket Information System Bylaw, 2011, No. 2846, Amendment No. 23, 2026, No. 3332.”

2. Amendments

- (1) Municipal Ticket Information System Bylaw, 2011, No. 2846, Amendment No. 23, 2026, No. 3332 is hereby amended:
 - (a) By replacing Schedule B10 – Fire Protection and Safety Bylaw with revised “Schedule B10 – Fire Protection and Safety Bylaw” attached to, and forming part of this bylaw.
 - (b) By replacing Schedule B11 – Fireworks Bylaw with revised “Schedule B11 – Fireworks Bylaw” attached to, and forming part of this bylaw.

READ A FIRST, SECOND AND THIRD TIME this ninth day of March, 2026.

ADOPTED this _____ day of _____, 2026.

MAYOR

CORPORATE OFFICER

Schedule B10 – Fire Protection and Safety Bylaw

Fire Protection and Safety Bylaw, 2026, No. 3330

Column 1 Offence	Column 2 Section	Column 3 Fine
Withholding or falsifying information	19(a)	\$500.00
Refusing to render assistance in connection with an inspection	19(b)	\$500.00
Refusal or Neglect of Access	20	\$500.00
Threatened by an incident	21(a)	\$500.00
Cordoned off by a member	21(b)	\$500.00
Make a false representation as to the person being a member	22(a)	\$500.00
Use any item or equipment that could reasonably cause another person to believe that the person is a member	22(b)	\$500.00
Driving over equipment	23	\$500.00
Failure to comply with directions	24	\$500.00
False Alarm	25	\$500.00
Parking in Contravention of Signs and Markings	26	\$500.00
Requirement to report a fire	27	\$500.00
Requirement to Provide Information Relating to a Fire	28	\$500.00
Requirement to Secure Premises	29	\$500.00
Requirement to Secure Vacant Premises	30	\$500.00
Endanger the safety of persons	31(a)	\$500.00
Cause damage to a property or a thing	31(b)	\$500.00
Interfere with an activity	31(c)	\$500.00
Fire Hazards	32	\$500.00
Accumulation of Combustible Materials	33	\$500.00
Removal of vegetation	34(1)	\$500.00
Maintain current landscape	34(2)	\$500.00
Fuel Requirements for Residential Fireplaces and Woodstoves	35	\$500.00
Requirements for Outdoor Cooking	36	\$500.00
Requirements for Outdoor Heating	37	\$500.00
Transportation, storage, or use of Dangerous Goods	38	\$500.00
Location of garbage container with 90 litres or more capacity	39(1)	\$500.00
Storage location requirements of commercial or communal garbage container	39(2)	\$500.00
Activation of fire alarm system	40	\$500.00
Monitoring Service Provider	41	\$500.00
The monitoring service provider for the fire alarm system	42(a)(i)	\$500.00
At least 2 contact persons	42(a)(ii)	\$500.00

Notice within 7 days of change	42(b)	\$500.00
Available to respond within 30 minutes	42(c)	\$500.00
Open Air Burning – Start fire	43(1)	\$500.00
garden refuse, including, without limitation, grass clippings, leaves, tree and plant pruning, cuttings and light materials	43(2)(a)	\$500.00
land clearing materials, including, without limitation, stumps and branches; and waste or remainder materials from construction sites	43(2)(b)	\$500.00
all materials found in the prohibited materials burning list	43(2)(c)	\$500.00
Campfires	44	\$500.00
Condition for Ceremonial Fires	45	\$500.00
Safety Plan Required	46(1)	\$500.00
Pre Incident Plan	46(2)	\$500.00
Construction Fire Safety Plan	46(3)	\$500.00
The Fire Chief may require the installation of a lock box containing access keys to a building or Premises for the use of the Fire Rescue Service	51(1)	\$500.00
Owners must install a lock box type approved by the Fire Chief in an exterior location approved by the Fire Chief	51(2)	\$500.00
FIRE LANE – No Parking Sign	52(1)	\$500.00
A sign must be permanently mounted on each side of the removable assembly	52(2)(a)	\$500.00
Emergency Access ONLY	52(2)(b)(i)	\$500.00
No Parking	52(2)(b)(ii)	\$500.00
By Order of the Fire Chief	52(2)(b)(iii)	\$500.00
Size and colour of the sign or markings must be approved by the Fire Chief before the installation of the sign or display of the markings	52(3)	\$500.00
Only service agencies referred to in section 57(1) may test	56(1)	\$500.00
Service tag affixed to equipment	56(2)	\$500.00
Certified agencies only	57(1)	\$500.00
Fire Chief may reject such work or servicing	57(2)	\$500.00
Fire Department Connection – Installation Requirements	58(1)	\$500.00
Fire Department Connection – Location Requirements	58(2)	\$500.00
Identify clearly the location of the fire hydrant	59(1)(a)	\$500.00
Maintain the fire hydrant in proper working order at all times	59(1)(b)	\$500.00

Have the inspection maintenance and testing done to NFPA 25 standards	59(1)(c)	\$500.00
Ensure inspection, testing, and servicing is completed by a qualified technician	59(1)(d)	\$500.00
Provide the Fire Chief with written confirmation annually of the inspection, testing, and servicing of the hydrant	59(1)(e)	\$500.00
Ensure the fire hydrant is kept clear of ice, snow, shrubbery, trees, structures, vehicles, and other obstructions	59(1)(f)	\$500.00
Notify the Fire Rescue Service whenever the fire hydrant is out of service for repair and mark such fire hydrant as "out of service"	59(1)(g)	\$500.00
A fire hydrant on private property is for the sole use of the Fire Rescue Service only and may be operated by members for the purpose of use, inspection, testing or as otherwise approved by the Fire Chief	59(2)	\$500.00

Schedule B11 – Fireworks Bylaw

Fireworks Bylaw, 2005, No. 2603

Column 1 Offence	Column 2 Section	Column 3 Fine
Sale of Fireworks	2	\$500.00
Possession or Discharge of Fireworks by Minor	3	\$500.00
Possession or Discharge of Fireworks Without a Valid Display Permit	4	\$500.00

Paula Kusack

Subject: FW: Request for Council Support - BC Coastal Marine Strategy 🦋
Attachments: Coastal Marine Strategy Brief_Dec 2025_CPAWS BC_WCEL-1.pdf; Coastal Marine Strategy Motion For Consideration_Dec 2025.pdf

Subject: Request for Council Support - BC Coastal Marine Strategy 🌊

Dear Mayor Pachal and Council,

I'm reaching out on behalf of Canadian Parks and Wilderness Society - BC and West Coast Environmental Law to request your support to legislate the [BC Coastal Marine Strategy](#). Since 2019, we have led a campaign called [Blueprint for the Coast](#), which advocates for a BC Coastal Marine Strategy and law that upholds Indigenous rights, supports biodiversity, and uplifts coastal communities.

In 2024, BC released its first Coastal Marine Strategy. This strategy is an intersectional plan aiming to boost biodiversity, tackle marine pollution, and recover nearshore habitats with nature-based solutions – all the while advancing Indigenous coastal management, building up resilience to climate change, and working to revitalize coastal communities and economies.

Now, we're campaigning to ensure the Coastal Marine Strategy is effectively implemented, resourced, and strengthened by legislation. An accompanying legal framework will ensure the policies outlined within the Coastal Marine Strategy are prioritized and able to withstand the inevitable changes in leadership over the course of its 20-year implementation period and beyond. [Please click here to read more about the legal implementation of the BC Coastal Marine Strategy.](#)

We respectfully request that your council consider the following actions:

- **Pass a motion of support for the BC Coastal Marine Strategy; and/or**
- **Submit a letter from the Mayor to Premier David Eby and the Honourable Randene Neill, Minister of Water, Land and Resource Stewardship to voice support for the BC Coastal Marine Strategy and its enshrinement into law.**

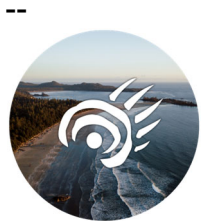
Last year, our initiative received formal endorsements from the [Association of Vancouver Island and Coastal Communities \(AVICC\)](#) and the [Union of BC Municipalities \(UBCM\)](#). Endorsement from your council would provide vital municipal support, which will keep this campaign on the forefront of decision-makers minds.

Please find attached a template to initiate a council motion and a brief on the importance of BC's Coastal Marine Strategy. We would be grateful to speak with you further about how your community can benefit from the BC Coastal Marine Strategy. Please reach out with questions, concerns, or if you would like a presentation on our work.

Thank you for your time and consideration.

Sincerely,

Alicia



Alicia Elgert (she/her)
Conservation Campaigner
Ocean Program
CPAWS-BC

✉ alicia@cpawsbc.org
☎ 604-685-7445 x6 **temporary*
📍 #241- 312 Main St, Vancouver, BC, V6A 2T2
Lands and waters of the Coast Salish Peoples
🔗 cpawsbc.org

Strengthening BC's Economy and Readiness Through the BC Coastal Marine Strategy

British Columbia stands at a pivotal moment. Our coastal communities are on the frontlines of both economic pressures and environmental change. As the BC chapter of the Canadian Parks and Wilderness Society (CPAWS-BC), we work to safeguard the lands and waters that sustain us. Both CPAWS-BC and West Coast Environmental Law believe this is a timely opportunity to work together to strengthen resilience through the Coastal Marine Strategy – an approach that supports local economies while safeguarding the natural systems we all depend on.

The [BC Coastal Marine Strategy](#) is an overarching provincial framework with 116 concrete activities for managing coastal and nearshore marine areas within provincial jurisdiction. When fully implemented, the strategy can drive climate adaptation, grow BC's blue economy, enhance national defense, and advance Indigenous coastal management.

Protecting the coast is not just about the environment, it's smart economic policy.

Marine-based tourism and recreation alone generate over \$5 billion annually,¹ and the global ocean economy is projected to double between 2010 and 2030, outpacing broader global growth by 20%.² This represents a major opportunity for BC to expand its blue economy. Furthermore, these figures do not account for the vast amount of ecosystem services provided by marine and coastal areas. A 2012 report found the nearshore areas of BC's Lower Mainland provided \$22.6 billion in ecosystem services per year (this value translates to approximately \$30 billion as of 2024).³ This strategy will support a productive and biodiverse ocean, which is necessary for a thriving and sustainable blue economy.

¹ Big River Analytics Ltd. (2021). Economic Contribution Analysis: For the Economic Contribution of the Oceans Sector in Coastal BC. Unpublished and prepared privately for the governments of British Columbia and Canada.

² OECD, The Ocean Economy in 2030 (2016), p. 30, online: https://www.oecd.org/content/dam/oe.cd/en/publications/reports/2016/04/the-ocean-economy-in-2030_g1g6439e/9789264251724-en.pdf

³ David Suzuki Foundation and Earth Economics: Nearshore Natural Capital Valuation (November 2012), p. 67, online: <https://david Suzuki.org/wp-content/uploads/2012/11/nearshore-natural-capital-valuation-aquatic-benefits-british-columbia-lower-mainland.pdf>

The Coastal Marine Strategy can also strengthen national defence. BC's coastline is home to critical defense and emergency response infrastructure, and integrated coastal planning under the Strategy aligns with both provincial and national defense priorities. When implemented, it will enhance readiness in the face of climate impacts and geopolitical risks.

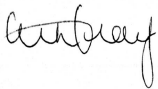
*"Many of us have seen first-hand the damage of degraded shorelines, pollution, abandoned vessels, declining salmon and contaminated shellfish. In a coastal province like ours, these impacts ripple inland, from Salmon Arm in the Okanagan all the way to the Rockies. Our coast also hosts critical national defense and emergency response infrastructure. So whether you are interested in the environment, the economy or national defense, a coordinated effort from the Province to protect our coast needs the force of law behind it." – **Councillor Mary Wagner**, the City of Langford*

Although the release of the Coastal Marine Strategy is a significant accomplishment for BC, a glaring functional gap remains, as the strategy does not have a legal framework to back it up. Legislation is key to strong, integrated coastal management. An accompanying legal framework would make the Coastal Marine Strategy durable and effective across government.

With your local government's support, BC can ensure the strategy drives lasting results for our economy, communities, and coastal ecosystems.

We welcome the opportunity to brief you on the opportunities within the Coastal Marine Strategy for your community.

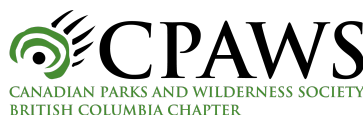
Sincerely,



Erin Gray
Staff Lawyer
West Coast Environmental Law
egray@wcel.org



Natalie Groulx
Acting Conservation Director, Ocean Program
CPAWS-BC
natalie@cpawsbc.org





BLUEPRINT FOR THE COAST

Motion:

WHEREAS in July 2024, following extensive consultation with First Nations and stakeholders, the Province of British Columbia released its first ever Coastal Marine Strategy, providing a 20-year vision of a “diverse, productive and resilient coastal marine environment that is valued in its own right and that supports the prosperity, health and well-being of coastal communities now and into the future”;

WHEREAS the Coastal Marine Strategy details nine important goals (diverse marine life; abundant wild Pacific Salmon; a clean coast; climate-ready communities; a sustainable coastal economy; vibrant coastal communities; trusting, respectful relationships; a robust tool kit; and integrated and balanced management), but does not have the force of law, and codifying the Strategy into law would support its success and longevity rather than leaving it dependent on the priorities of the government of the day:

THEREFORE BE IT RESOLVED THAT Council directs the Mayor to urge the Provincial Government to enshrine the BC Coastal Marine Strategy into law.

DEVELOPMENT APPLICATION PROCEDURES BYLAW, 2026, No. 3335

Prepared by:



Anton Metalnikov, Senior Planner

Reviewed by:



Francis Cheung, Chief Administrative Officer



EXPLANATORY MEMO

Development Application Procedures Bylaw No. 3335

The purpose of this proposed bylaw is to establish updated development application procedures that build on the current Development Application Procedures Bylaw No. 3270, which was adopted in March 2024 to align with new Provincial housing legislation and modernize out-of-date practices.

With Bylaw No. 3270 primarily serving to comply with Provincial legislation, the proposed new Development Application Procedures Bylaw No. 3335 (attached to this agenda item) expands on this by streamlining smaller scale, simpler development applications and updating associated procedures while maintaining high standards for development. Bylaw No. 3270 is also attached for comparative reference.

The proposed Bylaw No. 3335 (the 'bylaw') adds to existing development and application types under staff approval authority (such as additions of 200 m² or less or R1 Zone subdivision) to streamline the processing of additional development forms and concentrate Council authority on larger scale, higher-impact developments, while maintaining design control in accordance with the City's Development Permit Area guidelines as established in the Official Community Plan (OCP). To ensure coverage of unique scenarios, staff retain the discretion to refer any application delegated to staff under the proposed bylaw to Council. Applicants similarly retain the full right to appeal a staff decision to Council.

The updates and accompanying rationale in Bylaw No. 3335 are summarized below.

1. Delegating approval of Development Permits to staff for simpler applications

Bylaw No. 3335 would give staff Development Permit approval authority for simpler types of development, namely for smaller residential (6 units or fewer), industrial (max. 2,000 m² floor area), and commercial (max. 1,000 m² floor area) projects outside of Downtown (*see Section 4.3 in proposed Bylaw 3335*). Development Permit delegation for non-residential subdivision and amendments to previously issued Development Permits is also proposed. These delegated projects would not go to the Advisory Design Panel (ADP) or Council (though staff would retain the right to refer projects to either) and would have application notice provided on the City website only (*Sections 4.5, 4.8, and 4.11 in Bylaw 3335*). Applicants could appeal staff decisions to Council (*Section 4.9 in Bylaw 3335*). Delegated

Development Permit applications associated with another application type requiring Council review (such as rezoning or major variances) would remain subject to Council approval.

The delegation of smaller residential Development Permits helps support efficient processing of plex-homes in line with the intent of Provincial SSMUH legislation while continuing to ensure new buildings meet the City's design guidelines in the OCP and integrate sensitively into their surroundings. Given their small size and relative simplicity to design and construct, plex-homes continue to see increased interest and are expected to make up a growing number of applications over time. Delegating these Development Permits to staff would reduce the processing time for applications that typically go to Council, and especially those that now go to ADP meetings, as the ADP only meets approximately once a month and can only review two development applications per meeting. At the same time, staff-delegated Development Permits would maintain the City's ability to exercise design control and ensure development remains of a high quality. This middle ground between Council-authorized Development Permits and not requiring Development Permits at all is particularly important for plex-homes or small-scale multi-unit housing (SSMUH), as it ensures these new housing forms blend into existing neighbourhoods in an attractive form. This approach will also reduce the overall time, number of steps, and cost of construction to allow a greater diversity of housing to come forward faster.

Delegating smaller commercial and industrial Development Permits to staff would similarly save ADP and Council capacity for more complex projects that benefit from greater review. Other than existing very minor exemptions, all C1 Zone projects would not be delegated to staff and would continue to be subject to ADP and Council review in recognition of the importance of full review in the Downtown.

2. Delegating minor Development Variance Permit (DVP or "variance") approval

As enabled by Section 498.1 of the *Local Government Act (LGA)*, minor variances are also proposed to be delegated to staff for approval (*Section 4.6 in Bylaw 3335*). This change is intended to complement the delegation of simpler Development Permits and further streamline the application process when only limited and justifiable variances are proposed.

Per the *LGA*, the definition of "minor" variances and the guidelines per which staff will consider applications must be set by bylaw. This subject bylaw proposes modest definitions in line with existing practices in other Metro Vancouver municipalities, with guidelines focused on existing City policies, neighbourhood context and character, and the City's urban forest and tree canopy, to support flexibility and efficiency while ensuring any more substantial variances continue to be fully subject to Council's authority (*Section 4.7 in Bylaw 3335*).

The proposed delegation of minor variances is expected to be particularly useful in accelerating the creation of new housing and achieving the City's tree canopy targets, as it would allow staff to be more flexible in guiding new home design in a way that can respond to irregular or challenging lots or mature trees and keep the process simple for builders while respecting City policies and local context.

3. Additional Updates

Land Use Contracts

With Land Use Contracts having been eliminated province-wide in July 2024, all references to them have been removed (*Section 5 in Bylaw 3270*).

Permit expiration and extension practices

Consistent with the delegation of select other application procedures, the subject bylaw proposes to give staff the ability to grant a single 12-month extension to development applications to be able to be more responsive to unique events affecting development timelines, such as the current market downturn (*Section 2.10 in Bylaw 3335*).

Removal of Committee of the Whole for all Development Variance Permits (DVPs)

While not technically required under the existing Bylaw No. 3270, the City's practice has been to hold Committee of the Whole meetings for DVPs to provide the public with an opportunity to provide input in relation to variance applications. As this is not statutorily required, and as the City does not hold public hearings for residential rezoning applications or Committee of the Whole meetings for any Development Permit applications, it is proposed that Committee of the Whole meetings also be removed for DVP applications, both "minor" and otherwise. In accordance with the LGA, and as done for residential rezonings, notice of application, including application signs, website posting, and mailouts to nearby properties, will continue to be provided for non-minor DVP applications.



**CITY OF LANGLEY
DEVELOPMENT APPLICATION PROCEDURES BYLAW**

NO. 3335

A Bylaw to establish procedures to amend the Official Community Plan or Zoning Bylaw and to issue a permit under Part 14 of the *Local Government Act*.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. TITLE

This bylaw shall be cited as the “Development Application Procedures Bylaw, 2026, No. 3335.”

2. GENERAL PROVISIONS

2.1 This Bylaw shall apply to

(a) Amendments to:

- (i) an Official Community Plan (OCP); and
- (ii) a Zoning Bylaw.

(b) Issuance of:

- (i) Development Permits; and
- (ii) Development Variance Permits.

2.2 In this Bylaw,

“Affected person” means a person who is an owner or occupier of real property or any part thereof which is:

- (a) the subject of the application; or
- (b) within a distance of 100 metres from any boundary of the real property which is the subject of the application.

“Applicant” means a person who is an owner or who is authorized in writing by the owner to act on the owner’s behalf.

“Application” means an application to do any of the items set out in this Bylaw.

“Application fee” means the application fee amount set out in the Fees and Charges Bylaw.

“City” means the City of Langley.

“Delegated Development Permit” means a Development Permit meeting the conditions described in Section 4.3 of this bylaw.

“Fees and Charges Bylaw” means the City of Langley’s Fees and Charges Bylaw in force and effect at that time, as amended from time to time.

“Local Government Act” or “LGA” means the Local Government Act, R.S.B.C. 1996, c. 323, and its amendments.

“Minor Development Variance Permit” means a Development Variance Permit meeting the conditions in Section 4.6 of this bylaw.

“Residential development” means a development with residential floor area composing 50 percent or more of the development’s total floor area.

“Subdivision and Development Servicing Bylaw” means the City of Langley’s Subdivision and Development Servicing Bylaw in force and effect at that time, as amended from time to time.

2.3 The following schedules are attached to and form part of this Bylaw:

- (a) Schedule “A” – Development Permit;
- (b) Schedule “B” – Development Variance Permit.

2.4 An applicant may apply to the City on the forms provided by the City to:

- (a) amend the Zoning Bylaw;
- (b) amend the OCP; or
- (c) issue a Development Permit or Development Variance Permit.

2.5 All applications will be accompanied by the required application fee and supporting information.

2.6 The application fee is non-refundable except when an application is refused by Council, prior to the publishing or delivery of any notice required to be given under this bylaw or the LGA, in respect of the application, or prior to consideration of first reading if no public hearing will be held, in which cases 50 percent of the application fee will be refunded to the applicant.

2.7 In accordance with the LGA, the City will mail or otherwise deliver a notice about the application to affected persons:

- (a) prior to the public hearing, in the case of an application involving a bylaw to amend the Official Community Plan, or an application involving a bylaw to amend the Zoning Bylaw for a non-residential development, or

- (b) prior to consideration of first reading for an application involving a bylaw to amend the Zoning Bylaw for a residential development that is consistent with LGA Section 464; or
- (c) prior to consideration of first reading for an application involving a bylaw to amend the Zoning Bylaw if Council has waived the public hearing according to LGA Section 464; or
- (d) prior to Council's consideration of a Development Variance Permit application.

2.8 Where an application made pursuant to this Bylaw has been refused, the City will notify the applicant in writing.

2.9 Any application that has been refused will not be considered again within a six-month period immediately following the date of refusal.

2.10 Any application which is not approved within 24 months of the date of application is deemed to have expired and requires the applicant to reapply. At the discretion of the Director of Development Services, applications may be granted a single 12-month extension.

3. ZONING AND OFFICIAL COMMUNITY PLAN BYLAW AMENDMENTS

3.1 Within 30 days of the City receiving an official complete development application that involves a bylaw to amend the OCP or the Zoning Bylaw, the applicant must post a development application notice sign(s) on the subject property that includes the following information, as applicable to the application type:

- (a) notifies the public of the application;
- (b) provides contact information for the applicant and the City;
- (c) identifies the date on which a public hearing will be held for a bylaw to amend the OCP or a bylaw to amend the Zoning Bylaw, or if no public hearing will be held, the date when council will consider first reading (and further readings, if applicable) of the amendment bylaw; and
- (d) directs the public to where application information and drawings can be viewed on the City's website and/or in person at City Hall.

3.2 The size, design, and wording of development application notice sign(s) must be approved by the City prior to the applicant posting the sign.

- (a) The City may require the applicant to post more than one (1) development application sign on the subject property, due to property size, configuration, multiple public road frontages, adjacent property conditions and unique property characteristics that may impede the visibility of a single notice sign.

3.3 Prior to the mailing or delivery of a notice of a public hearing for a bylaw to amend the OCP, or a bylaw to amend the Zoning Bylaw for a non-residential development application, Council may:

- (a) reject the application;
 - (b) refer the application back to staff for further study and report; or
 - (c) give first and second reading to the proposed amendment bylaw and proceed to public hearing.
- 3.3.1 After the public hearing is held, Council may:
- (a) reject the application;
 - (b) refer the application back to staff for further study and report; or
 - (c) give third reading to the proposed amendment bylaw with or without modifications imposed by Council.
- 3.4 Following the mailing or delivery of notice of first reading (and further readings, if applicable) of a bylaw to amend the Zoning Bylaw for a residential development application that is consistent with LGA Section 464, or for a bylaw to amend the Zoning Bylaw in which Council has waived the public hearing, Council may:
- (a) reject the application;
 - (b) refer the application back to staff for further study and report; or
 - (c) give first and further readings to the proposed amendment bylaw.
- 3.4.1 Council may give third reading of the proposed amendment bylaw with or without modifications imposed by Council.
- 3.5 Where a development servicing agreement is required in accordance with the Subdivision and Development Servicing Bylaw, the development servicing agreement shall be completed and signed by the applicant prior to the amendment bylaw being submitted to Council for fourth and final reading.
- 3.6 If the proposed amendment bylaw is submitted to Council for fourth and final reading, Council may either give fourth and final reading to the proposed amendment bylaw or refuse to do so.

4. DEVELOPMENT PERMITS AND DEVELOPMENT VARIANCE PERMITS

- 4.1 For the purposes of this Part, all references to a Development Permit or Development Variance Permit will apply also to an amendment or cancellation of same.
- 4.2 Prior to commencing any development of land, the applicant must apply for and obtain:
- (a) a Development Permit; or
 - (b) a Development Variance Permit

unless the proposed development falls within the exception(s) set out in the OCP.

- 4.3 The authority of Council to approve a Development Permit for the following forms of development is delegated to the Director of Development Services, unless the

subject development is also associated with Hazard or Environmentally Sensitive Area Development Permit Area guidelines or another development application type that must be considered by Council under this bylaw:

- (a) Residential development with 6 dwelling units or fewer;
- (b) Development in the C2 and M1 zones with a gross floor area of 1,000 m² or less;
- (c) Development in the I1, I2, and I3 zones with a gross floor area of 2,000 m² or less;
- (d) Subdivision in non-residential zones; and
- (e) Development Permit amendments.

4.4 In issuing a Delegated Development Permit, the Director of Development Services has the authority to vary or supplement a land use regulation bylaw in accordance with Section 490 (1) of the *Local Government Act* and Section 4.6 of this bylaw.

4.5 Delegated Development Permit applications shall not be reviewed by the Advisory Design Panel (ADP), including those that may be referred to Council in accordance with Section 4.8 of this bylaw. However, the Director of Development Services retains discretion and authority to refer Delegated Development Permit applications to the ADP. In such case, a Delegated Development Permit application may then, but is not required to, be referred to Council by the Director of Development Services.

4.6 In accordance with Sections 498.1(1) and 498.1(2)(a) of the *Local Government Act*, a Development Variance Permit shall be considered a Minor Development Variance Permit and have approval authority delegated to the Director of Development Services if the requested variance(s) meets the following criteria:

- (a) It pertains to one or more of the following regulations and conditions:
 - i. Setbacks under the Zoning Bylaw, as follows;
 - 1. R1 zone: Reduced to be no less than R2 zone requirements or a 1.5 m rear setback for carriage homes;
 - 2. All other R zones: Any reduction, for accessory buildings only.
 - 3. All C, M, and I zones: Any reduction.
 - ii. Lot coverage under the Zoning Bylaw, as follows;
 - 1. R1 zone: Maximum 37% lot coverage;
 - 2. All C, M, and I zones: Maximum increase of 10 percentage points.
 - iii. Landscaping and screening under the Zoning Bylaw; and
 - iv. Off-street parking under the Zoning Bylaw, as follows:
 - 1. R1 zone: Maximum 1 space reduction, exclusively for the retention of significant trees;
 - 2. All other R zones: Maximum 10% reduction.
 - 3. All C, M, and I zones: Maximum 10% reduction.
- (b) It is not associated with another development application type that must be considered by Council under this bylaw;
- (c) It is consistent with the Official Community Plan; and

- (d) It does not pertain to any regulations under the Subdivision and Development Servicing Bylaw.
- 4.7 In accordance with Section 498.1(2)(b) of the *Local Government Act*, in considering a Minor Development Variance Permit application, the Director of Development Services shall consider the following guidelines:
- (a) Applicable City policies and guidelines;
 - (b) Neighbourhood context, including established neighbourhood character;
 - (c) Effects on the City's urban forest and tree canopy;
 - (d) Impacts to neighbouring properties; and
 - (e) Any other considerations that the Director of Development Services considers to be relevant or appropriate.
- 4.8 The Director of Development Services retains discretion and authority to refer Delegated Development Permit and Minor Development Variance Permit applications to Council.
- 4.9 Applicants for a Delegated Development Permit or a Minor Development Variance Permit are entitled to appeal a staff decision to Council.
- 4.10 Notwithstanding Section 4.6 of this bylaw, any Development Variance Permit application concerning a specific regulation or condition to which a variance had been considered by Council within the previous 12 months, whether as part of a Development Permit or Development Variance Permit application, shall not be considered to be a Minor Development Variance Permit application.
- 4.11 Within 30 days of the City receiving an official complete Development Permit or a Development Variance Permit application, except for Delegated Development Permit or Minor Development Variance Permit applications, the applicant must post a development application notice sign(s) on the subject property that:
- (a) notifies the public of the application;
 - (b) provides contact information for the applicant and the City;
 - (c) identifies the date in which Council will consider approval of the Development Permit or Development Variance Permit application; and
 - (d) directs the public to where application information and drawings can be viewed on the City's website and/or in person at City Hall.
- 4.12 If a Delegated Development Permit or Minor Development Variance Permit application is referred by the Director of Development Services to Council, a development application notice sign must be posted on the subject property a minimum of 10 calendar days before the application is considered by Council.
- 4.13 Within 30 days of the City receiving an official complete Development Permit or Development Variance Permit application, information on the application shall be published on the City's website.

- 4.14 The size, design, and wording of development application notice sign(s) must be approved by the City prior to the applicant posting the sign.
- (a) The City may require the applicant to post more than one (1) development application sign on the subject property, due to property size, configuration, multiple public road frontages, adjacent property conditions and unique property characteristics that may impede the visibility of a single notice sign.
- 4.15 After the mailing or delivery of a notice of consideration of a Development Variance Permit application by Council, Council may, by resolution:
- (a) authorize the issuance of a Development Variance Permit with or without conditions;
 - (b) refer the application back to staff for further study and report; or
 - (c) refuse to authorize the issuance of a Development Variance Permit.
- 4.16 When a Development Permit application is considered by Council, Council may, by resolution:
- (a) authorize the issuance of a Development Permit with or without conditions;
 - (b) refer the application back to staff for further study and report; or
 - (c) refuse to authorize the issuance of a Development Permit.
- 4.17 Where a development servicing agreement is required in accordance with the Subdivision and Development Servicing Bylaw, the development servicing agreement shall be completed and signed by the applicant prior to the Development Permit application being submitted to Council for approval.
- 4.18 The applicant must sign the Development Permit or the Development Variance Permit prior to issuance of the Development Permit or the Development Variance Permit.
- 4.19 Where a Development Permit or a Development Variance Permit includes the requirement to undertake landscaping as a condition of the issuance, the applicant shall provide security sufficient to cover the cost of installing the landscaping, the amount of which will be stated in the Development Permit or the Development Variance Permit.
- 4.20 Where a Development Permit or Development Variance Permit is issued, amended or cancelled, a notice shall be filed in the Land Title Office.

5. SEVERABILITY

If any part, section, clause or sub-clause of the Bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, it will be severed and the validity of the remaining provisions of this Bylaw will not be affected.

6. REPEAL

“Development Application Procedures Bylaw, 2024, No. 3270” and its Amendments are hereby repealed.

READ A FIRST, SECOND AND THIRD TIME this nth day of Month, 2026.

ADOPTED this nth day of Month, 2026.

MAYOR

CORPORATE OFFICER



DEVELOPMENT APPLICATION PROCEDURES BYLAW

NO. 3335

SCHEDULE "A"

DEVELOPMENT PERMIT NO.

This Permit is issued to:

as the owner (hereinafter called the "Permitee") and shall apply only to ALL AND SINGULAR that certain parcel of land situate in the City of Langley, in the Province of British Columbia and more particularly known and described as:

Legal Description:

Parcel Identifier:

Civic Address:

Roll No.:

(hereinafter called "the lands herein")

Purpose of Permit:

(hereinafter called "the works")

This Permit is issued subject to compliance with all of the bylaws of the City of Langley (hereinafter referred to as the "City"), except as specifically varied or supplemented by this Permit.

The following terms and conditions shall apply to the development of the lands herein:

1. **Siting of Buildings and Structures**

All buildings and structures on the land herein shall be sited in accordance with the provisions of Zoning Bylaw 1996, No. 2100 and plans to attached hereto as **Schedule "A"** and forming part of this Permit.

2. **Form, Exterior Design and Finish of Buildings and Structures:**

All buildings and structures on the lands herein, including renovations and alterations thereto, shall be constructed in accordance with the plans to attached hereto as **Schedule "A"** and forming part of this Permit.

3. **Landscaping or Screening:**

Landscaping or screening or both shall be installed within twenty-four (24) months after the date of final approval of the subdivision in conformity with the plans to attached hereto as **Schedule "B"** and forming part of this Permit.

AND as security for the due and proper performance of the landscaping works, the Permittee shall, prior to the granting of a building permit for the proposed development, deposit with the City security in the amount of \$_____ in a form satisfactory to the City (hereinafter called the "security deposit").

AND the Permittee hereby further agrees and covenants with the City that in the event that the landscaping works are not completed as hereinbefore provided and within the terms herein provided, and if a building permit has been issued by the City authorizing construction of the development hereby authorized or any such part of development, that the City may, at its option, draw on the security deposit, enter upon the lands herein at reasonable times and in a reasonable manner and by its employees or other persons carry out and complete the landscaping works, and to recover the costs of so doing, including the cost of administration and supervision thereof, from the security deposit. In the event that the security deposit is not sufficient to cover the costs to the City, the Permittee agrees and covenants to pay the balance owing to the City forthwith upon receipt of its invoice.

Upon completion of the landscaping works to the satisfaction of the City, the City shall return ninety percent (90%) of the original security deposit remaining, if any, to the Permittee. A holdback of ten percent (10%) of the security amount, if any shall be held by the City for twenty four (24) months thereafter building permit issuance to guarantee satisfactory maintenance of the landscaping works by the Permittee over this period of time and shall be refunded to the Permittee at the end of the period, unless any expenditures made by the City on the maintenance of the landscaping works made necessary by the failure of the Permittee to properly perform. Refunds of the deposit herein shall only be made by the City upon satisfactory inspection by it and submission of certificates by the Permittee.

If the landscape design was produced by someone other than a registered BC Landscape Architect and the landscaping works are not completed as hereinbefore

provided and within the terms herein provided, and if a building permit has been issued by the City authorizing construction of the development hereby authorized or any such apart of development, the Permittee hereby agrees that the City may draw on the full amount of the security deposit to fund a City tree planting account, with no moneys returned to the Permittee.

4. **Construction:**

The works set forth in this Permit shall be provided, located and constructed in accordance with all applicable statutes, regulations and bylaws and according to engineering plans and specifications to be provided by the Permittee and approved by the City and all such works shall be carried out and completed to the satisfaction of the City.

AND in consideration of granting of this Permit by the City the Permittee hereby agrees and covenants with the City that it will carry out and complete all such works as are to be undertaken and will commence the development of the lands herein in conformity with all the terms and conditions with a period of **two (2) years after the date of this Permit.**

5. This Permit does not constitute a subdivision approval or a building permit.

6. AUTHORIZING RESOLUTION PASSED by the Council of the City of Langley on the _____ day of _____, _____.

7. IN WITNESS WHEREOF the parties hereto have hereunto executed this Permit which is hereby issued by the City the _____ day of _____, _____.

Party(ies) Signature(s)

)
)
Authorized Signatory)
)
)
_____)
Authorized Signatory)
)
The Corporate Seal of the CITY OF)
LANGLEY was hereunto affixed in the)
presence of:)
)
)
_____)
Director of Development Services)
)
)
_____)
Chief Administrative Officer)



DEVELOPMENT APPLICATION PROCEDURES BYLAW

NO. 3335

SCHEDULE "B"

DEVELOPMENT VARIANCE PERMIT NO.

This Permit is issued to:

as the owner (hereinafter called the "Permittee") and shall apply only to ALL AND SINGULAR that certain parcel of land situate in the City of Langley, in the Province of British Columbia and more particularly known and described as:

Legal Description:

Parcel Identifier:

Civic Address:

Roll No.:

(hereinafter called "the lands herein")

Purpose of Permit:

(hereinafter called "the works")

This Permit is issued subject to compliance with all of the bylaws of the City of Langley (hereinafter referred to as the "City), except as specifically varied or supplemented by this Permit.

The following terms and conditions shall apply to the development of the lands herein:

1. **Siting of Buildings and Structures**

The lands herein are zoned _____ pursuant to the City of Langley Zoning Bylaw, 1996, No. 2100. The City of Langley Bylaw, 1996, No. 2100 is hereby varied in respect of the lands herein as follows:

2. This Permit does not constitute a subdivision approval or a building permit.

3. AUTHORIZING RESOLUTION PASSED by the Council of the City of Langley on the _____ day of _____, _____.

4. IN WITNESS WHEREOF the parties hereto have hereunto executed this Permit which is hereby issued by the City the _____ day of _____, _____.

Party(ies) Signature(s)

)
)
)
Authorized Signatory)
)
)
_____)
Authorized Signatory)
)
The Corporate Seal of the CITY OF)
LANGLEY was hereunto affixed in the)
presence of:)
)
)
_____)
Director of Development Services)
)
)
_____)
Chief Administrative Officer)



**CITY OF LANGLEY
DEVELOPMENT APPLICATION PROCEDURES BYLAW**

NO. 3270

A Bylaw to establish procedures to amend the Official Community Plan, Zoning Bylaw or a Land Use Contract and to issue a permit under Part 14 of the *Local Government Act*.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. TITLE

This bylaw shall be cited as the “Development Application Procedures Bylaw, 2024, No. 3270.”

2. GENERAL PROVISIONS

2.1 This Bylaw shall apply to

- (a) Amendments to:
 - (i) an Official Community Plan (OCP);
 - (ii) a Zoning Bylaw; and
 - (iii) a Land Use Contract (LUC); and
- (b) Issuance of:
 - (i) Development Permits; and
 - (ii) Development Variance Permits.

2.2 In this Bylaw,

“Affected person” means a person who is an owner or occupier of real property or any part thereof which is:

- (a) the subject of the application; or
- (b) within a distance of 100 metres from any boundary of the real property which is the subject of the application.

“Applicant” means a person who is an owner or who is authorized in writing by the owner to act on the owner’s behalf.

“Application” means an application to do any of the items set out in this Bylaw.

“Application fee” means the application fee amount set out in the Fees and Charges Bylaw.

“City” means the City of Langley.

“Fees and Charges Bylaw” means the City of Langley’s Fees and Charges Bylaw in force and effect at that time, as amended from time to time.

“Local Government Act” or “LGA” means the Local Government Act, R.S.B.C. 1996, c. 323, and its amendments.

“Residential development” means a development with residential floor area composing 50 percent or more of the development’s total floor area.

“Subdivision and Development Servicing Bylaw” means the City of Langley’s Subdivision and Development Servicing Bylaw in force and effect at that time, as amended from time to time.

2.3 The following schedules are attached to and form part of this Bylaw:

- (a) Schedule “A” – Development Permit;
- (b) Schedule “B” – Development Variance Permit.

2.4 An applicant may apply to the City on the forms provided by the City to:

- (a) amend the Zoning Bylaw;
- (b) amend the OCP;
- (c) amend an LUC; or
- (d) issue a Development Permit or Development Variance Permit.

2.5 All applications will be accompanied by the required application fee and supporting information.

2.6 The application fee is non-refundable except when an application is refused by Council, prior to the publishing or delivery of any notice required to be given under this bylaw or the LGA, in respect of the application, or prior to consideration of first reading if no public hearing will be held, in which cases 50 per cent of the application fee will be refunded to the applicant.

2.7 In accordance with the LGA, the City will mail or otherwise deliver a notice about the application to affected persons:

- (a) prior to the public hearing, in the case of an application involving a bylaw to amend the Official Community Plan, an application involving a bylaw to amend the Zoning Bylaw for a non-residential development, or an application involving a bylaw to amend an LUC; or

- (b) prior to consideration of first reading for an application involving a bylaw to amend the Zoning Bylaw for a residential development that is consistent with LGA Section 464; or
- (c) prior to consideration of first reading for an application involving a bylaw to amend the Zoning Bylaw if Council has waived the public hearing according to LGA Section 464; or
- (d) prior to Council's consideration of a Development Variance Permit application.

2.8 Where an application made pursuant to this Bylaw has been refused by Council, the City will notify the applicant in writing.

2.9 Any application that has been refused by Council will not be considered again within a six-month period immediately following the date of refusal.

2.10 Any application which is not approved within 24 months of the date of application is deemed to have expired and requires the applicant to reapply.

3. ZONING AND OFFICIAL COMMUNITY PLAN BYLAW AMENDMENTS

3.1 Within 30 days of the City receiving an official complete development application that involves a bylaw to amend the OCP or the Zoning Bylaw, the applicant must post a development application notice sign(s) on the subject property that includes the following information, as applicable to the application type:

- (a) notifies the public of the application;
- (b) provides contact information for the applicant and the City;
- (c) identifies the date on which a public hearing will be held for a bylaw to amend the OCP or a bylaw to amend the Zoning Bylaw, or if no public hearing will be held, the date when council will consider first reading (and further readings, if applicable) of the amendment bylaw; and
- (d) directs the public to where application information and drawings can be viewed on the City's website and/or in person at City Hall.

3.2 The size, design, and wording of development application notice sign(s) must be approved by the City prior to the applicant posting the sign.

- (a) The City may require the applicant to post more than one (1) development application sign on the subject property, due to property size, configuration, multiple public road frontages, adjacent property conditions and unique property characteristics that may impede the visibility of a single notice sign.

3.3 Prior to the mailing or delivery of a notice of a public hearing for a bylaw to amend the OCP, or a bylaw to amend the Zoning Bylaw for a non-residential development application, Council may:

- (a) reject the application;
- (b) refer the application back to staff for further study and report; or

- (c) give first and second reading to the proposed amendment bylaw and proceed to public hearing.
- 3.3.1 After the public hearing is held, Council may:
- (a) reject the application;
 - (b) refer the application back to staff for further study and report; or
 - (c) give third reading to the proposed amendment bylaw with or without modifications imposed by Council.
- 3.4 Following the mailing or delivery of notice of first reading (and further readings, if applicable) of a bylaw to amend the Zoning Bylaw for a residential development application that is consistent with LGA Section 464, or for a bylaw to amend the Zoning Bylaw in which Council has waived the public hearing, Council may:
- (a) reject the application;
 - (b) refer the application back to staff for further study and report; or
 - (c) give first and further readings to the proposed amendment bylaw.
- 3.4.1 Council may give third reading of the proposed amendment bylaw with or without modifications imposed by Council.
- 3.5 Where a development servicing agreement is required in accordance with the Subdivision and Development Servicing Bylaw, the development Servicing agreement shall be completed and signed by the applicant prior to the amendment bylaw being submitted to Council for fourth and final reading.
- 3.6 If the proposed amendment bylaw is submitted to Council for fourth and final reading, Council may either give fourth and final reading to the proposed amendment bylaw or refuse to do so.

4. DEVELOPMENT PERMITS AND DEVELOPMENT VARIANCE PERMITS

- 4.1 For the purposes of this Part, all references to a Development Permit or Development Variance Permit will apply also to an amendment or cancellation of same.
- 4.2 Prior to commencing any development of land, the applicant must apply for and obtain:
- (a) a Development Permit; or
 - (b) a Development Variance Permit

unless the proposed development falls within the exception(s) set out in OCP.

- 4.3 Within 30 days of the City receiving an official complete Development Permit or a Development Variance Permit application, the applicant must post a development application notice sign(s) on the subject property that:

- (a) notifies the public of the application;
 - (b) provides contact information for the applicant and the City;
 - (c) identifies the date in which Council will consider approval of the Development Permit or Development Variance Permit application; and
 - (d) directs the public to where application information and drawings can be viewed on the City's website and/or in person at City Hall.
- 4.4 The size, design, and wording of development application notice sign(s) must be approved by the City prior to the applicant posting the sign.
- (a) The City may require the applicant to post more than one (1) development application sign on the subject property, due to property size, configuration, multiple public road frontages, adjacent property conditions and unique property characteristics that may impede the visibility of a single notice sign.
- 4.5 After the mailing or delivery of a notice of consideration of a Development Variance Permit application by Council, Council may, by resolution:
- (a) authorize the issuance of a Development Variance Permit with or without conditions;
 - (b) refer the application back to staff for further study and report; or
 - (c) refuse to authorize the issuance of a Development Variance Permit.
- 4.6 When a Development Permit application is considered by Council, Council may, by resolution:
- (a) authorize the issuance of a Development Permit with or without conditions;
 - (b) refer the application back to staff for further study and report; or
 - (c) refuse to authorize the issuance of a Development Permit.
- 4.6.1 Where a development servicing agreement is required in accordance with the Subdivision and Development Servicing Bylaw, the development servicing agreement shall be completed and signed by the applicant prior to the Development Permit application being submitted to Council for approval.
- 4.7 The applicant must sign the Development Permit or the Development Variance Permit prior to issuance of the Development Permit or the Development Variance Permit.
- 4.8 Where a Development Permit or a Development Variance Permit includes the requirement to undertake landscaping as a condition of the issuance, the applicant shall provide security sufficient to cover the cost of installing the landscaping, the amount of which will be stated in the Development Permit or the Development Variance Permit.
- 4.9 Where a Development Permit or Development Variance Permit is issued, amended or cancelled, a notice shall be filed in the Land Title Office.

5. LAND USE CONTRACT (LUC) AMENDMENTS

- 5.1 This Part will not apply to applications to amend Land Use Contracts (LUCs) which contain provisions for their amendment within the LUCs themselves.
- 5.2 For the purposes of this Part, “amend” will mean modify, vary or discharge.
- 5.3 Prior to the mailing or delivery of a notice of a public hearing to amend a LUC, Council may;
- (a) reject the application;
 - (b) refer the application back to staff for further study and report; or
 - (c) give first and second reading of the proposed amendment bylaw and proceed to public hearing.
- 5.4 When the proposed amendment bylaw has received second reading, the applicant must post in a prominent place on the subject property a sign to advise the public of the public hearing.
- (a) The size, design, and wording of the sign must be approved by the City prior to the applicant posting the sign.
- 5.5 After the public hearing is held, Council may:
- (a) reject the application;
 - (b) refer the application back to staff for further study and report; or
 - (c) give third reading to the proposed amendment bylaw with or without modifications imposed by Council.
- 5.6 Where a development servicing agreement is required in accordance with the Subdivision and Development Servicing Bylaw, the development servicing agreement shall be completed and signed by the applicant prior to the amendment bylaw being submitted to Council for fourth and final reading.
- 5.7 If the proposed amendment bylaw is submitted to Council for fourth and final reading, Council may either give fourth and final reading to the proposed amendment bylaw or refuse to do so.

6. SEVERABILITY

If any part, section, clause or sub-clause of the Bylaw is, for any reason, held to be invalid by the decision of a court of competent jurisdiction, it will be severed and the validity of the remaining provisions of this Bylaw will not be affected.

7. REPEAL

“Development Application Procedures Bylaw, 2003, No. 2488” and its Amendments are hereby repealed.

READ A FIRST, SECOND AND THIRD TIME this fourth day of March, 2024.

ADOPTED this eighteenth day of March, 2024.



MAYOR



CORPORATE OFFICER



DEVELOPMENT APPLICATION PROCEDURES BYLAW

NO. 3270

SCHEDULE "A"

DEVELOPMENT PERMIT NO.

This Permit is issued to:

as the owner (hereinafter called the "Permitee") and shall apply only to ALL AND SINGULAR that certain parcel of land situate in the City of Langley, in the Province of British Columbia and more particularly known and described as:

Legal Description:

Parcel Identifier:

Civic Address:

Roll No.:

(hereinafter called "the lands herein")

Purpose of Permit:

(hereinafter called "the works")

This Permit is issued subject to compliance with all of the bylaws of the City of Langley (hereinafter referred to as the "City), except as specifically varied or supplemented by this Permit.

The following terms and conditions shall apply to the development of the lands herein:

1. **Siting of Buildings and Structures**

All buildings and structures on the land herein shall be sited in accordance with the provisions of Zoning Bylaw 1996, No. 2100 and plans to attached hereto as **Schedule "A"** and forming part of this Permit.

2. **Form, Exterior Design and Finish of Buildings and Structures:**

All buildings and structures on the lands herein, including renovations and alterations thereto, shall be constructed in accordance with the to attached hereto as **Schedule "A"** and forming part of this Permit.

3. **Landscaping or Screening:**

Landscaping or screening or both shall be installed within twenty four (24) months after the date of final approval of the subdivision in conformity with the plans to attached hereto as **Schedule "B"** and forming part of this Permit.

AND as security for the due and proper performance of the landscaping works, the Permittee shall, prior to the granting of a building permit for the proposed development, deposit with the City security in the amount of \$_____ in a form satisfactory to the City (hereinafter called the "security deposit").

AND the Permittee hereby further agrees and covenants with the City that in the event that the landscaping works are not completed as hereinbefore provided and within the terms herein provided, and if a building permit has been issued by the City authorizing construction of the development hereby authorized or any such part of development, that the City may, at its option, draw on the security deposit, enter upon the lands herein at reasonable times and in a reasonable manner and by its employees or other persons carry out and complete the landscaping works, and to recover the costs of so doing, including the cost of administration and supervision thereof, from the security deposit. In the event that the security deposit is not sufficient to cover the costs to the City, the Permittee agrees and covenants to pay the balance owing to the City forthwith upon receipt of its invoice.

Upon completion of the landscaping works to the satisfaction of the City, the City shall return ninety percent (90%) of the original security deposit remaining, if any, to the Permittee. A holdback of ten percent (10%) of the security amount, if any shall be held by the City for twenty four (24) months thereafter building permit issuance to guarantee satisfactory maintenance of the landscaping works by the Permittee over this period of time and shall be refunded to the Permittee at the end of the period, unless any expenditures made by the City on the maintenance of the landscaping works made necessary by the failure of the Permittee to properly perform. Refunds of the deposit herein shall only be made by the City upon satisfactory inspection by it and submission of certificates by the Permittee.

4. **Construction:**

The works set forth in this Permit shall be provided, located and constructed in accordance with all applicable statutes, regulations and bylaws and according to engineering plans and specifications to be provided by the Permittee and approved by the City and all such works shall be carried out and completed to the satisfaction of the City.

AND in consideration of granting of this Permit by the City the Permittee hereby agrees and covenants with the City that it will carry out and complete all such works as are to be undertaken and will commence the development of the lands herein in conformity with all the terms and conditions with a period of **two (2) years after the date of this Permit.**

5. This Permit does not constitute a subdivision approval or a building permit.

6. AUTHORIZING RESOLUTION PASSED by the Council of the City of Langley on the _____ day of _____, _____.

7. IN WITNESS WHEREOF the parties hereto have hereunto executed this Permit which is hereby issued by the City the _____ day of _____, _____.

Party(ies) Signature(s)

_____)
)
Authorized Signatory)
)
Authorized Signatory)
)
The Corporate Seal of the CITY OF)
LANGLEY was hereunto affixed in the)
presence of:)
)
Mayor)
)
City Clerk)



DEVELOPMENT APPLICATION PROCEDURES BYLAW

NO. 3270

SCHEDULE "B"

DEVELOPMENT VARIANCE PERMIT NO.

This Permit is issued to:

as the owner (hereinafter called the "Permittee") and shall apply only to ALL AND SINGULAR that certain parcel of land situate in the City of Langley, in the Province of British Columbia and more particularly known and described as:

Legal Description:

Parcel Identifier:

Civic Address:

Roll No.:

(hereinafter called "the lands herein")

Purpose of Permit:

(hereinafter called "the works")

This Permit is issued subject to compliance with all of the bylaws of the City of Langley (hereinafter referred to as the "City), except as specifically varied or supplemented by this Permit.

The following terms and conditions shall apply to the development of the lands herein:

1. **Siting of Buildings and Structures**

The lands herein are zoned _____ pursuant to the City of Langley Zoning Bylaw, 1995, No. 2100. The City of Langley Bylaw, 1996, No. 2100 is hereby varied in respect of the lands herein as follows:

2. This Permit does not constitute a subdivision approval or a building permit.

3. AUTHORIZING RESOLUTION PASSED by the Council of the City of Langley on the _____ day of _____, _____.

4. IN WITNESS WHEREOF the parties hereto have hereunto executed this Permit which is hereby issued by the City the _____ day of _____, _____.

Party(ies) Signature(s)

_____)	
)	
)	
Authorized Signatory))
_____)	
Authorized Signatory))
)	
The Corporate Seal of the CITY OF)	
LANGLEY was hereunto affixed in the)	
presence of:)	
)	
_____)	
Mayor)	
)	
)	
_____)	
City Clerk)	

**FEES AND CHARGES BYLAW, 2010, No. 2837, AMENDMENT No. 40,
2026, No. 3337**

Prepared by:



Anton Metalnikov, Senior Planner

Reviewed by:



Francis Cheung, Chief Administrative Officer



EXPLANATORY MEMO

Fees and Charges Bylaw, 2010, No. 2837, Amendment No. 40, 2026, No. 3337

The purpose of this bylaw is to amend the Fees and Charges Bylaw to support the new Development Application Procedures Bylaw, 2026, No. 3335.

The new Development Application Procedures Bylaw delegates the approval of Development Permits (Delegated DPs) for simpler applications and Minor Development Variance Permits (Minor DVPs) to staff to streamline processes and support new housing while maintaining high design quality. Accordingly, the proposed amendments to the Fees and Charges Bylaw establish new lower fees for Delegated DPs (\$3,000) and Minor DVPs (\$500) in Schedule 11 of this bylaw, in recognition of these applications requiring less staff time than standard DPs and DVPs.

The new Development Application Procedures Bylaw also removes all references to Land Use Contracts (LUCs), as they were eliminated province-wide in July 2024. The proposed amendments to the Fees and Charges Bylaw also removes the application fees associated with amending or discharging LUCs as they are no longer applicable.



**CITY OF LANGLEY
FEES AND CHARGES BYLAW, 2010, NO. 2837,
AMENDMENT NO. 40, 2026
NO. 3337**

A Bylaw to update fees and charges related to planning, land and development.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. TITLE

This bylaw shall be cited as the “Fees and Charges Bylaw, 2010, No. 2837, Amendment No. 40, 2026, No. 3337”

2. AMENDMENTS

- (1) Fees and Charges Bylaw, 2010, No. 2837 is hereby amended to delete Schedule 11 – Planning, Land and Development Fees and replace it with the updated Schedule 11 – Planning, Land and Development Fees attached to and forming part of this Bylaw.

READ A FIRST, SECOND AND THIRD TIME this -- day of --, 2026.

ADOPTED this -- day of --, 2026.

MAYOR

CORPORATE OFFICER

Schedule 11 – Planning, Land & Development Fees
 Development Application Procedures Bylaw, 2026, No. 3335

Planning, Land & Development Fees (all fees are subject to applicable taxes)		
Development Application or Service	Base Fee	Additional Fee
Development Permit ¹	\$5,000.00	\$1.00/m ² gross floor area (non-residential) \$100.00/unit (residential)
Delegated Development Permit ¹	\$3,000.00	\$1.00/m ² gross floor area (non-residential) \$100.00/unit (residential)
Development Variance Permit ¹	\$5,000.00	n/a
Minor Development Variance Permit	\$500.00	n/a
Zoning Bylaw Amendment - Map	\$6,000.00*	\$0.20/m ² site area
Zoning Bylaw Text Amendment	\$2,000.00	n/a
Zoning Bylaw Amendment - Master Planned Sites Up to 5 acres Up to 10 acres Over 10 acres	\$15,000.00 \$20,000.00 \$25,000.00	n/a
Tenant Relocation Policy (use of with a rezoning and/or DP application)	\$10,000.00	n/a
Official Community Plan Amendment	\$10,000.00*	0.20/m ² of site area
Restrictive Covenant Discharge Fee	\$ 250.00	n/a
Restrictive Covenant Prep/Registration	Actual Cost	
Board of Variance Application	\$ 500.00	n/a
Board of Variance Application – Additional Fee If applicant fails to meet application requirements by stated deadline		\$150
Comfort Letter	\$ 190.48**	n/a
Liquor Licence Application requiring local government approval	\$2,000.00	\$2,000.00 in addition to the base fee if a public consultation process is deemed appropriate by City Council as part of the process
Subdivision Application (Standard, Bare Land Strata, Strata Conversion and Phased Strata)	\$3,000.00	\$100.00 per unit or parcel created plus \$50.00 for final approval of the plans by the Approving Officer ⁺ <i>(There is a \$100.00 credit per unit or parcel that previously existed, provided that no change in the property land usage occurs.)</i>
Telecommunications Antenna Application (where no public consultation is required under Telecommunications Antenna Policy)	\$1,000.00	n/a
Telecommunications Antenna (where public consultation is required under Telecommunications Antenna Policy)	\$2,000.00	n/a

¹ Maximum of \$15,000.00 total application fee for each application type.

* ½ of total fees are refundable if application is refused/withdrawn prior to publishing or delivery of notices.

**Per property or per fire incident

⁺ pursuant to section 83 of the Land Title Act, RSBC, 1996, c. 250 and its amendments



REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Development Permit Application DP 11-22 –
Citiwest 8-Lot Subdivision (20525 & 20541 – 46A
Avenue)

File #: 6620.00

Doc #:

From: Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Date: March 18, 2026

RECOMMENDATION:

THAT the March 18, 2026 report regarding Development Permit 11-22 be received by Council for information.

PURPOSE:

The purpose of the report is to consider a Development Permit application for an 8-lot subdivision on the subject properties.

*This report supplements the previous staff reports to Council dated November 25, 2024 (Attachment 6) and May 12, 2025 (Attachment 7).

POLICY:

The subject properties lie within the Suburban land use designation in the Official Community Plan (OCP) and are zoned R1 Suburban Residential in Zoning Bylaw No. 3300. The zoning requires a minimum lot area of 557 square metres and a minimum lot width of 16 metres and the proposed subdivision layout (Attachment 1) complies with the requirements. In accordance with the recent Provincial housing legislation, the R1 zone permits up to four dwelling units on a lot (based on the current level of transit service in the area).

The properties include “Moderately Low Sensitivity” Environmentally Sensitive Areas (ESA’s) and Natural Hazard Areas (Steep Slopes) designated in the Official

Community Plan (OCP) and the proposed subdivision therefore requires Development Permit approval from Council in order to proceed. The OCP Development Permit Area Guidelines for ESA's and Natural Hazard Areas apply to the proposed development.

The ESA Development Permit Area Guidelines include the following:

2. *Development in ESA's ranked as moderately low to low value is strongly discouraged and shall maintain ecological connectivity and function where possible.*
3. *Ensure development results in no net loss of habitat area. Where loss of habitat is unavoidable, replace the value of lost habitat at a ratio of 2:1.*

COMMENTS/ANALYSIS:

1. Background

This application preceded the adoption of Zoning Bylaw No. 3300 and included an application (RZ 07-20) to rezone the properties from the RS2 Estate Residential Zone to the RS1 Single Family Residential Zone under the previous Zoning Bylaw No. 2100 to allow the smaller (557 square metres) lot size. The zoning amendment application for this subdivision was initially presented to Council on December 9, 2024 and the zoning amendment bylaw was considered for first and second readings on May 12, 2025 and declined by Council. The new R1 Suburban Residential Zone, adopted as part of Zoning Bylaw No. 3300 on March 9, 2026, permits the proposed subdivision layout and the applicant requests that the Development Permit application now be considered by Council.

2. Revised 46A Avenue Frontage Design

Following the May 12, 2025 Council meeting, the applicant has pursued revisions to the servicing design (see Attachment 2) in order to preserve trees along the 46A Avenue frontage of the subdivision while maintaining the same 8-lot layout. The proposed changes include revised driveway locations and a modified boulevard cross-section that shifts the sidewalk location away from the tree protection zones identified in an updated arbourist report (Attachment 3). The changes would allow for the preservation of six trees according to the report. City staff have reviewed the proposed design and advised the applicant that it does not provide for the recommended grading according to the standard road cross-section. Staff are working with the applicant's consultant to finalize the frontage design and determine the actual number of trees that can be preserved.

3. Environmentally Sensitive Area

The plan revisions described above are focused on the 46A Avenue frontage of the site, outside of the Environmentally Sensitive Area (ESA) identified in the Official Community Plan (OCP) which would still require clearing and compensation in order for the development to proceed. To that end, the applicant has provided a further report (Attachment 4) from its environmental consultant on the extensive infestation of invasive species, particularly English Ivy, within the ESA. The report questions the “Moderately Low” sensitivity value assigned to this wooded area in the OCP. City staff have reviewed the report and acknowledge the concern with invasive species but respectfully disagree with the conclusion that the area “...currently exhibits a nil to low ecological value”. In staff’s view, the infestation could be remediated and the mature trees and habitat value preserved through appropriate interventions if desired.

Should Council wish to approve the proposed development, compensation for the lost ESA habitat value would be required in accordance with the OCP. The applicant has agreed to a \$201,040 compensation payment which could be used for a habitat compensation project in Nicomekl Floodplain Park as outlined in the May 12, 2025 Explanatory Memo (Attachment 7). The compensation valuation was determined by the City’s environmental consultant based on the OCP’s 2:1 habitat replacement guideline.

4. Natural Hazard Area

The applicant has provided renderings (Attachment 5) of the landscaped two-tier retaining wall at the rear of proposed Lots 1-4 described in the November 25 staff report to Council. The retaining wall is recommended in the geotechnical engineer’s report to address the slope hazard condition for the proposed lots and their future buildings. The City would require a restrictive covenant to be registered on title to maintain and protect the retaining wall and related drainage works as a condition of subdivision approval.

5. Tree Protection & Management Bylaw

Tree Protection and Management Bylaw No. 3321 was adopted on January 19, 2026 and applies to in-stream development applications. Under the bylaw, a cash-in-lieu of tree replacement payment of \$122,000 (preliminary estimate) for this application would be required prior to development permit issuance. The fee is based on the replacement of 35 trees outside of the ESA. The replacement of trees within the ESA is considered to be part of the habitat compensation payment.

BUDGET IMPLICATIONS:

The proposed development would contribute \$273,378.00 to City Development Cost Charge accounts under DCC Bylaw No. 3256 (payable at subdivision final approval). A 5% park land cash-in-lieu contribution (2024 valuation - \$310,000.00) is also required prior to subdivision final approval. An ESA habitat compensation payment of \$201,040.00 and a tree replacement payment under Tree Protection & Management Bylaw No. 3321 of \$122,000.00 (preliminary estimate) are required prior to development permit issuance.

SUMMARY:

The applicant is seeking to develop the subject properties in accordance with the new R1 Suburban Residential zoning, taking advantage of the smaller allowable lot size to maximize the subdivision yield. It is highly unlikely that an 8-lot subdivision - with potential for 32 housing units - could be achieved on this site without significantly impacting the ESA. Accordingly, the applicant is proposing to compensate for the loss of the Moderate Low sensitivity ESA area as provided for in the Official Community Plan.

ALTERNATIVES:

1. Deny the approval of DP 11-22 for an 8-lot subdivision at 20525 & 20541 – 46A Avenue.

Respectfully Submitted,



Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Attachments:

1. Preliminary Subdivision Plan
2. Engineering Key Plan - Revised
3. Arbourist Report – November 10, 2025 Update
4. Enkon Environmental Report – Invasive Vegetation – July 16, 2025
5. Retaining Wall Renderings
6. November 25, 2024 Staff Report – December 9, 2024 Council Agenda
7. Bylaw No. 3295 - Explanatory Memo – May 12, 2025 Council Agenda

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer

**SUBDIVISION PLAN OF LOT 25, PLAN 24420 AND LOT 90, PLAN 45080;
BOTH OF SECTION 35 TOWNSHIP 7 NEW WESTMINSTER DISTRICT**

PLAN EPP

City of Langley B.C.G.S. 92G.017



SCALE - 1 : 500

All distances are in metres

The intended plot size of this plan is 560mm in width by 432mm in height (C Size) when plotted at a scale of 1:500

PRELIMINARY 03 NOVEMBER, 2022

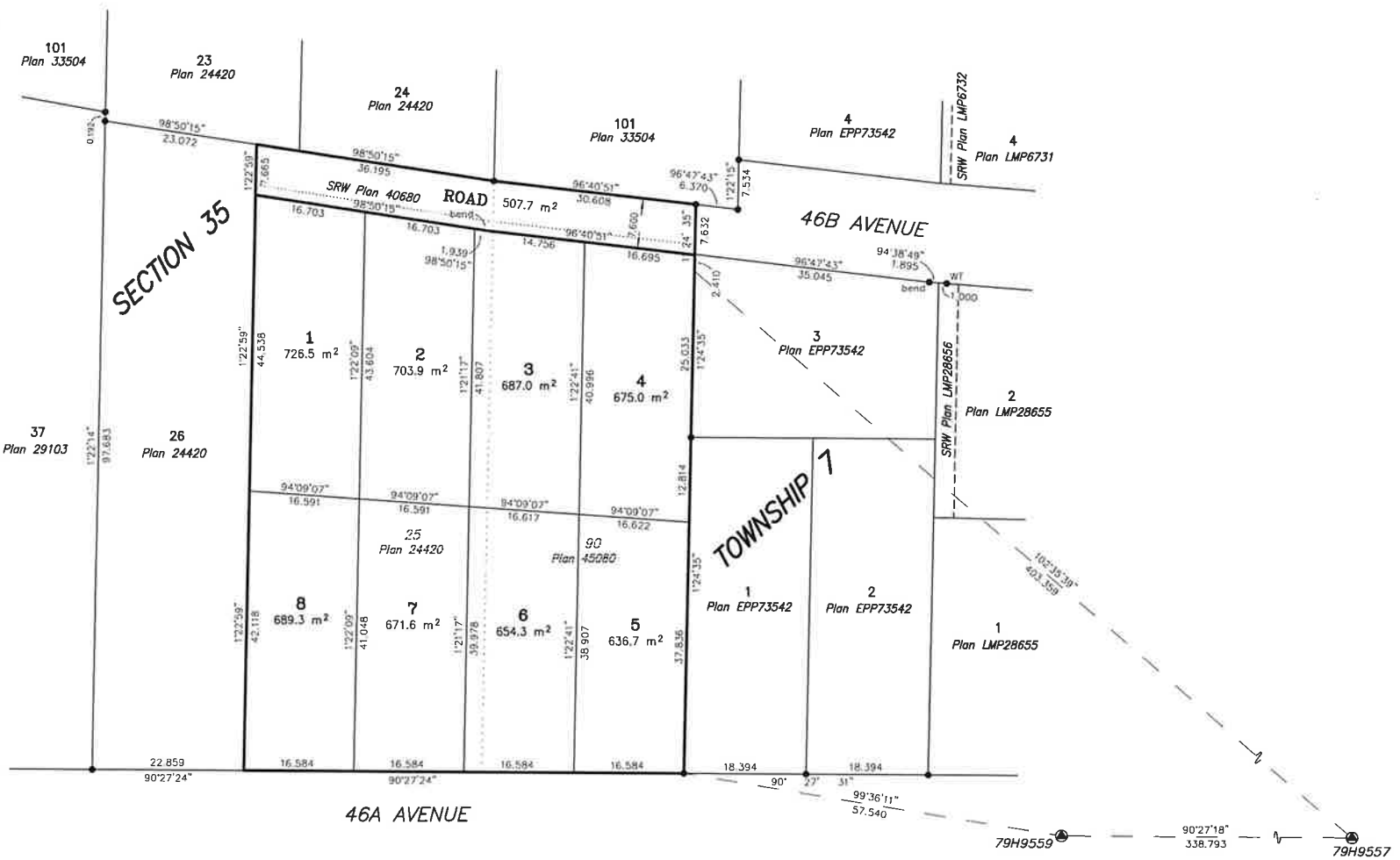
Integrated Survey Area No. 45

City of Langley, NAD83 (CSRS) 4.0.0.BC.1.GVRD

Grid Bearings are derived from observations between Control Monuments 79H9559 and 79H9557.

The UTM co-ordinates and horizontal positional accuracy achieved have been derived from the Mascot published coordinates for geodetic control monuments 79H9559 and 79H9557.

This plan shows horizontal ground-level distances except where otherwise noted. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9996043 which has been derived from geodetic control monument 79H9559.



- Legend:**
- ⊙ Denotes control monument found
 - Denotes standard iron post found
 - Denotes standard iron post set
 - WT Denotes witness

Note: This plan shows one or more witness posts which are not set on the true corner(s). Witness posts are set along the production of a boundary unless otherwise noted. Some symbols and lines have been exaggerated for clarity.

UTM Coordinates NAD83(CSRS) 4.0.0.BC.1.GVRD Zone 10 North (Central Meridian 123°W)				
	Northing	Easting	Point Combined Scale Factor	Estimated Horizontal Positional Accuracy
79H9559	5,437,134.947	525,330.478	0.9996043	0.02
79H9557	5,437,132.258	525,669.127	0.9996046	0.02

Cameron Land Surveying Ltd.
B.C. Land Surveyors
Unit 234 - 18525-53rd Avenue
Surrey, B.C. V3S 7A4
Phone: 604-597-3777
File: 5968-SUB2

This plan lies within the jurisdiction of the Approving Officer for the City of Langley.
This plan lies within the Metro Vancouver Regional District

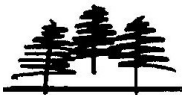
The field survey represented by this plan was completed on the _____ day of _____, 2022.
Sean Costello, BCLS 900

ATTACHMENT 3

Tree Evaluation Report for: 20525 & 20541 – 46A Avenue City of Langley, BC

Prepared by:

**Mike Fadum and Associates Ltd.
#105, 8277-129 Street
Surrey, BC
Phone 778-593-0300
Fax 778-593-0302**



**Date: May 18, 2021
Revised: November 22, 2022
Revised: November 10, 2025**

1.0 INTRODUCTION

We attended the site on December 23, 2020, and recently on August 26, 2025, for the purpose of evaluating the tree resource and to make recommendations for removal and preservation for the development application proposed for 20525 & 20541 – 46A Avenue, Langley City, BC. The site includes two large lots accessed from 46A Avenue to the south of 46B Avenue. The development plans include subdividing the two (2) lots into eight (8) lots and extending 46B Avenue to the west property line. A plan showing the proposed building footprint, topographical survey and lot lines was provided for our use and used as a resource for making recommendations pertaining to tree removal and retention. *The November 22, 2022 revision reflects an updated site plan. The November 10, 2025 revision reflects the updated site and civil plans.*



Figure 1. Aerial photograph of the subject property (Geocortex Viewer, 2022).



2.0 FINDINGS

The site topography sloped down from south to north. The site contains almost exclusively native species dominated by conifers, mainly Western Redcedar (*Thuja plicata*) and Douglas-Fir (*Pseudotsuga menziesii*). There are also some deciduous trees, including Paperbark Birch (*Betula papyrifera*) and Bigleaf Maple (*Acer macrophyllum*). Tree conditions varied throughout, ranging from poor to good. Photographs are provided in Appendix A.

During the recent site visit, we observed that the northern portion of the site is densely covered with Blackberry and Ivy vegetation then before. This thick ground cover significantly limited physical access to this area. As such, observations of the subject trees in this section were restricted to visual assessments from accessible boundaries only. Detailed evaluations (e.g. inspections of tree bases and trunks) of individual trees within the overgrown area could not be conducted at this time.

Table 1 provides individual tree data. Specific information includes tree type, diameter at breast height (DBH), structure and health rating (poor (P), moderate (M), good (G) or a combination of two), live crown ratio (LCR) and structural observations. Health refers to the tree's overall health and vigor, while structure is a qualitative rating of a tree's shape and structure when compared to ideal trees of the same species and age class. Trees were evaluated for their preservation potential based on health, structure, location and species factors. Trees expected to be unsafe, conflicting with the proposed building plans, of poor health or of little long-term retentive value are recommended for removal and are shown on the attached Tree Preservation and Removal Plan.

3.0 TREE PROTECTION

Tree protection fencing is to be installed as per municipal standards prior to construction with no excavation, grade alterations or materials storage within the tree protection zone. The consulting Arborist should be contacted prior to and be onsite for any construction within the recommended no disturbance zone which is approximately 6x the tree diameter. Grade alterations and other construction works required to provide drainage are not to occur within the tree protection zone.

4.0 TREE PRESERVATION SUMMARY

Our plans have been provided to the design team and it is expected that all consultants and contractors adhere to the recommendations in this report and ensure there is no conflict with Tree Protection Zones. No ground disturbance or grade alterations are permitted within the Tree Protection Zones unless preapproved by the project arborist. Mechanical injuries caused to trees below or above ground cannot be repaired. All parties must be aware that long-term success



in tree preservation efforts depends greatly on minimizing the impact caused during and post construction. Best efforts must be made to ensure that soils remain undisturbed within the tree protection zones. Ongoing monitoring and implementation of mitigating works, such as watering, mulching, etc., is essential for success.

5.0 LIMITATIONS

This Arboricultural field review report is based on site observations on the dates noted. Effort has been made to ensure that the opinions expressed are a reasonable and accurate representation of the condition of the trees reviewed. All trees or groups of trees have the potential to fail. No guarantees are offered or implied by Mike Fadum and Associates Ltd. or its employees that the trees are safe given all conditions. The inspection is limited to visual examination of accessible items without dissection, excavation, probing, coring or climbing. Trees can be managed, but they cannot be controlled. To live, work or play near trees is to accept some degree of risk. The only way to eliminate all risks associated with trees is to eliminate all trees.

The findings and opinions expressed in this report are representative of the conditions found on the day of the review only. Any trees retained should be reviewed on a regular basis. The root crowns, and overall structure, of all of the trees to be retained must be reviewed immediately following land clearing, grade disturbance, significant weather events and prior to site usage changes.

Please contact the undersigned if you have any questions or concerns regarding this report.

Mike Fadum and Associates Ltd.



Tim Vandenberg
ISA Certified Arborist: PN-8565A
TRAQ



Sum Yee (Coco) Wong
ISA Certified Arborist HK-2159A
ISA Tree Risk Assessment Qualified

Attachment(s):

- 1) Table 1 – Inventory
- 2) Appendix A – Photos
- 3) Tree Preservation Summary
- 4) Tree Management Plans



Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
100	Spruce (<i>Picea sp.</i>)	23	60	MP, MG	Phototropic to the south. Asymmetrical crown. Healthy foliage.	1.5	Remove Not suitable for retention as a standalone tree.
1682	Red Alder (<i>Alnus rubra</i>)	~50	NA	P, M	Highly phototropic. Ivy infestation. Dense vegetation prevented thorough assessment.	3.5	Remove Conflicts with construction of proposed building.
1703	Red Alder (<i>Alnus rubra</i>)	~50	NA	P, M	Heavy ivy infestation. Highly phototropic. Dense Blackberry and vegetation prevented thorough assessment of the base.	3.5	Remove Conflicts with construction of proposed building and retaining wall.
2006	Paperbark Birch (<i>Betula papyrifera</i>)	~40	NA	P, P	Highly phototropic. Ivy infestation. Dense vegetation prevented thorough assessment.	2.5	Remove Conflicts with construction of proposed building.
2015	Western Redcedar (<i>Thuja plicata</i>)	~95	70	M, MP	Medium-low foliage density. Ivy infestation. Forest-grown. Dense vegetation prevented thorough assessment.	6.0	Remove Conflicts with construction of proposed building.
2244	Paperbark Birch (<i>Betula papyrifera</i>)	~50	NA	P, M	Highly phototropic. Ivy infestation prevented thorough assessment. Difficult to assess upper canopy.	3.5	Remove Conflicts with construction of proposed building.
2245	Western Redcedar (<i>Thuja plicata</i>)	~50	80	M, M	Ivy infestation. Asymmetrical crown. Medium foliage density. Dense Blackberry and vegetation prevented thorough assessment of the base.	3.5	Remove Conflicts with construction of proposed building.
2264	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	94	90	MP, MG	Co-dominant stems form at ~4.0m. Pruned for powerline clearance.	6.0	Remove Conflicts with construction of proposed driveway and services.
2265	Western Redcedar (<i>Thuja plicata</i>)	32	80	M, M	Top has a dogleg. Asymmetrical crown.	2.0	Remove Conflicts with proposed driveway.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
2266	Western Redcedar (<i>Thuja plicata</i>)	44	60	MP, M	Pistol-butt base. Some mechanical injuries near the base.	3.0	Retain
2267	Western Redcedar (<i>Thuja plicata</i>)	61/25	80	M, M	Elevated root base. Irregular base. Medium foliage density.	5.5	Retain
2268	Western Hemlock (<i>Tsuga heterophylla</i>)	54	60	M, MG	Asymmetrical crown. Stem has a slight bow.	3.5	Retain
2269	Western Hemlock (<i>Tsuga heterophylla</i>)	33.5	60	M, MG	Asymmetrical crown. Seam of reaction wood near the base, ~2m long.	2.5	Retain
2270	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	66	40	M, M	Irregular crown. Stem has a slight sweep.	4.5	Retain
2271	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	41	30	MP, M	Sweep to the south. Asymmetrical crown.	2.5	Remove Conflicts with proposed grade/fill.
2272	Paperbark Birch (<i>Betula papyrifera</i>)	39	NA	M, MP	Sweep to the southeast. Elevated roots. High crown. Significant dieback. Little foliage.	2.5	Remove Due to poor condition.
2273	Western Redcedar (<i>Thuja plicata</i>)	32	85	M, MG	Asymmetrical crown. Healthy foliage.	2.0	Remove Conflicts with proposed grade/fill.
2274	Western Redcedar (<i>Thuja plicata</i>)	46	80	M, MG	Asymmetrical crown. Healthy foliage. Topped for powerline clearance.	3.0	Remove Conflicts with construction of proposed driveway and services.
2275	Western Redcedar (<i>Thuja plicata</i>)	55/48	70	MP, M	Healthy foliage. Irregular crown due to powerline clearance. Ivy infestation.	6.5	Remove Conflicts with construction of proposed driveway and services.
2276	Western Redcedar (<i>Thuja plicata</i>)	53	50	M, M	Asymmetrical crown. Dense ivy infestation.	3.5	Remove Conflicts with construction.
2277	Western Hemlock (<i>Tsuga heterophylla</i>)	50	N/A	N/A	Asymmetrical crown. In decline. NOT INCLUDED IN SUMMARY TOTAL.	3.5	Tree failed as per August 26, 2025 site visit.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
2278	Western Redcedar (<i>Thuja plicata</i>)	77	60	M, M	Irregular crown. Pruned for powerline clearance. Minor Ivy infestation.	5.0	Remove Conflicts with construction of proposed driveway and services.
2279	Western Redcedar (<i>Thuja plicata</i>)	52	50	MG, MP	Low foliage density. Minor Ivy infestation.	3.5	Remove Due to poor condition.
2280	Western Redcedar (<i>Thuja plicata</i>)	40	45	M, M	Dense ivy infestation.	2.5	Remove Conflicts with construction of proposed building.
2281	Western Redcedar (<i>Thuja plicata</i>)	68	60	MP, M	Co-dominance forms at ~2.5m, stems beginning to fuse. Dense Ivy infestation at base.	4.5	Remove Conflicts with construction of proposed building.
2282	Western Redcedar (<i>Thuja plicata</i>)	29	75	M, M	Medium foliage density.	2.0	Remove Conflicts with construction of proposed building.
2283	Paperbark Birch (<i>Betula papyrifera</i>)	27	NA	MP, MP	Phototropic high crown. Previously failed top.	2.0	Remove Conflicts with construction of proposed building.
2284	Western Redcedar (<i>Thuja plicata</i>)	28	80	M, M	Asymmetrical crown. Medium foliage density. Somewhat shaded.	2.0	Remove Conflicts with construction of proposed building.
2285	Western Redcedar (<i>Thuja plicata</i>)	91	60	M, M	Asymmetrical crown. Bark damage at bottom trunk. Root damage with response growth.	6.0	Remove Conflicts with construction of proposed building.
2286	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	59	40	MP, M	Asymmetrical crown. Narrow crown.	4.0	Remove Conflicts with construction of proposed building.
2287	Western Redcedar (<i>Thuja plicata</i>)	106	50	M, MP	Medium-low foliage density.	7.0	Remove Conflicts with construction of proposed building.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
2288	Western Redcedar (<i>Thuja plicata</i>)	57	75	M, MP	Asymmetrical crown. Multiple tops. Medium-low foliage density. Minor Ivy infestation.	4.0	Remove Conflicts with construction of proposed building.
2289	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	86	40	MG, M	Minor ivy infestation.	5.5	Remove Conflicts with construction of proposed building.
2290	Western Redcedar (<i>Thuja plicata</i>)	85	50	M, M	Asymmetrical crown. Minor Ivy infestation.	5.5	Remove Conflicts with construction of proposed building.
2291	Western Redcedar (<i>Thuja plicata</i>)	98	80	MP, M	Cavity near the base. Multiple tops.	6.5	Remove Conflicts with construction of proposed building.
2292	Western Redcedar (<i>Thuja plicata</i>)	59/26	100	M, MG	Asymmetrical crown.	5.5	Retain Construct driveway above grade with no excavation in TPZ.
2293	Western Redcedar (<i>Thuja plicata</i>)	92	90	M, M	Clearance pruned from powerlines. Asymmetrical crown.	6.0	Remove Expected to be significantly impacted by excavation of proposed services.
2294	Western Redcedar (<i>Thuja plicata</i>)	80s	70	M, M	Medium foliage density. Asymmetrical crown.	5.0	Remove Conflicts with construction of proposed building.
2295	Western Redcedar (<i>Thuja plicata</i>)	61	70	M, M	Asymmetrical crown.	4.0	Remove Conflicts with construction of proposed building.
2296	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	88	60	MG, M	Minor ivy infestation. Good trunk taper.	6.0	Remove Conflicts with construction of proposed building.
2297	Western Redcedar (<i>Thuja plicata</i>)	67	60	M, MP	Medium-low foliage density.	4.5	Remove Conflicts with construction of proposed building.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
2298	Western Redcedar (<i>Thuja plicata</i>)	31	70	MP, MP	Clearance pruned. Medium-low foliage density. Irregular crown.	2.0	Remove Conflicts with construction of proposed building.
2299	Bigleaf Maple (<i>Acer macrophyllum</i>)	33	NA	M, MG	Asymmetrical crown. Retaining wall built within 1m to the east.	2.5	Remove Conflicts with construction of proposed building and retaining wall.
2300	Bitter Cherry (<i>Prunus emarginata</i>)	32/15	NA	M, MP	Three stems joined near the base. Little foliage. Dense vegetation prevented thorough assessment.	3.0	Remove Conflicts with construction of proposed building and retaining wall.
4789	Paperbark Birch (<i>Betula papyrifera</i>)	50	NA	P, M	Highly phototropic. Heavy ivy infestation.	3.5	Remove Conflicts with construction of proposed building.
4970	Western Hemlock (<i>Tsuga heterophylla</i>)	69	70	MG, G	Healthy foliage.	4.5	Remove Conflicts with construction of proposed building.
4971	Bigleaf Maple (<i>Acer macrophyllum</i>)	~25/20/15	NA	MP, M	Multiple stems from the base. Phototropic. Dense vegetation prevented thorough assessment of the base.	4.0	Remove Conflicts with construction of proposed building.
4972	Bigleaf Maple (<i>Acer macrophyllum</i>)	~30/20/20	NA	MP, M	Multiple stems from the base. High canopy. Phototropic. Dense Ivy vegetation prevented thorough assessment.	4.5	Remove Conflicts with construction of proposed building.
4973	Bigleaf Maple (<i>Acer macrophyllum</i>)	~40/20/0	NA	MP, MG	Included attachment at the base. Phototropic. Dense vegetation prevented thorough assessment of the base.	3.0	Remove Conflicts with construction of proposed building.
4974	Bigleaf Maple (<i>Acer macrophyllum</i>)	~90	NA	M, MG	Slightly phototropic. Dense vegetation prevented thorough assessment of the base.	6.0	Remove Conflicts with construction of proposed building.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
4975	Western Redcedar (<i>Thuja plicata</i>)	~120	80	G, M	Good trunk taper. Burrow on the north side of the stem. Medium-high foliage density.	7.5	Remove Conflicts with construction of proposed building.
4976	Red Alder (<i>Alnus rubra</i>)	~40	NA	MP, M	Phototropic. Past branch failures. Dense Ivy vegetation prevented thorough assessment.	2.5	Remove Conflicts with construction of proposed sewer.
4977	Bigleaf Maple (<i>Acer macrophyllum</i>)	~40	NA	M, M	Slightly phototropic. Pistol-butt base. Fusing with English laurel. Dense vegetation prevented thorough assessment.	3.0	Remove Conflicts with construction of proposed road and services.
4978	Western Redcedar (<i>Thuja plicata</i>)	~30	70	MP, M	Co-dominance forms are ~2.0m. Medium foliage density. Part of hedgerow. Dense vegetation prevented thorough assessment.	2.0	Remove Conflicts with construction of proposed road and services.
4979	Western Redcedar (<i>Thuja plicata</i>)	~30	70	MP, MP	Part of a hedgerow. Shade suppressed, medium-low foliage density. Dense vegetation prevented thorough assessment.	2.0	Remove Conflicts with construction of proposed road and services.
4980	Western Redcedar (<i>Thuja plicata</i>)	~55	60	M, M	Nearby tree has uprooted and leaning upon subject tree. Asymmetrical crown. Dense vegetation prevented thorough assessment.	3.5	Remove Conflicts with construction of proposed driveway and electrical services.
4981	Paperbark Birch (<i>Betula papyrifera</i>)	40/35	NA	P, P	Large amounts of deadwood. Fungal fruiting bodies. Dense vegetation prevented thorough assessment.	4.0	Remove Conflicts with construction of proposed building.
4982	Western Hemlock (<i>Tsuga heterophylla</i>)	~45	60	MG, M	Healthy foliage. Dense vegetation prevented thorough assessment.	3.0	Remove Conflicts with construction of proposed building.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
4983	Western Hemlock (<i>Tsuga heterophylla</i>)	~75	75	M, MG	Irregular crown. Healthy foliage. Dense vegetation prevented thorough assessment.	5.0	Remove Conflicts with construction of proposed building.
4984	Paperbark Birch (<i>Betula papyrifera</i>)	60	NA	MP, MP	Deadwood. Fungal fruiting bodies. Ivy infestation. Dense vegetation prevented thorough assessment.	4.0	Remove Conflicts with construction of proposed building.
4985	Western Redcedar (<i>Thuja plicata</i>)	~60	70	M, M	Asymmetrical crown. Pistol-butt base. Forest-grown. Dense Ivy vegetation prevented thorough assessment.	4.0	Remove Conflicts with construction of proposed building.
4986	Western Redcedar (<i>Thuja plicata</i>)	~100	90	M, MG	Multiple stems arise mid-way. Healthy foliage. Dense Ivy vegetation prevented thorough assessment.	6.5	Remove Conflicts with construction of proposed building.
4987	Western Redcedar (<i>Thuja plicata</i>)	~115	60	M, MP	Medium-low foliage density. Dense Ivy infestation. Dense vegetation prevented thorough assessment.	7.0	Remove Conflicts with construction of proposed building.
4988	Paperbark Birch (<i>Betula papyrifera</i>)	35	NA	P, MP	Growing atop old stump. Phototropic. Deadwood.	2.5	Remove Conflicts with construction of proposed building.
4989	Western Redcedar (<i>Thuja plicata</i>)	99	80	M, M	Irregular crown. Ivy infestation.	6.5	Remove Conflicts with construction of proposed building.
4990	Western Redcedar (<i>Thuja plicata</i>)	112	80	M, M	Asymmetrical crown. Good trunk taper. Slough bark. Ivy infestation.	7.0	Remove Conflicts with construction of proposed building and retaining wall.
4991	Western Redcedar (<i>Thuja plicata</i>)	~60	50	M, MG	Ivy infestation. Medium foliage density. Dense Ivy vegetation prevented thorough assessment.	4.0	Remove Conflicts with construction of proposed building.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
4992	Western Redcedar (<i>Thuja plicata</i>)	~60	70	M, MG	Asymmetrical crown. Dense Ivy vegetation prevented thorough assessment.	4.0	Remove Conflicts with construction of proposed building.
4993	Western Redcedar (<i>Thuja plicata</i>)	~80	70	MP, M	Medium-low foliage density. Previously failed co-dominant stem mid-stem. Dense Ivy vegetation prevented thorough assessment.	5.0	Remove Conflicts with construction of proposed building.
4994	Paperbark Birch (<i>Betula papyrifera</i>)	50	NA	MP, MP	Some dieback. Heavy ivy infestation. Dense vegetation prevented thorough assessment.	3.5	Remove Conflicts with construction of proposed building.
4995	Paperbark Birch (<i>Betula papyrifera</i>)	~40	NA	P, MP	Lean to the north. Some dieback. Dense vegetation prevented thorough assessment.	2.5	Remove Conflicts with construction of proposed driveway, road, and electrical services.
4996	Western Redcedar (<i>Thuja plicata</i>)	~45	90	M, M	Forest-grown. Dense vegetation prevented thorough assessment.	3.0	Remove Conflicts with construction of proposed road and electrical services.
4997	Western Redcedar (<i>Thuja plicata</i>)	112	90	MG, M	Forest-grown. Difficult to assess upper canopy. Dense vegetation prevented thorough assessment.	7.0	Remove Conflicts with construction of proposed road and services.
4998	Red Alder (<i>Alnus rubra</i>)	~30	NA	P, M	Highly phototropic. Dense vegetation prevented thorough assessment.	2.0	Remove Conflicts with construction of proposed driveway, road, and electrical services.
4999	Black Cottonwood (<i>Populus balsamifera</i> ssp. <i>trichocarpa</i>)	~100	NA	M, M	High crown. Ivy infestation. Past limb failures. Dense vegetation prevented thorough assessment.	6.5	Remove Conflicts with construction of proposed driveway and sewer.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
H1	English Laurel (<i>Prunus laurocerasus</i>)	~20	80	P, M	Highly phototropic. Dense vegetation prevented thorough assessment. <i>NOT INCLUDED IN SUMMARY TOTAL.</i>	2.0	Remove Conflicts with construction of proposed road and services.
H2	Western Redcedar (<i>Thuja plicata</i>) x~14	~10-25	90	MG, M	Medium foliage. Minor Ivy infestation. <i>NOT INCLUDED IN SUMMARY TOTAL.</i>	2.0	Remove Conflicts with construction of proposed building and retaining wall.
OS1	Western Redcedar (<i>Thuja plicata</i>)	~55	75	M, M	Difficult to assess upper canopy. Medium-foliage density. Dense vegetation prevented thorough assessment.	3.5	Remove Conflicts with construction of proposed road and services.
OS2	Western Redcedar (<i>Thuja plicata</i>)	~75	75	M, M	Difficult to assess upper canopy. Medium-foliage density. Dense vegetation prevented thorough assessment.	5.0	Retain
OS3	Western Redcedar (<i>Thuja plicata</i>)	~40	75	M, M	Difficult to assess upper canopy. Medium-foliage density. Dense vegetation prevented thorough assessment.	3.0	Remove Conflicts with construction of proposed road and services.
OS4	Western Redcedar (<i>Thuja plicata</i>)	~25	75	MP, MP	Part of a hedgerow. Shade suppressed, medium-low foliage density. Dense vegetation prevented thorough assessment.	2.0	Remove Conflicts with construction of proposed road and services.
OS5	Western Redcedar (<i>Thuja plicata</i>)	~45	70	M, M	Multiple tops. Asymmetrical crown. Dense vegetation prevented thorough assessment.	3.0	Remove Conflicts with construction of proposed road and services.
OS6	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	~45	60	M, M	Asymmetrical crown. Forest-grown. Dense vegetation prevented thorough assessment.	3.0	Remove Conflicts with construction of proposed road and services.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
OS7	Western Redcedar (<i>Thuja plicata</i>)	~55	70	M, M	Forest-grown. Minor ivy infestation. Good trunk taper. Attached fence. Dense vegetation prevented thorough assessment.	4.0	Remove Conflicts with construction of proposed road and services.
OS8	Western Redcedar (<i>Thuja plicata</i>)	~50	80	M, MG	Asymmetrical crown. Healthy foliage. Dense vegetation prevented thorough assessment.	3.5	Remove Conflicts with construction of proposed road.
OS9	Western Redcedar (<i>Thuja plicata</i>)	~30	85	M, M	Asymmetrical crown. Shaded. Dense vegetation prevented thorough assessment.	2.0	Remove Conflicts with construction of proposed road and services.
OS10	Western Redcedar (<i>Thuja plicata</i>)	~25	85	M, M	Dogleg mid-stem. Asymmetrical crown. Dense vegetation prevented thorough assessment.	2.0	Remove Conflicts with construction of proposed road and services.
OS11	Western Redcedar (<i>Thuja plicata</i>)	~50	90	M, M	Medium foliage density. Multiple tops. Dense vegetation prevented thorough assessment.	3.5	Remove Conflicts with construction of proposed road and services.
OS12	Western Redcedar (<i>Thuja plicata</i>)	~90	90	MG, MG	Healthy foliage. Slightly asymmetrical crown. Good trunk taper. Dense vegetation prevented thorough assessment.	6.0	Remove Conflicts with construction of proposed road and services.
OS13	Douglas-Fir (<i>Pseudotsuga menziesii</i>)	~95	75	MG, G	Healthy foliage. Good trunk taper. Dense vegetation prevented thorough assessment of the base.	6.0	Remove Expected to be significantly impacted by grade changes.
OS14	Western Redcedar (<i>Thuja plicata</i>)	~105	80	M, MG	Asymmetrical crown. Ivy infestation. High foliage density. Dense vegetation prevented thorough assessment of the base.	6.5	Remove Conflicts with construction of proposed retaining wall and building.

Table 1- Tree Evaluation: 20525 & 20541 - 46A Avenue, City of Langley, BC

Tree #	Type	DBH (cm)	LCR (%)	Condition (Structure, Health)	Comments	TPZ (m)	Recommendation
OS15	Western Redcedar <i>(Thuja plicata)</i>	~50	85	MP, MG	Multiple candelabra tops. Asymmetrical crown. Healthy foliage. Dense vegetation prevented thorough assessment of the base.	3.0	Remove Conflicts with construction of proposed retaining wall. Expected to be significantly impacted by grade changes.
OS16	Western Redcedar <i>(Thuja plicata)</i>	~75	85	MG, MG	Irregular base. Medium foliage density. <i>Tree not surveyed.</i> <i>Location is approximate.</i>	5.0	Remove Expected to be significantly impacted by excavation of proposed building.
ADDITIONAL RECOMMENDATIONS							
<ul style="list-style-type: none"> • In order to prevent root damage, which may adversely affect the health and or stability of the retained trees, any ground disturbance or grade alteration within the recommended Tree Protection Zone provided in the table above shall be under the direction of the project arborist. • Location is approximate for all non-surveyed trees. • Permission from the registered owner(s)/city is required prior to the removal of all city, offsite, and shared trees regardless of their size. 							

Note: 'OS' refers to Offsite trees and due to restricted access their diameters are approximate. An assessment of offsite trees does not imply they are safe as the restricted access prevented a thorough review. Shared trees/hedges have been assessed as onsite trees in the summary. 'C' refers to trees on City property.



Figure 1. Subject site viewed from the south property line.



Figure 2. Trees in Lot 20525 at the southern portion.





Figure 3. Trees in Lot 20541 at the southern portion.



Figure 4. Trees in Lot 20541 at the northern portion.





Figure 5. Trees in Lot 20525 at the northern portion.

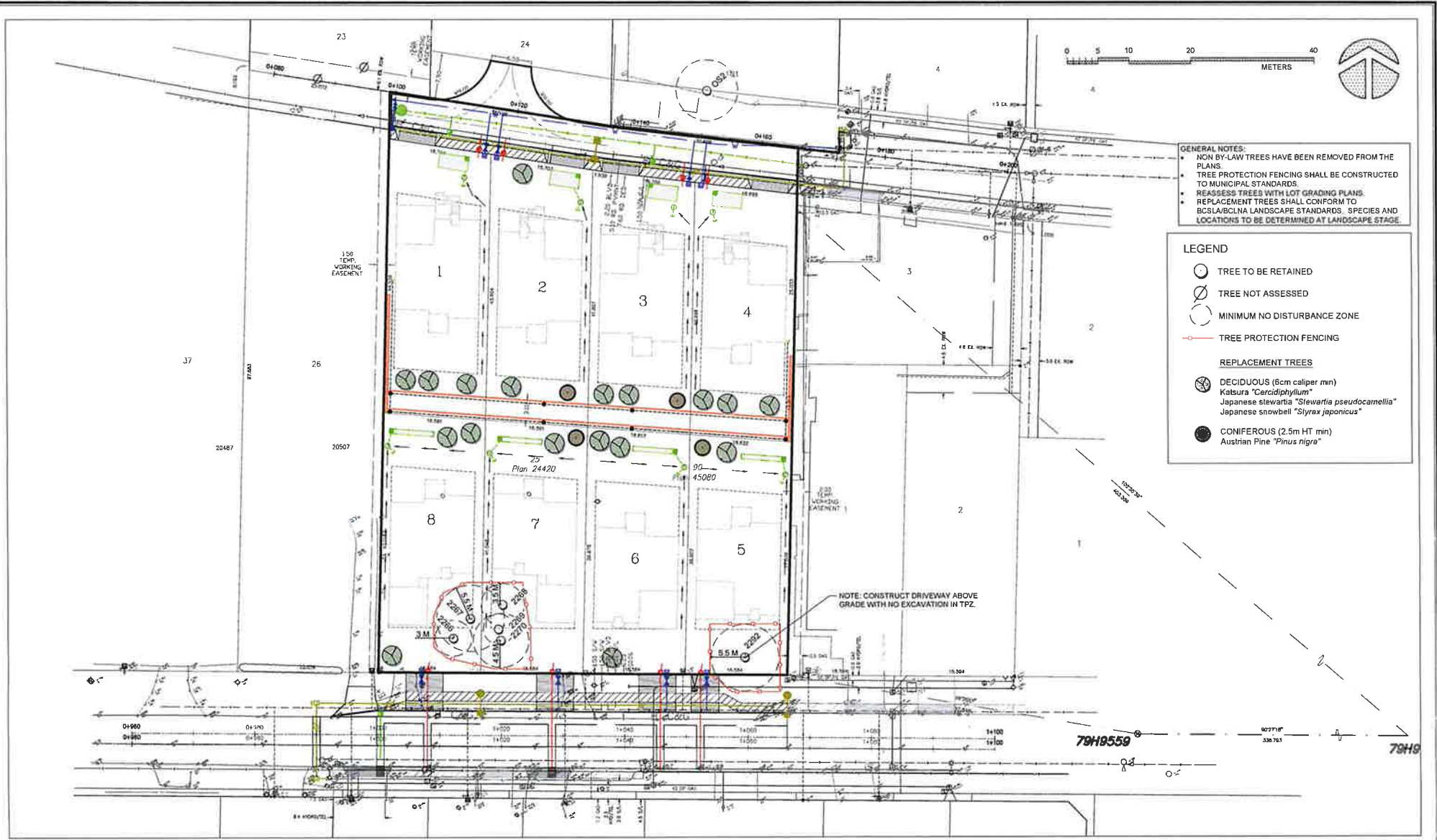


Table 2 - Tree Preservation Summary: 20525 & 20541 - 46A Avenue, City of Langley, BC

Summary of Tree Preservation

	Onsite	Offsite	City-Owned
Trees to be removed	68	15	0
Trees to be retained	6	1	0
Replacement trees required	136	30	N/A
Replacement trees proposed	22	TBD	N/A
Replacement trees taken as cash in lieu	114	TBD	N/A
Estimated Landscape Cost per Replacement Tree @ 500 per tree.	\$57,000	\$15,000	N/A





GENERAL NOTES:

- NON BY-LAW TREES HAVE BEEN REMOVED FROM THE PLANS.
- TREE PROTECTION FENCING SHALL BE CONSTRUCTED TO MUNICIPAL STANDARDS.
- REASSESS TREES WITH LOT GRADING PLANS.
- REPLACEMENT TREES SHALL CONFORM TO BC/ALBERTA LANDSCAPE STANDARDS. SPECIES AND LOCATIONS TO BE DETERMINED AT LANDSCAPE STAGE.

LEGEND

- TREE TO BE RETAINED
- ⊗ TREE NOT ASSESSED
- MINIMUM NO DISTURBANCE ZONE
- TREE PROTECTION FENCING

REPLACEMENT TREES

- ⊗ DECIDUOUS (8cm caliper min)
Katsura "Cercidiphyllum"
Japanese Stewartia "Stewartia pseudocamellia"
Japanese snowbell "Silyra japonicus"
- CONIFEROUS (2.5m HT min)
Austrian Pine "Pinus nigra"

NO	DATE	BY	REVISION	NO	DATE	BY	REVISION
1	OCT0502	MK	KEYGRADING PLAN	6	NOV1025	MK	KEYGRADING PLAN
2	NOV2202	MK	REPLACEMENT TREES				
3	AUG2525	MK	KEYGRADING PLAN				
4	SEPT0225	MK	CURRENT SITE CONDITIONS				
5	OCT2825	MK	KEYGRADING PLAN				

MIKE FADUM AND ASSOCIATES LTD.
VEGETATION CONSULTANTS

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Surrey, British Columbia
V3W 0A5
Ph: (778) 593-0300
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PROJECT TITLE
20525 & 20541
46A AVENUE
LANGLEY, B.C.

SHEET TITLE
T2 - TREE PROTECTION AND PRESERVATION PLAN

CLIENT

DRAWN MK
SCALE AS SHOWN
DATE JANUARY 16, 2021

T-2
SHEET 2 OF 2

July 16, 2025

Impeccable Construction Ltd
16058 79A Avenue
Surrey, BC
V4N 0T1

Attention: Ranjit Pataria
(ranj@telus.net)



207 – 5550 152nd Street
Surrey, BC
V3S 5J9
Phone: 604-574-4477
Fax: 604-574-4353
enkon@enkonenv.com
www.enkonenvironmental.com

**RE: INVASIVE VEGETATION INVENTORY AND IMPACT ASSESSMENT –
20525 & 20541 46A AVENUE, CITY OF LANGLEY
ENKON File No: 1988-001.03**

Dear Ranjit,

ENKON Environmental Limited (ENKON) was retained by Impeccable Construction Ltd. (“the Client”) to complete an Invasive Vegetation Inventory and Impact Assessment Memo Report at 20525 & 20541 46A Avenue, City of Langley (the “Site”).

This summary is not intended to replace or substitute any additional management plans and/or investigations as requested by the City of Langley or other regulatory agencies. Instead, it is meant to provide an initial overview of the current environmental conditions and the impact of invasive vegetation within the Environmentally Sensitive Area (the “ESA”). The material presented herein and accompanying this memo is meant solely for the Site design team and the City of Langley.

An assessment of the current vegetative components solely within the mapped onsite ESA was completed by ENKON staff on July 10, 2025.

ENKON previously completed an Environmental Overview Assessment Report and associated Site visit in April 2022. The 2022 report noted the following:

- non-native ornamental and invasive species in the understory, including rhododendron (*Rhododendron spp.*), English laurel (*Prunus laurocerasus*), bamboo, English ivy (*Hedera helix*), and periwinkle (*Vinca sp.*)
- No aquatic habitat
- Includes a portion of an isolated Environmentally Sensitive Area ranked as moderately low value

- In consideration of the disturbed and isolated nature of the terrestrial habitat on the Property, it is unlikely for species at risk to be present
- There is an existing shed located within the ESA

Summary of Key Findings

- **Significant invasive vegetation:**

Our field assessment on July 10, 2025, documented **19 different invasive plant species** within the ESA.

- **English ivy dominance:**

Almost every tree within the ESA, is currently covered by English ivy. Many trees are more than 50% covered from the base, and several appear stressed and at risk of premature decline. A formal arborist assessment is recommended to confirm tree health and status.

- **Degraded habitat:**

The native plant community is largely suppressed, with invasive species outcompeting native vegetation.

Anthropogenic disturbances, including **rusted drums and remnants of decaying structures**, were also observed.

- **Ecological condition has declined:**

Compared to prior assessments, the ecological value of this ESA appears to have further degraded since the 2016 baseline mapping. In ENKON's professional opinion, the ESA currently exhibits **nil to low ecological value** compared to the 2016 **moderately low** rating.

Implications for Council Consideration

Without management intervention, the more aggressive invasive vegetation—particularly English ivy—are expected to continue encroaching on existing native vegetation within the ESA and rest of the Site. This may result in the further presumed decline and potential death of the remaining trees over time. This ecological concern may have implications for future land-use planning, restoration efforts, or other initiatives Council may contemplate for these properties.

Next Steps:

ENKON is available to provide additional clarification, conduct further detailed assessments if requested, or assist with invasive species management planning, if required.

Attachments:

- Invasive Species Inventory Table (Excel format)
- Site Maps showing ESA and current vegetation conditions

Should the City require additional verification or supporting documentation, kindly contact the undersigned by email or at 604.574.4477.

Sincerely,

Alexander Drake, M.Sc., R.P.Bio. (#3798), CERPIT
Senior Biologist \ Project Manager
ENKON Environmental Limited
adrake@enkonenv.com

Melissa Zheng, BSc, RPBio (#4241), BC-CESCL
Senior Biologist/Project Manager
ENKON Environmental Limited
mzheng@enkonenv.com

Invasive Species Inventory Table

Plant (common – Latin)	Concern	Abundance	Why it matters
Himalayan blackberry – <i>Rubus armeniacus</i>	● High-priority threat	●●	Aggressive, thorny; dominates riparian areas and suppresses native vegetation.
Purple foxglove – <i>Digitalis purpurea</i>	● High-priority threat	●	Highly toxic species of flowering plant to humans & pets; spreads readily in disturbed soil
Common periwinkle – <i>Vinca minor</i>	● High-priority threat	●	Ground cover vine that carpets forest floors, preventing native seedlings.
Cutleaf blackberry – <i>Rubus laciniatus</i>	● High-priority threat	●	Thorny thickets block access and smother native shrubs and saplings.
Nightshade – <i>Solanaceae</i> spp.	● High-priority threat	●	Toxic berries pose risk to pets & wildlife; climbs over shrubs.
Yellow archangel – <i>Lamium galeobdolon</i>	● High-priority threat	●	Spreads vegetatively, forming carpets that smother native groundcovers.
English ivy – <i>Hedera helix</i>	● Manage / monitor	●●●●	Climbs & girdles trees; extra weight can cause blow down and smothers ground layer.
English holly – <i>Ilex aquifolium</i>	● Manage / monitor	●	Creates dense shade and can engulf trees or groundcover.
Spurge laurel – <i>Daphne laureola</i>	● Manage / monitor	●	Shade tolerant evergreen; toxic and difficult to remove once established.
Cherry laurel – <i>Prunus laurocerasus</i>	● Lower concern	●●●●	Evergreen shrub/tree that shades out forest understory and alters soil chemistry.
Bamboo – <i>Bambusa</i> spp.	● Lower concern	●	Rapid grower; forms dense stands that crowd out native plants.
Bedstraw – <i>Galium</i> spp.	● Lower concern	●●	Forms mats over young plants, reducing light and moisture.
Broad leaf dock – <i>Rumex obtusifolius</i>	● Lower concern	●	Produces many seeds and competes with pasture and open ground species.
Bull thistle – <i>Cirsium vulgare</i>	● Lower concern	●	Spiny weed that can negatively impact other plants by outcompeting for resources; spreads quickly by windborne seed
Creeping buttercup – <i>Ranunculus repens</i>	● Lower concern	●	Thrives in wet soils and outcompetes grasses in lawns and fields by creating a dense mat of stems.
Dames rocket – <i>Hesperis matronalis</i>	● Lower concern	●	Aggressive species that spreads easily through large number of seeds and invades woodland edges.
Herb Robert – <i>Geranium robertianum</i>	● Lower concern	●	Annual herb that spreads by seed and carpets shady areas rapidly.
Horse chestnut – <i>Aesculus hippocastanum</i>	● Lower concern	●	Large tree; shades understory and spreads via seeds
Small balsam – <i>Impatiens parviflora</i>	● Lower concern	●	Explosive seed pods disperse widely; dense stands exclude other plants.



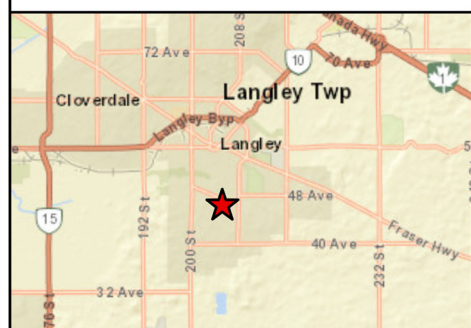
**Invasive Vegetation Species
Distribution in Environmentally
Sensitive Area
Figure 1**

Address:
20525 & 20541 46A Avenue,
City of Langley

client:
*Impeccable Construction
Ltd.*

Legend

Parcels	Yellow Archangel
Right-of-Way	Approximate Vegetation Distributions
Property Boundary	Broad Leaf Dock
Other Human Disturbances (sheds, debris)	Catchweed bedstraw
Rusted drums	Cherry Laurel
Individual Observations	Common Periwinkle
Bittersweet nightshade	Creeping Buttercup
Broad-leaved Dock	Cutleaf Blackberry
Bull thistle	English Ivy
Dame's rocket	Herb Robert
English Holly	Herb Robert/Broad Leaf Dock
Herb Robert	Himalayan Blackberry
Himalayan Blackberry	Himalayan Blackberry/Bamboo
Horse chestnut	Purple Foxglove
Nightshade	Small Balsam
Purple Foxglove	Current City of Langley ESA Value
Spurge Laurel	Moderately Low



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Meters
Scale: 1:500

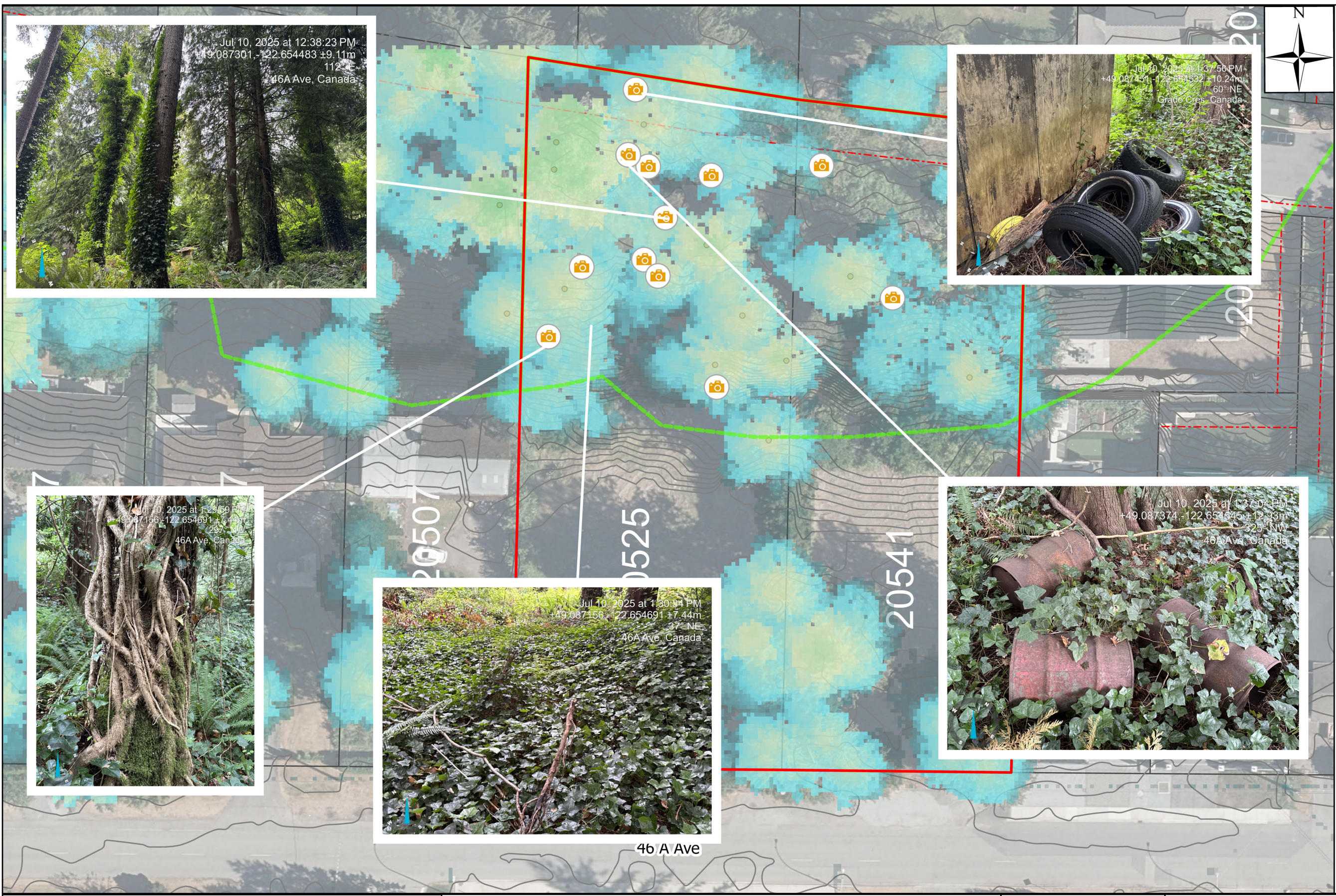
Projection: NAD 83 UTM 10N
Contour Interval: 0.25m

Source
City of Langley, WebMap (July 15, 2025)
Field Visit (July 10, 2025)

Disclaimer:
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Discussion.

Cartographer: A.Drake
Date: July, 2025
Revised: N/A
Version: 1.0
ENKON Project No: 1988-01



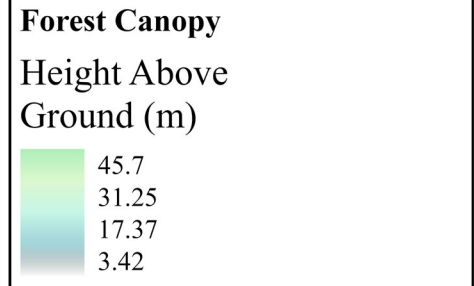


Human and Invasive Vegetation Species Disturbance in an Environmentally Sensitive Area
Figure 2

Address:
 20525 & 20541 46A Avenue,
 City of Langley

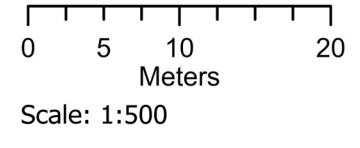
client:
Impeccable Construction Ltd.

- Legend**
- Property Boundary
 - Right-of-Way
 - Parcels
 - 📷 Representative Photo Collection Point



Current City of Langley ESA Value

- Moderately Low



Projection: NAD 83 UTM 10N
Contour Interval: 0.25m

Source
 City of Langley, WebMap (July 15, 2025)
 BC Lidar (2023)
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Cartographer: A.Drake
Date: July, 2025
Revised: N/A
Version: 1.0
ENKON Project No: 1988-01



ATTACHMENT 5







REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: CitiWest 8-Lot Subdivision Application - 20525 & 20541 – 46A Avenue

File #: 6620.00

Doc #:

From: Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Date: November 25, 2024

RECOMMENDATION:

THAT the report titled, “CitiWest 8-Lot Subdivision Application - 20525 & 20541 – 46A Avenue”, be received for information.

PURPOSE:

The purpose of the report is to consider an application by CitiWest Consulting Ltd. to rezone the subject properties from the RS2 Estate Residential Zone to the RS1 Single Family Residential Zone to permit an 8-lot subdivision.

POLICY:

The subject properties are designated “Suburban Residential” in the Official Community Plan (OCP) which supports RS1 Single Family Residential zoning. The re-designation from Estate Residential was intended to encourage “gentle density” south of the Nicomekl River, enabling smaller lots and additional housing units. Since portions of the subject properties are identified in the OCP as Natural Hazard Areas (Map 12) and Environmentally Sensitive Areas (Map 13), the proposed subdivision also requires a development permit to proceed. Section 05. of the OCP sets out guidelines for these development permit areas.

COMMENTS/ANALYSIS:

1. Context

The subject properties are located within a large block bounded by 46A Avenue on the south, Pleasantdale Creek on the west, Grade Crescent on the north and 208 Street at the eastern edge. The block has historically included some of the largest single family residential lots in the City and previous City policies sought to preserve an “Estate Residential” character reflected in the existing RS2 zoning of the subject properties. While some subdivision has occurred in the western half of the block, there remain several large and deep lots with further subdivision potential.



Location Map

Physically, the block is characterised by an escarpment running east-west separating the “Mossey Estates” plateau area above from the former railway roadbed of Grade Crescent below. This feature includes some steep slopes (see Hazard Areas below) as the grade drops roughly 20 metres from 46A Avenue north to Grade Crescent. The large lots with mostly older homes have limited building footprints with substantial areas of vegetation and significant tree canopy coverage. The subject properties are currently vacant as the houses located on them were demolished in 2021.

Located within Uplands Neighbourhood, the subject properties are served by Uplands Elementary School (750 metres/~10 minute walk) and H.D. Stafford Middle School (500 metres/<10-minute walk). Bus transit service is available within a 10-

minute walk on 208 Street (590, C60, C61 routes) and Grade Crescent (590, C63 routes). The future neighbourhood commercial node identified in the OCP at 208 Street and 48 Avenue is approximately 900 metres (10-15 minute walk) to the northwest.

2. Layout

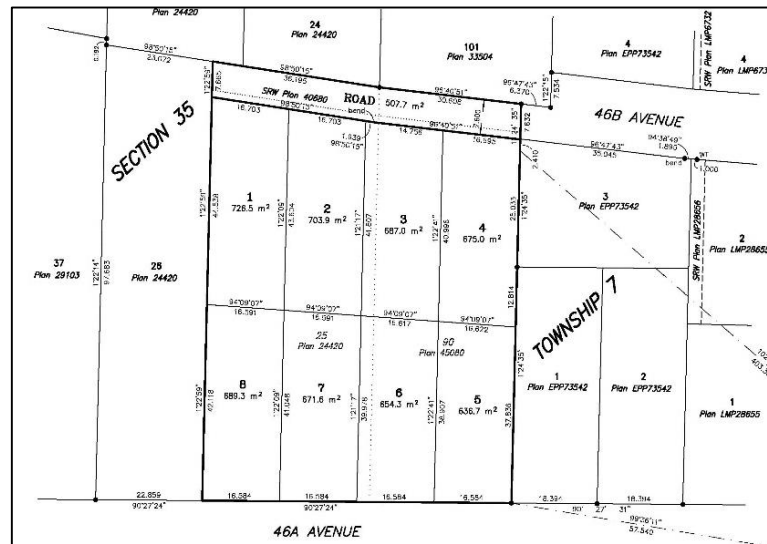
In order to enable the most efficient subdivision of the subject properties and the remaining lots in the block in a manner consistent with the OCP Suburban land use designation, a westward extension of 46B Avenue would be required. To that end, the City engaged Binnie & Associates in 2019 to evaluate and propose conceptual road alignments and subdivision layouts. The recommended option was to extend 46B Avenue approximately 100 metres to the west and then curve it northwards to Grade Crescent to align with the existing 205 Street intersection. Although the Binnie proposal predated the adoption of the current Official Community Plan and was based on the RS2 Estate Residential zoning (920 sq m minimum lot area), the same road layout would facilitate access to the rear portions of 46A Avenue and Grade Crescent lots for RS1 subdivision (557 sq m minimum lot area).



Conceptual Extension of 46B Avenue

The subject proposal extends 46B Avenue westward as a half-road construction (the north half to be completed when 20532 and 20556 Grade Crescent are subdivided), enabling an 8-lot subdivision of the subject properties under RS1 zoning. The road extension includes a temporary “hammerhead” turnaround (Attachment 3) over a

portion of proposed Lots 1 and 2. The remaining sections of the road extension would be dedicated and constructed incrementally as a condition of future subdivision approvals.



Preliminary Subdivision Plan

The eight proposed lots (Attachment 2) exceed the RS1 zone’s minimum lot area and width, ranging in size from 637 to 725 square metres. The lots accommodate generous building envelopes capable of supporting single family homes and/or additional dwelling units and configurations contemplated by the Small-Scale Multi-Unit Housing (SSMUH) legislation and permitted as “Plex Homes” in the RS1 zone.

3. Environmentally Sensitive Area

The northern portion of the site is identified as an Environmentally Sensitive Area (ESA) in Map 13 of the Official Community Plan and is therefore part of the ESA Development Permit Area. The ESA affecting the subject properties has a “Low to Moderate” sensitivity value. Although the ESA DP guidelines “strongly discourage” development in ESA areas of lower sensitivity, there is a provision for compensation at a 2:1 ratio where “loss of habitat is unavoidable”.

In accordance with the ESA Development Permit guidelines, the applicant provided an environmental assessment report (Attachment 4) that substantiates the lower sensitivity value determined by the City’s ESA Mapping Study, concluding that:

The Property does not include any mapped critical habitat for species at risk. There are no known occurrences of species at risk on the Property. No species at risk or evidence of species at risk were observed on the Property during the field assessment. Although the ESA contains mature coniferous forest, it is isolated, with no connection to any

*other natural habitat, and likely only provides habitat for birds and small mammals.
(Enkon Environmental, 2022)*



Environmentally Sensitive Areas (OCP Map 13)

Since the applicant is proposing to develop in an ESA area and to compensate the City for the resultant loss of habitat, the City retained EBB Environmental to determine a compensation value based on the City’s ESA mapping, the environmental assessment report and the 2:1 habitat replacement ratio. EBB Environmental determined the compensation value to be \$201,040 (Attachment 5) and the applicant has agreed to pay this amount prior to zoning adoption. Should the rezoning be approved, the compensation payment would be used by the City for habitat enhancement projects at other locations in the City. The following off-site enhancement projects have been identified as priorities:

- Newlands Brook and wetlands habitat improvements (Nicomekl Floodplain near 52 Avenue/206 Street)
- Invasive species removal and restoration of wetland area (Nicomekl Floodplain Park/208 Street)
- Nicomekl River trail network invasive species removal and replanting (multiple locations)
- Brydon Park dog area plantings and improvements
- Brydon Lagoon west end planting and restoration

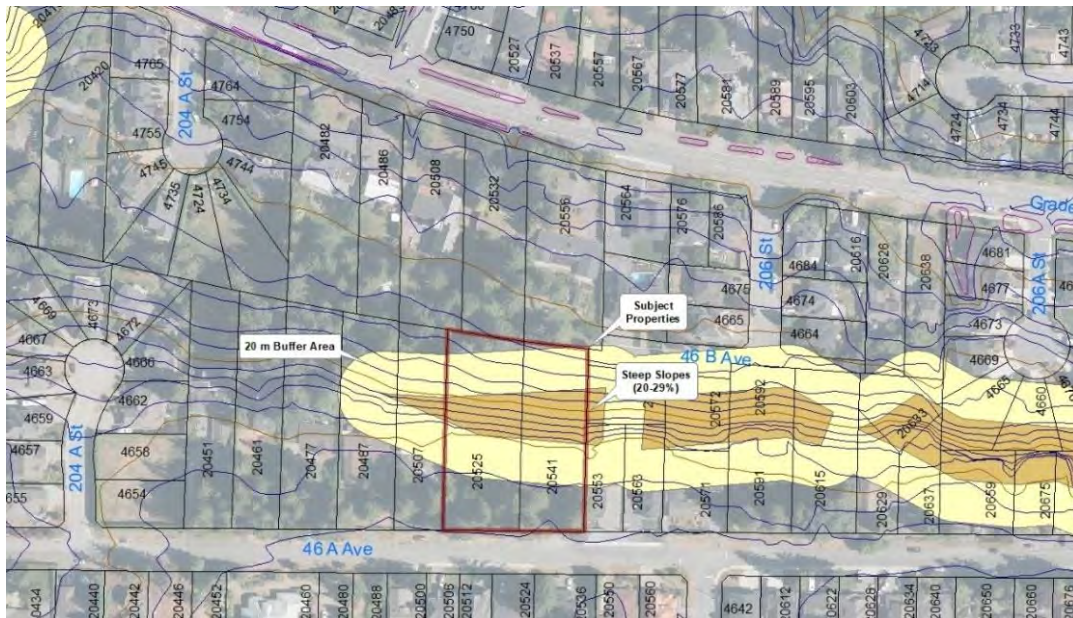
City staff will pursue the implementation of these and other projects, as appropriate, in partnership with conservation and stewardship agencies in 2025-2026 should this application be approved.

4. Tree Replacement Plan

Subdividers in the City are required to replace any on-site trees (identified in a tree survey and arbourist report) removed for construction and development at a ratio of 2:1. Where on-site replacement is not feasible, a cash-in-lieu payment of \$500 per tree is required. According to the arbourist's report, extensive tree removal would be required for this development due to the building envelopes, the road and retaining wall construction and the installation of on-site services. The tree replacement plan (Attachment 6) shows 24 trees planted on-site, including established native species on the properties such as Douglas Fir and Vine Maple. Based on the arbourist report, a \$75,000 cash payment is required in-lieu of replacing the remaining on-site trees to be removed for the development. The funds will be allocated to a City account to fund off-site tree planting in support of the City's Urban Forest Management Strategy.

5. Hazard Areas

Part of the escarpment area described previously includes steep slopes exceeding a gradient of 20% as identified in the City's Natural Hazard Areas mapping. Hazard areas shown in Map 12 of the Official Community Plan are part of the Hazard Development Permit Area.



Natural Hazard Areas (OCP Map 12)

In accordance with the Hazard DP Area Guidelines, the applicant provided a report from a geotechnical engineer that assessed the risk of erosion and land slippage and recommended measures to protect the proposed lots and building envelopes. A two-tiered retaining wall is proposed to be constructed in the rear yards of proposed Lots 1-4. The City will require a restrictive covenant to be registered on title to maintain and protect the retaining wall and related drainage works as a condition of subdivision approval.

6. Parkland Dedication

Subdividers are required to provide a 5% park land dedication in subdivisions creating three or more new lots under Section 510 of the *Local Government Act*. In the case of the subject application, the City will require a cash-in-lieu payment since the land area (~297 sq m) would be insufficient for public open space and the OCP does not identify the need for any new parks in this area. The applicant has agreed to a preliminary valuation of \$310,000, to be reviewed and updated, if required, at the time of subdivision.

BUDGET IMPLICATIONS:

The proposed development would contribute \$110,454.00 to City Development Cost Charge accounts under DCC Bylaw No. 2482. A 5% park land cash-in-lieu contribution (2024 valuation - \$310,000.00) is required prior to subdivision final approval. An ESA habitat compensation payment of \$201,040.00 is required prior to zoning adoption and development permit approval. A tree replacement payment of \$75,000.00 is required prior to subdivision approval.

SUMMARY:

The proposed development is consistent with the Official Community Plan's land use policies to enable the addition of smaller lots and greater housing options in the former Estate Residential area between 46A Avenue and Grade Crescent.

Engineering Requirements:

See September 18, 2024 Preliminary Layout Approval Letter (attached). The owner has executed a Development Servicing Agreement for the construction of the required engineering works.

Fire Department Comments:

The department has reviewed this application to ensure adequate access for firefighting apparatus and personnel and has no concerns with the proposed development.

ALTERNATIVES:

1. Do not consider Zoning Amendment Bylaw No. 3295 to accommodate an 8-lot subdivision of 20525 & 20541 – 46A Avenue for first and second readings.

Respectfully Submitted,



Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



for
David Pollock, P.Eng.
Director of Engineering, Parks
& Environment

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



Scott Kennedy, Fire Chief

Attachments:

1. Zoning Amendment Bylaw No. 3295
2. 8-Lot Subdivision Plan – Survey Plan
3. 46B Avenue Roadworks – Temporary “Hammerhead” Turnaround
4. Environmental Overview Assessment Report – Enkon Environmental
5. ESA Habitat Compensation Valuation – EBB Environmental Consulting Inc.
6. Tree Location Plan – C. Kavolinas & Associates Inc.
7. Preliminary Layout Approval (PLA) Letter - September 18, 2024

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer



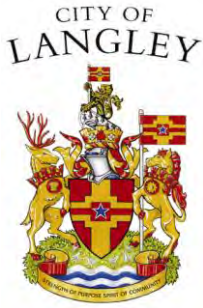
ZONING BYLAW, 1996, No. 2100
AMENDMENT NO. 214, 2024, BYLAW NO. 3295
DEVELOPMENT PERMIT APPLICATION DP 11-22

To consider Zoning Bylaw amendment and Development Permit applications by CitiWest Consulting Ltd. for an 8-lot subdivision at 20525 & 20541 – 46A Avenue.

The subject properties are currently zoned RS2 Estate Residential in Zoning Bylaw No. 2100 and designated “Suburban” in the Official Community Plan Land Use Designation Map. The lands are subject to a Development Permit (DP) to address environmentally sensitive and natural hazard area conditions.

Background Information:

Applicant:	Citiwest Consulting Ltd.
Owner:	1210300 B.C. Ltd.
Civic Addresses:	20525 & 20541 – 46A Avenue
Legal Description:	Lot 25, Section 35, Township 7, New Westminster District, Plan 24420; Lot 90, Section 35, Township 7, New Westminster District, Plan 45080
Site Area:	5,498 m ² (1.47 acres)
Number of Units:	8-Lot Subdivision
OCP Designation:	Suburban
Existing Zoning:	RS2 Estate Residential
Proposed Zoning:	RS1 Single Family Residential
Development Cost Charges:	\$212,088.00 (City - \$110,454.00, GVS&DD - \$37,524.00, GVWD - \$40,152.00, SD35 - \$6,000.00, TransLink - \$17,958.00)



**ZONING BYLAW, 1996, No. 2100
AMENDMENT NO. 214**

BYLAW NO. 3295

A Bylaw to amend City of Langley Zoning Bylaw, 1996, No. 2100 to rezone the properties located at 20525 & 20541 – 46A Avenue to the RS1 Single Family Residential Zone.

WHEREAS the *Local Government Act* authorizes a local government to zone areas of a municipality and to make regulations pursuant to zoning;

NOW THEREFORE the Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

This bylaw shall be cited as the “Zoning Bylaw 1996, No. 2100 Amendment No. 214, 2024, No. 3295”.

2. Amendment

Bylaw No. 2100, cited as the “Zoning Bylaw, 1996, No. 2100” is hereby amended by changing the zone classification of

PID: 009-415-939

Lot 25, Section 35, Township 7, New Westminster District, Plan 24420

PID: 005-875-005

Lot 90, Section 35, Township 7, New Westminster District, Plan 45080

from the RS2 Estate Residential Zone to the RS1 Single Family Residential Zone in Schedule “A” – Official Zoning Map.

Zoning Bylaw Amendment No. 214
Bylaw No. 3295

READ A FIRST AND SECOND TIME this day of , XXXX.

READ A THIRD TIME this day of , XXXX.

FINALLY ADOPTED this day of , XXXX.

MAYOR

CORPORATE OFFICER

CITY OF
LANGLEY



REZONING APPLICATION RZ 07-20 DEVELOPMENT PERMIT APPLICATION DP 11-22

Civic Address: 20525 & 20541 – 46A Avenue
Legal Description: Lot 25, Section 35, Township 7, New Westminster District, Plan 24420; Lot 90, Section 35, Township 7, New Westminster District, Plan 45080
Applicant: Citiwest Consulting Ltd.
Owner: 1210300 B.C. Ltd.



**SUBDIVISION PLAN OF LOT 25, PLAN 24420 AND LOT 90, PLAN 45080;
BOTH OF SECTION 35 TOWNSHIP 7 NEW WESTMINSTER DISTRICT**

PLAN EPP

City of Langley B.C.G.S. 92G.017



SCALE - 1 : 500

All distances are in metres

The intended plot size of this plan is 560mm in width by 432mm in height (C Size) when plotted at a scale of 1:500

PRELIMINARY 03 NOVEMBER, 2022

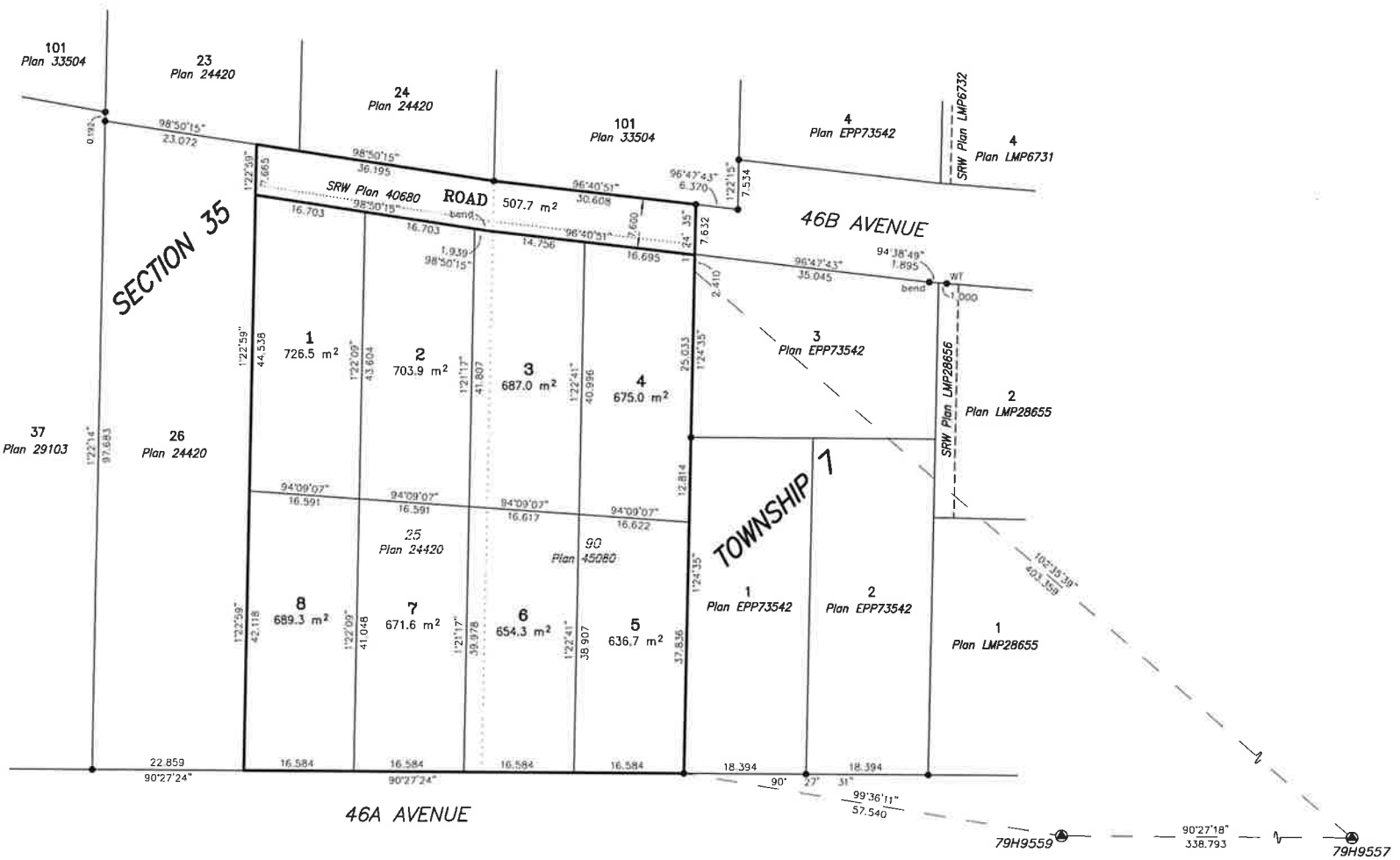
Integrated Survey Area No. 45

City of Langley, NAD83 (CSRS) 4.0.0.BC.1.GVRD

Grid Bearings are derived from observations between Control Monuments 79H9559 and 79H9557.

The UTM co-ordinates and horizontal positional accuracy achieved have been derived from the Mascoot published coordinates for geodetic control monuments 79H9559 and 79H9557.

This plan shows horizontal ground-level distances except where otherwise noted. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9996043 which has been derived from geodetic control monument 79H9559.



- Legend:**
- ⊙ Denotes control monument found
 - Denotes standard iron post found
 - Denotes standard iron post set
 - WT Denotes witness

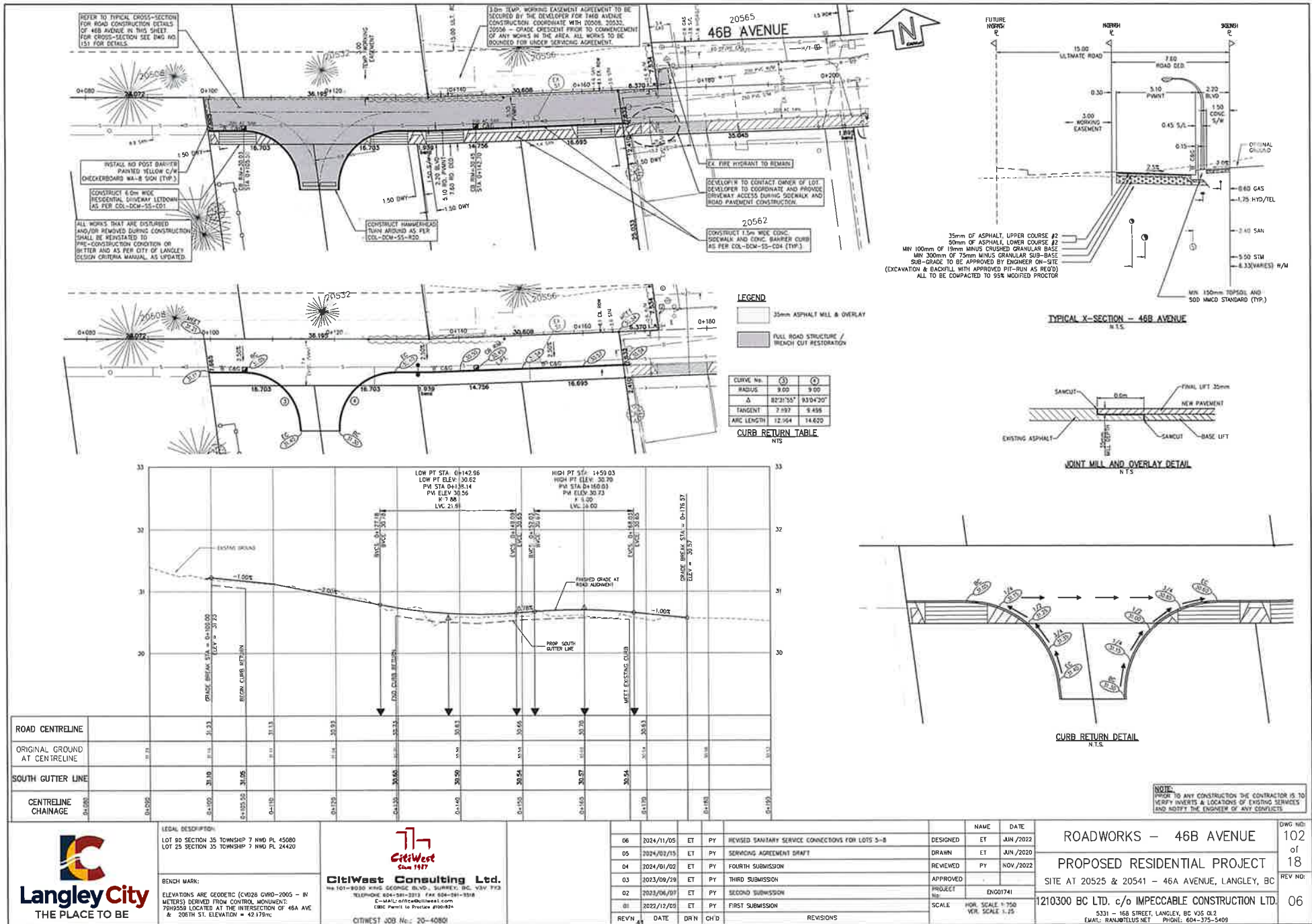
Note: This plan shows one or more witness posts which are not set on the true corner(s). Witness posts are set along the production of a boundary unless otherwise noted. Some symbols and lines have been exaggerated for clarity.

UTM Coordinates NAD83(CSRS) 4.0.0.BC.1.GVRD Zone 10 North (Central Meridian 123°W)				
	Northing	Easting	Point Combined Scale Factor	Estimated Horizontal Positional Accuracy
79H9559	5,437,134.947	525,330.478	0.9996043	0.02
79H9557	5,437,132.258	525,669.127	0.9996046	0.02

Cameron Land Surveying Ltd.
B.C. Land Surveyors
Unit 234 - 18525-53rd Avenue
Surrey, B.C. V3S 7A4
Phone: 604-597-3777
File: 5968-SUB2

This plan lies within the jurisdiction of the Approving Officer for the City of Langley.
This plan lies within the Metro Vancouver Regional District

The field survey represented by this plan was completed on the _____ day of _____, 2022.
Sean Costello, BCLS 900



ROAD CENTRELINE	0+000	0+100	0+200	0+300	0+400	0+500	0+600	0+700	0+800	0+900	0+1000
ORIGINAL GROUND AT CENTRELINE	31.72	31.11	30.50	30.00	29.50	29.00	28.50	28.00	27.50	27.00	26.50
SOUTH GUTTER LINE	31.72	31.11	30.50	30.00	29.50	29.00	28.50	28.00	27.50	27.00	26.50
CENTRELINE CHAINAGE	0+000	0+100	0+200	0+300	0+400	0+500	0+600	0+700	0+800	0+900	0+1000

LEGAL DESCRIPTION:
 LOT 28 SECTION 35 TOWNSHIP 7 NWD PL 45080
 LOT 29 SECTION 35 TOWNSHIP 7 NWD PL 24420

BENCH MARK:
 ELEVATIONS ARE GEODETIC (CW28 GVD-2005 - IN METERS) DERIVED FROM CONTROL MONUMENTS: 790888 LOCATED AT THE INTERSECTION OF 46A AVE & 206TH ST. ELEVATION = 42.179m.

CitiWest
 Since 1977

CitiWest Consulting Ltd.
 110-11-9930 KING GEORGE BLVD. SUITE 111, V1V 1P3
 TELEPHONE: 604-581-2813 FAX: 604-281-1318
 E-MAIL: info@citiwest.com
 CIBC Permit to Practice #100824

CITWEST JOB No.: 20-40801

REV#	DATE	DRN	CH'D	REVISIONS	NAME	DATE
06	2024/11/05	ET	PY	REVISED SANITARY SERVICE CONNECTIONS FOR LOTS 5-8	DESIGNED	JUN /2022
05	2024/07/15	ET	PY	SERVICING AGREEMENT DRAFT	DRAWN	JUN /2020
04	2024/01/02	ET	PY	FOURTH SUBMISSION	REVIEWED	NOV /2022
03	2023/09/28	ET	PY	THIRD SUBMISSION	APPROVED	
02	2023/06/07	ET	PY	SECOND SUBMISSION	PROJECT No.	ENG01741
01	2022/12/09	ET	PY	FIRST SUBMISSION	SCALE	HOR. SCALE 1:750 VER. SCALE 1:25

ROADWORKS - 46B AVENUE

PROPOSED RESIDENTIAL PROJECT

SITE AT 20525 & 20541 - 46A AVENUE, LANGLEY, BC

1210300 BC LTD. c/o IMPECCABLE CONSTRUCTION LTD.

5331 - 168 STREET, LANGLEY, BC V5S 0L3
 EMAIL: TRAN@TELUS.NET PHONE: 604-375-3409

DWG NO: 102 of 18
 REV NO: 06

October 26, 2022

Impeccable Construction Ltd.
5331 168 Street,
Surrey BC
V3Z 1E2



207 – 5550 152nd Street
Surrey, BC
V3S 5J9
Phone: 604-574-4477
Fax: 604-574-4353
enkon@enkonenv.com
www.enkonenvironmental.com

CO: Jasleen Kaur, CitiWest Consulting Ltd.

**RE: 20525 AND 20541 46A AVENUE, LANGLEY – ENVIRONMENTAL
OVERVIEW ASSESSMENT REPORT**

ENKON File No. 1988-001

INTRODUCTION

ENKON Environmental Limited (ENKON) was retained by Impeccable Construction Ltd. to conduct an environmental overview assessment in support of a development permit application for a proposed residential development located at 20525 and 20541 46A Avenue, Langley, British Columbia (the Property). This document has been prepared to identify and document potential project interactions with the environmental resource values near the Property and propose measures to avoid and/or mitigate potential adverse effects, including impacts to an Environmentally Sensitive Area (ESA), as identified in the Langley City's Official Community Plan (OCP) Bylaw 3200¹.

METHODS

Existing Information and Literature Review

Aquatic Habitat

Publicly accessible databases such as Habitat Wizard² and the Langley City's online mapping system (Geocortex)³, were consulted to identify any aquatic habitat on and near the Property.

¹ Langley City. 2021. Langley City Official Community Plan. Available at: https://langleycity.ca/sites/default/files/uploads/OCP/Official%20Community%20Plan%20Bylaw_R.pdf [accessed April 25, 2022]

² BC MOE (BC Ministry of Environment). 2022. Habitat Wizard. Available at: <https://maps.gov.bc.ca/ess/hm/habwiz/>. [accessed April 25, 2022]

³ Langley City. 2022 Geocortex. Available at: <https://map.langleycity.ca/html5viewer/?viewer=ext> [accessed April 25, 2022]

Terrestrial Habitat

The Wildlife Tree Stewardship Atlas⁴ and the Great Blue Heron Atlas⁵ were queried for identified locations of bald eagle (*Haliaeetus leucocephalus*) nests and great blue heron (*Ardea herodias*) nest colonies.

A list of potential federally and provincially listed species at risk was generated by querying the BC Conservation Data Centre (CDC) Species and Ecosystem Explorer⁶ database to identify listed species that occur specifically within the Fraser Valley Regional District and the Coastal Western Hemlock very dry maritime eastern variant Biogeoclimatic Zone (CWHxm1). The preliminary species list is inclusive of provincially red- and blue-listed species and species listed under the *Species at Risk Act* (SARA) as either Endangered, Threatened or of Special Concern (Schedule 1).

The Province of BC's iMap BC website⁷ was queried for records of element occurrences and posted critical habitat occurring within 2.5 kilometres (km) of the Property. Habitat suitability information was used to refine the preliminary list of species of consideration for the Project. Available literature was used to evaluate the ability of habitat features found within and adjacent to the Property to support critical life history functions for each species on the preliminary species list. Examples of critical life history functions for wildlife include breeding, nesting/denning or hibernation, and for plants, germination, flowering and seed dispersal.

Langley City's Geocortex⁸ mapping system was queried for the location of ESAs in proximity to the Property.

Field Assessment

Aquatic Habitat

ENKON conducted a site visit on April 25, 2022 to determine if there were any previously unmapped watercourses or wetlands on or adjacent to the Property.

Terrestrial Habitat

During the April 25, 2022 site visit, ENKON noted the terrestrial habitat present on site, including suitability for species of conservation interest, raptor nests, as well as general wildlife habitat.

⁴ Community Mapping Network. 2022a. Wildlife Tree Stewardship Atlas. Available at: https://cmnmaps.ca/WITS_gomap/ [accessed April 25, 2022]

⁵ Community Mapping Network. 2022b. Great Blue Heron Atlas. Available at: <https://cmnmaps.ca/GBHE/> [accessed April 25, 2022]

⁶ BC Conservation Data Centre: CDC iMap 2021. [web application]. Victoria, BC. Available: <http://maps.gov.bc.ca/ess/sv/cdc> [accessed April 25, 2022]

⁷ iMap BC. 2022. [web application] Available: <http://maps.gov.bc.ca/ess/sv/imapbc> [accessed April 25, 2022]

⁸ Langley City. 2022.[web application] Available: <https://map.langleycity.ca/html5viewer/?viewer=ext> [accessed April 25, 2022]



RESULTS

Existing Information and Literature Review

Aquatic Habitat

No previously mapped aquatic habitat was identified on or immediately adjacent to the Property.

Terrestrial Habitat

The closest recorded bald eagle nest to the Property is BAEA-204-036 (located approximately 1.5 km northwest of the Property).

The closest documented great blue heron colony, the Gordy G's Place colony (GBHE-204-033), is located approximately 4 km northeast of the Property. This colony was recorded as active in 2009.

Development of the Property is not anticipated to impact any previously mapped bald eagle nests or great blue heron nest colonies.

The Property includes a portion of an isolated Environmentally Sensitive Area ranked as moderately low value (Figure 1).

Species of Conservation Concern

A map of element occurrences documented by the CDC within 2.5 km of the Property is presented in Appendix A. Two element occurrences have been documented by the CDC within 2.5 km of the Property:

- Vancouver Island beggarticks (*Allogona townsendiana*) (Shape ID 72476) –more than 2 km south of the Property; and
- Mountain beaver (*Aplodontia rufa*) (Shape ID 20914) – historical record from 1969 precise location unknown. Does overlap with the Property.

A map of the critical habitat located within 2.5 km of the Property is provided in Appendix A. Proposed critical habitat for marbled murrelet (*Brachyramphus marmoratus*), which includes the entirety of the southern mainland coast of BC, intersects the Property. There is also proposed critical habitat for barn owl (*Tyto alba*) within 2.5 km of the Property.

In consideration of the disturbed and isolated nature of the terrestrial habitat on the Property, it is unlikely for species at risk to be present. Habitat required for Vancouver Island beggarticks, and mountain beaver is not present on the Property.

Field Assessment

Aquatic Habitat

No aquatic habitat was identified during the field assessment.



Bureau of Land Management, Esri, HERE, Garmin, GeoTechnologies, Inc., NGA, USGS, NRCan, Township of Langley, VFPA, Maxar, Microsoft

Site Plan

20525 & 20541
46A Ave

client:
Impeccable Construction Ltd

Legend

- Contours (25cm)
- Design
- Parcels
- Property Boundary
- ESA
- High
- Moderately High
- Moderate
- Moderately Low
- Low

Scale: 1:1,000

Figure 1

Cartographer: E. Fortune
Date: Oct 26 2022
Projection: NAD 83 UTM 10N
Data: <https://data-langleycity.opendata.arcgis.com>



Terrestrial Habitat

The Property has deciduous and coniferous trees, confined primarily to the ESA portion of the Property, below a steep slope break in the Property. The southern portion of the Property consists of a recently demolished house, as well as landscaped yard. Vegetation within the ESA was dominated by western redcedar (*Thuja plicata*) and vine maple (*Acer circinatum*) with several invasive species in the understory, including English ivy (*Hedera helix*), Himalayan blackberry (*Rubus armeniacus*), and English laurel (*Prunus laurocerasus*) (Photograph 1). There is an existing shed located within the ESA (Photograph 2).



Photograph 1: Looking north into the ESA (April 25, 2022).



Photograph 2: Looking northeast into the ESA showing existing shed (April 25, 2022).

The southern half of the Property, where the previous building sites were located, is dominated by mature coniferous trees, including western redcedar and Douglas-fir (*Pseudotsuga menziesii*), with several non-native ornamental and invasive species in the understory, including rhododendron, English laurel, bamboo, English ivy, and periwinkle (*Vinca* sp.) (Photographs 3 to 5).

No raptor nests were observed within the proposed development area during the field assessment. The only wildlife species noted during the field assessment were avian, including song sparrow (*Melospiza melodia*), American robin (*Turdus migratorius*), black-capped chickadee (*Poecile atricapillus*), Pacific wren (*Troglodytes pacificus*), and northwestern crow (*Corvus caurinus*).



Photograph 3: Looking north along the driveway of 20525 46A Avenue (April 25, 2022).



Photograph 4: Non-native species in previous residential yard in southern portion of the Property (April 25, 2022).



Photograph 5: Looking north at previous building site at 20525 46A Avenue (April 25, 2022).

CONCLUSION AND RECOMMENDATIONS

The Property does not include any mapped critical habitat for species at risk. There are no known occurrences of species at risk on the Property. No species at risk or evidence of species at risk were observed on the Property during the field assessment. The only wildlife species observed during the field assessment were avian. The Property contains a portion of an isolated ESA ranked as moderately low. Although the ESA contains mature coniferous forest, it is isolated, with no connection to any other natural habitat, and likely only provides habitat for birds and small mammals.

To avoid impacts to nesting birds and contravention of the federal *Migratory Bird Conventions Act* and Section 34b of the *BC Wildlife Act*, vegetation clearing should be scheduled outside of the nesting period (generally March 1 through August 31). If clearing outside of this period cannot be avoided, an active bird nest survey should be completed.

Please contact the undersigned if you have any questions or concerns.

Regards,

Prepared by:



Tracy Anderson, B.Sc., R.P.Bio. (#1863)
Senior Project Manager
ENKON Environmental Limited

tanderson@enkonenv.com

Reviewed by:



Afshin Parsamanesh, M.Sc. R.P.Bio, (#1776)
Senior Project Manager
ENKON Environmental Limited

aparsamanesh@enkonenv.com

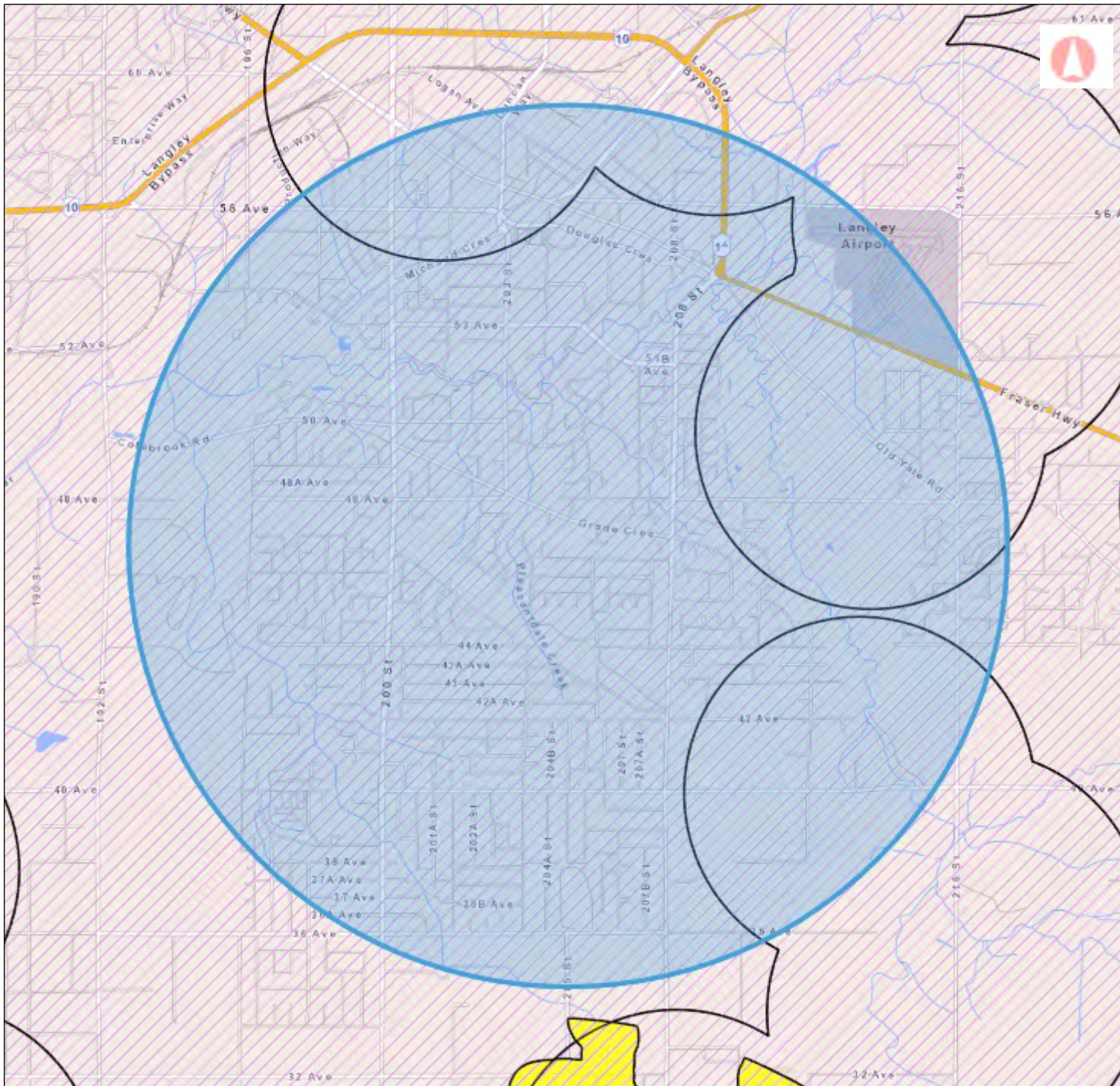


APPENDIX A

BC Conservation Data: Species Occurrence Report







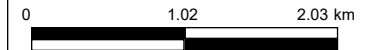
ENKON



Critical Habitat

Legend

-  Critical Habitat for Federally Risk - Posted - Outlined
 -  Critical Habitat for Federally Risk - Posted - Colour Them
- CRITICAL_HABITAT_STATUS
-  Final
 -  Proposed



1: 50,000

Copyright/Disclaimer

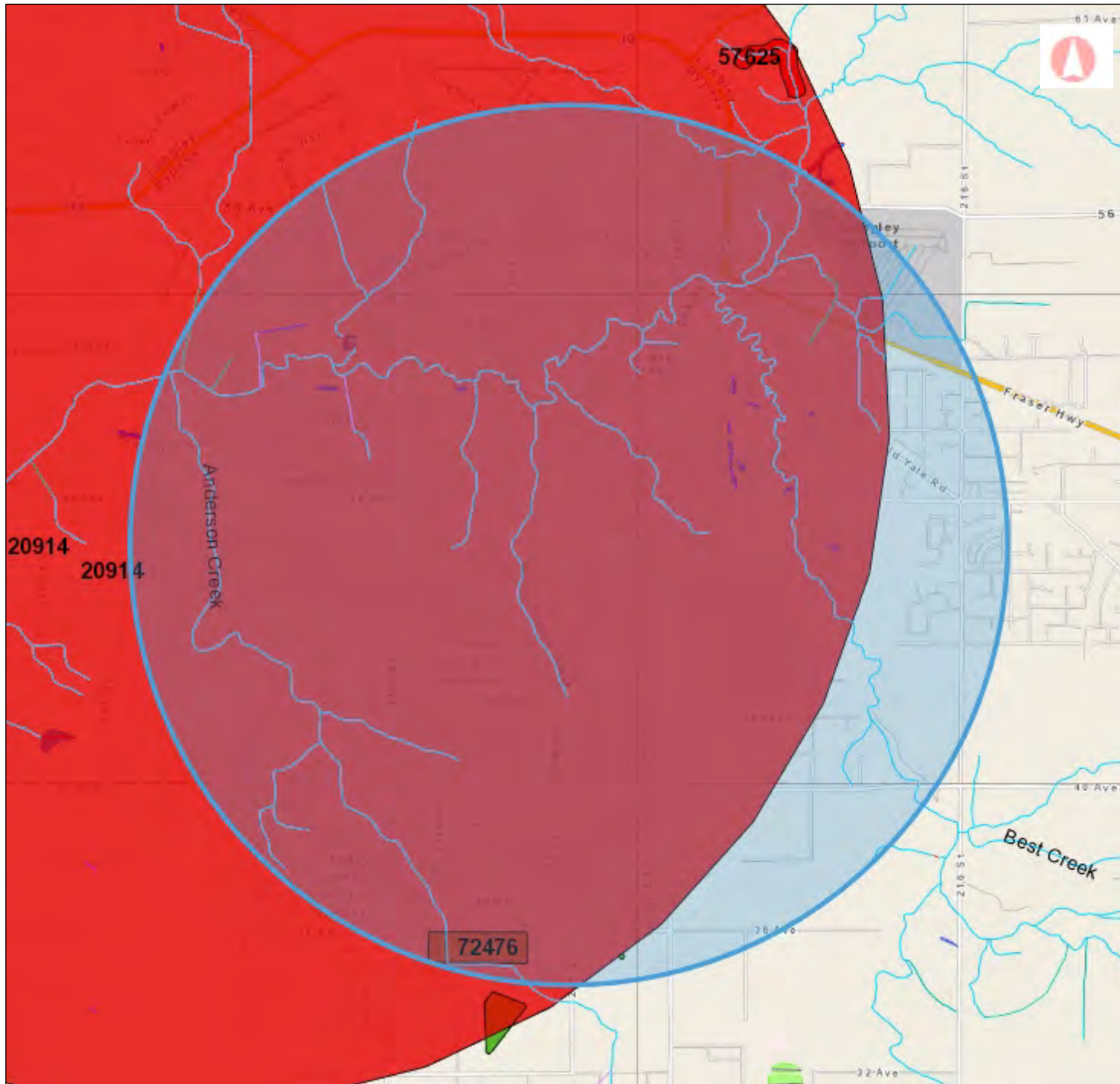
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CAUTION: Maps obtained using this site are not designed to assist in navigation. These maps may be generalized and may not reflect current conditions. Uncharted hazards may exist. DO NOT USE THESE MAPS FOR NAVIGATIONAL PURPOSES.

Datum: NAD83
 Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

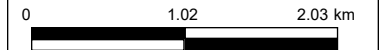
Key Map of British Columbia





Rare Element Occurrence Records Legend

- FWA - Stream Network - Lal
- FWA - Stream Network - Lin
- EDGE_TYPE
- Stream - Main Flow
- Stream - Secondary Flow
- Wetland - Main Flow
- Wetland - Secondary Flow
- Lake Skeleton - Main Flow
- Lake Skeleton - Secondary Flow
- Lake Arm Skeleton - Secondary
- River Skeleton - Main Flow
- River Skeleton - Secondary Flow
- Flow Connector
- Isolated Waterbody Skeleton - N



1: 50,000

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CAUTION: Maps obtained using this site are not designed to assist in navigation. These maps may be generalized and may not reflect current conditions. Uncharted hazards may exist. DO NOT USE THESE MAPS FOR NAVIGATIONAL PURPOSES.

Datum: NAD83
 Projection: WGS_1984_Web_Mercator_Auxiliary_Sphere

Key Map of British Columbia





BC Conservation Data Centre: Species Occurrence Report

Shape ID: 20914

Scientific Name: *Aplodontia rufa*
English Name: Mountain Beaver

Identifiers

Occurrence ID: 6264
Shape ID: 20914
Taxonomic Class: mammals
Element Group: Vertebrate Animal

Status

Provincial Rank: S4
BC List: Yellow
Global Rank: G5
COSEWIC: SC (MAY 2012)
SARA Schedule: 1

Locators

Survey Site: Langley
Directions: Location very poorly documented.
Biogeoclimatic Zone:
Ecosection: FRL

Area Description

General Description:

Vegetation Zone:

Min. Elevation (m):

Max. Elevation (m):

Habitat: FOREST NEEDLELEAF

Occurrence Information

First Observation Date: 1969-07-28

Last Observation Date: 1969-07-28

Occurrence Data:

Note: This element occurrence is not being updated. This species is no longer being tracked by the BC CDC, but is a federally listed species therefore we are still exporting the mapped records. The information included here was accurate up until the last observation. 1969-07-28: museum specimen collected (Gyug 2000).

Occurrence Rank and Occurrence Rank Factors

Rank: H : Historical

Rank Date: 2003-11-12

Rank Comments:

Condition of Occurrence:

Size of Occurrence:

Landscape Context:

Version

Version Date: 2003-11-12

Version Author: Stewart, A.C.

Mapping Information

Estimated Representation Accuracy: Low

Estimated Representation Accuracy Comments:

Confident that full extent is represented by Occurrence: ?

Confidence Extent Definition: Uncertain whether full extent of EO is known

Additional Inventory Needed: N

Inventory Comments:

Documentation

References:

Gyug, L.W. 2000. Status, distribution, and biology of the Mountain Beaver, *Aplodontia rufa*, in Canada. *Can. Field-Nat.* 114(3): 476-490.

Gyug, L.W. 2002. Electronic database compiling all known Mountain Beaver sightings in British Columbia to 2002.

Specimen: anonymous 1969. #7425. PMV

Suggested Citation:

B.C. Conservation Data Centre. 2014. Occurrence Report Summary, Shape ID: 20914, Mountain Beaver. B.C. Ministry of Environment. Available: <http://maps.gov.bc.ca/ess/hm/cdc>, (accessed Apr 25, 2022).



Scientific Name: *Bidens amplissima*
English Name: Vancouver Island beggarticks

Identifiers

Occurrence ID: 9923
Shape ID: 72476
Taxonomic Class: dicots
Element Group: Vascular Plant

Status

Provincial Rank: S3
BC List: Blue
Global Rank: G3
COSEWIC: SC (NOV 2001)
SARA Schedule: 1

Locators

Survey Site: BROOKSWOOD, LANGLEY
Directions: Old gravel pit 110 m north of 32nd Avenue and 170 m east of 202nd Street and in Passive Park, 90 m south of the west end of the parking lot and at Noel Booth Park.

Biogeoclimatic Zone:

Ecosection: FRL

Area Description

General Description:

Drying lake bed in old gravel extraction pit with permanent water pools.

Vegetation Zone: Lowland

Min. Elevation (m):

Max. Elevation (m):

Habitat: PALUSTRINE: Temporary Pool

Occurrence Information

First Observation Date: 2008-10-27

Last Observation Date: 2018-11-07

Occurrence Data:

2018-11-07: Approximately 500 seeds were collected (Stewart 2019b). 2017-11-17: Approximately 500 seeds were collected (Stewart 2019a). 2014-09: Several thousand plants observed (C. Currie, pers. comm. 2014). 2008-10-27: Approximately 700-800 mature plants observed in an old gravel pit in drying depressions where surface water is absent by summer's end. Substrate is classified as a mixture of predominantly sand and fine gravel with lesser amounts of organics. Another 3 mature plants in a moderately vegetated moist depression in Passive Park, ca. 630 m northeast (Lee and Gebauer 2009; University of British Columbia herbarium).

Occurrence Rank and Occurrence Rank Factors

Rank: B : Good estimated viability

Rank Date: 2018-11-07

Rank Comments:

Large population, potentially at risk from recreational activities, invasive species and seasonal water fluctuations.

Condition of Occurrence:

2008: The small subpopulation at Passive Park is in poor condition, whereas the large subpopulation in the old gravel pit is in good condition (Lee and Gebauer 2009) Mostly late season forms due to high water levels in summer. A few plants with a few ray flowers (Univeristy of British Columbia herbarium). 2017: Plants in seed (Stewart 2019a). 2018: Plants in seed (Stewart 2019b).

Size of Occurrence:

2008: 700 - 800 plants at old gravel pit; 3 plants at Passive Park (Lee and Gebauer 2009). 2014: Several thousand plants observed (C. Currie, pers. comm. 2014). 2017: Observed (Stewart 2019a). 2018: Observed (Stewart 2019b).

Landscape Context:

Habitat is plentiful in the old gravel pit, but the site is often disturbed by recreational mountain-bikers and other threats include seasonal water fluctuations and the establishment of exotic weed species such as *Hypericum boreale*. The subpopulation at Passive Park is in poor condition as the park is heavily used for recreational purposes (e.g., frisbee-golf, biking) and plants are crushed, on occasion (Lee and Gebauer 2009; F. Lomer, pers. comm. 2008).

Version

Version Date: 2020-01-19

Version Author: Donovan, M., P. Chytyk, and E. Barnewall

Mapping Information

Estimated Representation Accuracy: High

Estimated Representation Accuracy Comments:

Confident that full extent is represented by Occurrence: ?

Confidence Extent Definition: Uncertain whether full extent of EO is known

Additional Inventory Needed: Y

Inventory Comments: To determine full extent and viability of population.

Documentation

References:

Currie, Chris. Personal communication.

Lee, C. and M. Gebauer. 2009. Vancouver Island Beggarticks (*Bidens amplissima* Greene) Priority Site Inventory - Region 2 (Lower Mainland). Prepared by Chris Lee and Martin Gebauer of Gebauer and Associates Ltd. for the B.C. Ministry of Environment. Surrey, BC.

Stewart, D. 2019a. Summary of Vancouver Island Beggarticks (*Bidens amplissima*) 2018-2019 Re-Introduction Efforts. Report prepared for Katzie Development Limited Partnership, 10946 Katzie Road, Pitt Meadows, BC V3Y 2G6. 14pp. + appendix.

Stewart, D. 2019b. Summary of Vancouver Island Beggarticks (*Bidens amplissima*) 2019-2020 Re-Introduction Efforts. Report prepared for Katzie Development Limited Partnership, 10946 Katzie Road, Pitt Meadows, BC V3Y 2G6. 14pp. + appendix.

University of British Columbia. Dep. Bot., Dep. Zool., Biol. Sci. Bldg., 6270 Univ. Blvd., Vancouver, BC.

Specimen: Lomer, F. (6898). 2008. #V227490. UBC.

Suggested Citation:

B.C. Conservation Data Centre. 2014. Occurrence Report Summary, Shape ID: 72476, Vancouver Island beggarticks. B.C. Ministry of Environment. Available: <http://maps.gov.bc.ca/ess/hm/cdc>, (accessed Apr 25, 2022).

Roy Beddow
Deputy Director of Development Services
City of Langley
City Hall
20399 Douglas Crescent
Langley, BC, V3A 4B3

September 16, 2024

ESA Habitat Compensation Valuation for 20525 & 20541 46A Avenue, City of Langley.

Hello Roy;

As requested, I have put together a generic formula to determine the cost of compensation for works within an Environmentally Sensitive Area (ESA). Works occurring within sensitive habitats require a compensation planting of native species at a ratio of 1 plant per square metre. Typically, planting lists have a ratio of 1 tree:3 shrubs, with trees being in the 1 to 2 metre height (5-gallon pot). The determination of the planting density and ratio is based on several guiding documents:

- Province of British Columbia: Riparian Restoration Guidelines (March 2008)
https://www.env.gov.bc.ca/lower-mainland/electronic_documents/RiparianRestorationGuidelines.doc
- Species at Risk Voluntary Stewardship Practices or: Guidance for Restoration Activities in Riparian Areas. (December 2013). Prepared by Mike Pearson, PhD. RPBio: and DG Blair M.SC.
http://stewardshipcentrebc.ca/PDF_docs/sar/GuidanceforRestorationActivitiesinRiparianAreasPilot12-2013.pdf

For the properties in question (20525 & 20541 46th Avenue) the total area of impacted ESA is 2,872 sq. metres. With the City's requirement of a 2:1 ratio for works that create a loss of habitat the adjusted impacted area is 5,744 sq. metres.

With a requirement of one plant every sq metre the total number of plants required to offset the proposed impacts is 5,744. In discussions with several suppliers of native plants the average price for native plants (shrubs in 1-gallon pots and trees to 5-gallon pots) is \$23.00/plant. The total estimated cost for the plant is \$132,112.00.

In addition to the fees for the planting stock is the cost of installation. Installation requires the preparation of the site, bring in additional topsoil to help the plants establish, and the labor fees for installation. Based on discussions with several suppliers a rate of \$12.00/plant can be used to estimate the total fees for installation. Assuming 5,744 plants the installation fees will be approximately \$68,928.00.

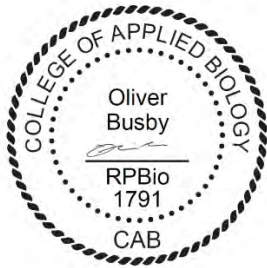
A final consideration is the assurance that the plants will have a suitable survival, 80% is required by both the Federal Department of Fisheries and Oceans Canada as well as the Provincial Water Sustainability Branch. To ensure these values are met survivability surveys are completed in

Year 1, 2,3,5,7 and 10. Typical surveys fees are \$1200 to \$1500 per year. Assuming an average of \$1500.00 (to account for inflation) and additional charge of \$9,000.00 is to be considered when determining the cost of compensation.

The total cost of compensation for the 2, 872 sq. metres of ESA is \$201,040.00 (excluding taxes).

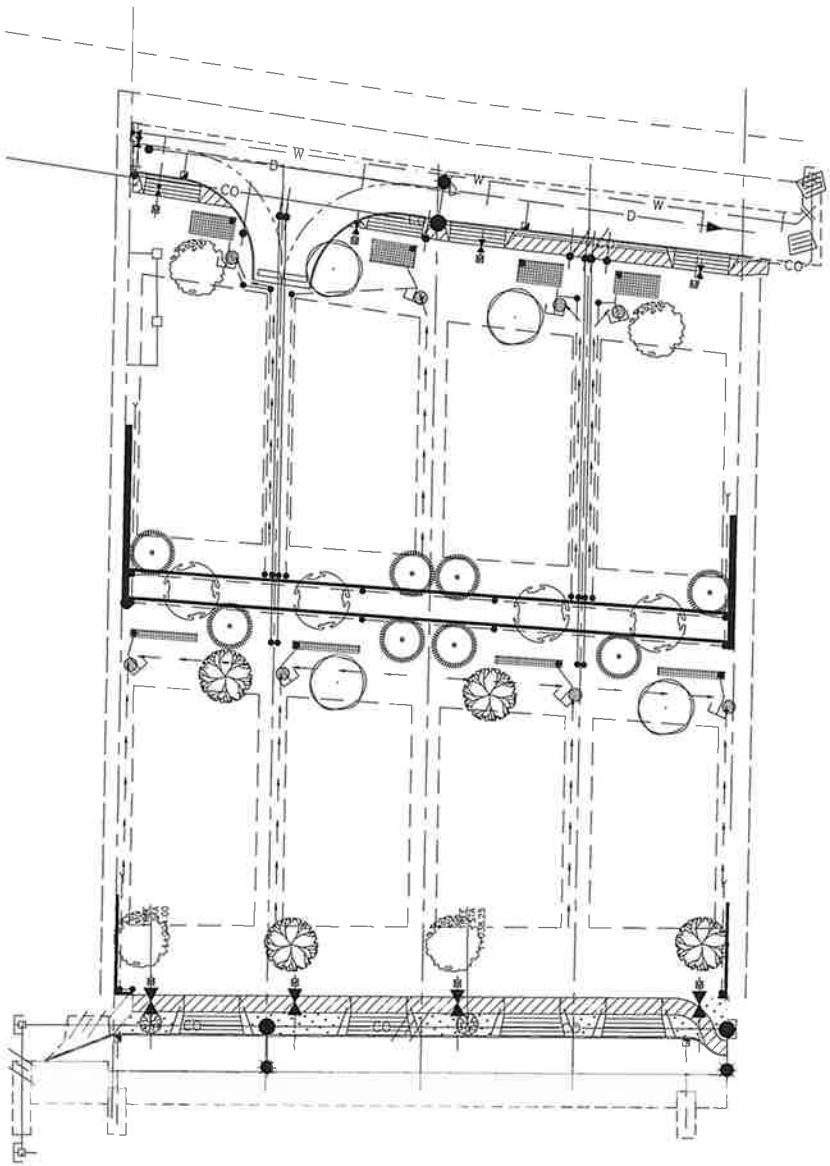
If you have any questions, please feel free to contact me at your convenience.

Regards;



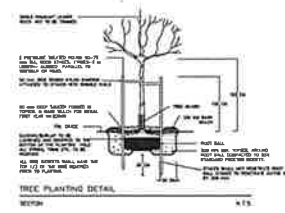
Oliver Busby, MBA, RPBio
Principal
EBB Environmental Consulting, Inc.

I certify that the work described herein fulfills standards acceptable of a Professional Biologist.



KEY	BOTANICAL NAME	PLANT LIST COMMON NAME	QTY	SIZE	SPACING	REMARKS
	ACER ORICNATUM	VINE MAPLE	4	6 CM CAL	AS SHOWN	B & B
	CORNUS RUBRA 'STELLAR PINK'	STELLAR PINK DOGWOOD	4	6 CM CAL	AS SHOWN	B & B
	MAGNOLIA KOBUS	KOBUS MAGNOLIA	4	6 CM CAL	AS SHOWN	B & B
	ACER GRINWALD	AMUR MAPLE	4	6 CM CAL	AS SHOWN	B & B
	PSEUDOTSUGA MENZESII	DOUGLAS FIR	8	3.00 METERS	AS SHOWN	B & B

- NOTES / CONDITIONS**
- PLANT SPECIES ARE TO BE PROVIDED ACCORDING TO THE LANDSCAPE ARCHITECT'S (L.A.) SPECIFICATIONS. THE L.A. SHALL BE RESPONSIBLE FOR THE PLANT SPECIES, SIZE AND CONTAINER SIZE AND THE ANNUAL ACCEPTABLE SPECIES. THE L.A. SHALL BE RESPONSIBLE FOR THE PLANT MATERIALS, INCLUDING THE OFFICIAL SPECIES TO BE PROVIDED. THE L.A. SHALL BE RESPONSIBLE FOR THE PLANT MATERIALS, INCLUDING THE OFFICIAL SPECIES TO BE PROVIDED. THE L.A. SHALL BE RESPONSIBLE FOR THE PLANT MATERIALS, INCLUDING THE OFFICIAL SPECIES TO BE PROVIDED.
 - THE CONTRACTOR SHALL PROVIDE THE FOLLOWING INFORMATION TO THE L.A. AT THE TIME OF THE PLANTING: THE L.A. SHALL BE RESPONSIBLE FOR THE PLANT MATERIALS, INCLUDING THE OFFICIAL SPECIES TO BE PROVIDED.
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SCALE: 1:250
DATE: SEPT/24
DRAWN: [Name]
CHECKED: [Name]
APPROVED: [Name]

K. KAVOLINIS & ASSOCIATES INC.
BCSA CSA
2457 JONQUIL COURT
VANCOUVER, B.C.
V6K 3L6
PHONE: (604) 850-2368

CLIENT

MS. JASLEEN WAJID
DIRRECT CONSULTING LTD
SUITE #101
9030 KING GEORGE HIGHWAY
SURREY, B.C.
V2V 7J3
604-881-2213

TITLE

PLAN VIEW
TREE LOCATION PLAN
TREE RETENTION PLAN
& LOT SUBDIVISION
20525 20541 46A AVENUE
LANGLEY, B.C.

SCALE: 1:250
DATE: SEPT/24
DRAWN: [Name]
CHECKED: [Name]
APPROVED: [Name]

PROJECT: [Name]
JOB NO: [Name]
SHEET NO: TR-1

Via Email: jkaur@citiwest.com

September 18, 2024

CitiWest Consulting Ltd.
101 – 9030 King George Boulevard
Surrey, B.C.
V3V 7Y3

Attention: Jasleen Kaur

Our Files: SD 03-20/RZ 07-20/DP 11-22

Dear Madam:

**RE: PROPOSED 8-LOT SUBDIVISION (20525 & 20541 – 46A AVENUE)
LOT 25, SECTION 35, TOWNSHIP 7, NEW WESTMINSTER DISTRICT, PLAN
24420; LOT 90, TOWNSHIP 7, NEW WESTMINSTER DISTRICT, PLAN 45080**

In response to your application for an 8-lot subdivision (create six new lots) of the subject properties, please be advised that I am prepared to approve the proposed subdivision as shown on the attached preliminary subdivision plan prepared by Cameron Land Surveying Ltd. dated November 3, 2022 subject to you satisfying the following conditions.

1. Subdivision Plan

Final layout approval is subject to review of a subdivision plan prepared by a British Columbia Land Surveyor (BCLS) that includes the required road dedication for the extension of 46B Avenue noted below in Section 4. A) vi.

2. Rezoning

The proposed parcels do not satisfy the minimum lot size of the existing RS2 Estate Residential zoning and thus the subdivision requires the adoption of a zoning bylaw amendment to rezone the properties to the RS1 Single Family Residential Zone.

3. Development Permit

The subject properties are located within the Natural Hazard and ESA (Environmentally Sensitive Area) Development Permit Areas in Official Community Plan Bylaw No. 3200. A development permit is therefore required prior to subdivision approval.

4. Engineering Requirements

The following are the preliminary engineering requirements for the proposed 8-lot subdivision. Additional design changes may be required upon further investigation, site inspections and receipt of other supporting reports and documents. All work shall be in accordance with the City of Langley's Design Criteria Manual (DCM) and Subdivision and Development Servicing Bylaw, 2021, No. 3126 (SDSB). The developer's consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Commitment by Owner and Consulting Engineer) prior to starting the design works. In accordance with the City's Watercourse Protection Bylaw No. 3152, the developer's consulting engineer shall submit to the City Engineer a signed and sealed copy of Form F-1 (Confirmation of Commitment by Qualified Environmental Professional - QEP) prior to commencing the site monitoring works.

The owner is required to execute a development servicing agreement pursuant to the Subdivision and Development Servicing Bylaw prior to City Council's consideration of the zoning amendment and development permit applications.

A) The developer is responsible for the following work which shall be designed and approved by a Professional Engineer:

- i. A Qualified Environmental Professional (QEP) must be engaged to implement erosion and sediment control in accordance with the City of Langley Watercourse Protection Bylaw #3152, as amended.
- ii. A storm water management plan for the site is required. Refer to the City's DCM (5.7) for design guidelines.
- iii. All existing services shall be capped at the main by the City, at the Developer's expense prior to applying for a Demolition permit.
- iv. New water, sanitary sewer service connections are required for each lot. All pertinent pipe design calculations shall be submitted in spreadsheet format and shall include all formulas for review by the City. The Developer's engineer will determine the appropriate main tie-in locations and size the connections for the necessary capacity. Please refer to section 6.5.6 in the City's DCM.
- v. Additional C71P fire hydrants may be required to meet bylaw and firefighting requirements. Hydrant locations must be approved by the City of Langley Fire Rescue Service.
- vi. A property dedication of approximately 7.6m (to match existing north property line at 20562 46B) will be required along the 46B Ave. frontage of the proposed subdivision to accommodate a modified cross section SS-

R12A from the City's DCM. The extension of 46B Ave. shall include a hammerhead turnaround based on the appropriate turning template.

- vii. The 46A Ave. frontage of the proposed subdivision will be built to the SS-R07 cross section standard from the City's DCM.
- viii. All boulevard planting shall be as per the City's DCM standards.
- ix. The condition of the existing pavement along the proposed project's 46A Ave. shall be assessed by a geotechnical engineer. Pavements shall be adequate for an expected road life of 20 years under the expected traffic conditions for the class of road. Road construction and asphalt overlay designs shall be based on the analysis of the results of Benkelman Beam tests and test holes carried out on the existing road which is to be upgraded. If the pavement is inadequate, it shall be remediated at the developer's cost.
- x. The capacity of the existing sanitary sewer mains shall be assessed through hydraulic modeling performed by the City's hydraulic modeling consultant at the Developer's expense. Any upgrade requirement for sanitary mains not covered under the City's DCC bylaw shall be designed and installed by the Developer at the Developer's expense.
- xi. The site layout shall be designed by a civil engineer to ensure that the driveway and access layout meets minimum design standards, including setbacks from property lines.
- xii. Existing and proposed street lighting along the entire project frontage shall be reviewed by a qualified lighting consultant to ensure street lighting and lighting levels meet the City's DCM standards.
- xiii. Eliminate the existing overhead BC Hydro/telecommunication wiring and poles along the development's 46A Ave. project frontage by replacing with underground infrastructure. This requirement will be satisfied with a C-I-L contribution reviewed and approved by the City.
- xiv. Any on-site grades exceeding 20% will require a signed, sealed geotechnical report on slope stability (OCP Natural Hazard Guidelines).

B. The developer is required to submit the following bonding and fees:

- i. The City will require a Security Deposit based on the estimated construction costs of installing civil works, as approved by the City Engineer.
- ii. The City will require inspection and administration fees in accordance with the Subdivision Bylaw based on a percentage of the estimated construction costs (SDSB 4.1.4).

- iii. A deposit for a storm, sanitary and water services is required, which will be determined by City staff after detailed civil engineering drawings are submitted, sealed by a Professional Engineer.
- iv. The City will require a \$24,000 bond for the installation of water meters to current standards.
- v. A signed and sealed pavement cut form (Form F-2 of the City's DCM) shall be completed by the developer's consulting engineer. Upon the review and approval of the City Engineer of the submitted form, the corresponding Permanent pavement cut reinstatement and degradation fees shall be paid by the Developer.

NOTE: Deposits for utility services or connections are estimates only. The actual cost incurred for the work will be charged. The City will provide the Developer with an estimate of connection costs, and the Developer will declare in writing that the estimate is acceptable.

C. The developer is required to adhere to the following conditions:

- i. Unless otherwise specified, all engineering works shall be designed based on the City's DCM specifications in accordance with the City's SDSB.
- ii. Undergrounding of hydro, telecommunication to the development site is required, complete with underground or at-grade transformer
- iii. All survey costs and registration of documents with the Land Titles Office are the responsibility of the developer/owner. Please refer to the City's SDSB for details.
- iv. Water meters are required to be installed at the property line in accordance with the City's DCM standards at the Developer's cost.
- v. A complete set of record drawings (as-built), service record cards, a completed tangible capital asset form (TCA) all sealed by a Professional Engineer shall be submitted to the City within 60 days of the substantial completion date. Digital drawing files in .pdf and .dwg formats shall also be submitted. All the drawing submissions shall:
 - a. Use City's General Note Sheet and Title Block; and
 - b. Closely follow the format and sequence outlined in the City's DCM that will be provided to the Developer's Consulting Engineer.
- vi. The selection, location and spacing of street trees and landscaping are subject to the approval of the City Engineer. Please refer to the City's DCM for more details.

vii. Stormwater run-off generated on the site shall not impact adjacent properties, or roadways.

5. Demolition

The existing buildings and structures shall be demolished and removed from the subject properties.

6. Tree Replacement

You are required to provide a tree replacement plan from a registered landscape architect for the trees identified for removal in the arbourist's (Mike Fadum & Associates Ltd.) report dated May 18, 2021. Tree replacement shall be provided at a ratio of 2:1. Where on-site replacement is not feasible, a cash-in-lieu payment to the City is required at a rate of \$500 per tree. The City uses funds from cash-in-lieu payments for off-site habitat enhancement projects.

7. ESA Habitat Compensation

In accordance with the attached Development Permit Area Guidelines, compensation for the replacement of lost habitat areas identified in the Official Community Plan Environmentally Sensitive Areas (ESA) map is required at a ratio of 2:1. The agreed compensation amount of \$201,040.00, as determined by EBB Environmental (see attachment), shall be provided to the City.

8. Park Land Dedication

A cash-in-lieu payment to the City equivalent to a 5% park land dedication is required in accordance with Section 510 (1) (b) of the *Local Government Act*. Further to your accepted valuation of the property (see attached email), the agreed payment amount is \$310,000.00.

9. Development Cost Charges

The following development cost charges (for the creation of six new lots) shall be paid to the City of Langley prior to final approval of the subdivision:

City of Langley Development Cost Charges	\$110,454.00
Greater Vancouver Sewerage & Drainage District Charges	\$37,524.00
Greater Vancouver Water District Charges ¹	\$40,152.00
Regional Transportation DCC (TransLink)	\$17,958.00
<u>School District No. 35 School Site Acquisition Charge</u>	<u>\$6,000.00</u>
Total	\$212,088.00

¹Pursuant to Greater Vancouver Water District Development Cost Charge Bylaw No. 257, 2023

10. Property Taxes

You are required to pay all property taxes owing on the subject property or submit a deposit in the amount estimated by the Director of Corporate Services to be the total of the school taxes and municipal taxes owing on the subject property. Please contact Darrin Leite, Director of Corporate Services (Tel. 604-514-2806) if you have any questions regarding this matter.

11. Legal Costs

All survey costs and registration of plans and documents in the Land Titles Office are the responsibility of the owner/applicant.

This preliminary approval shall be effective for a period of six months from the date of this letter. Please note that preliminary approval shall not be construed to be final approval of a subdivision for *Land Title Act* purposes. Preliminary approval may be revoked or revised in the event that new information becomes available or new legislation, regulations or bylaws come into effect that would render the proposed subdivision unlawful.

Should you require clarification with regard to any of these matters please contact the undersigned.

Yours truly,



Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services/
Approving Officer

attachment

cc: Director of Development Services
Director of Engineering, Parks & Environment
Manager of Engineering Services
Engineering Technologist
Director of Corporate Services
Langley City Fire-Rescue Service
Canada Post
B.C. Hydro
Telus
FortisBC
Shaw

**SUBDIVISION PLAN OF LOT 25, PLAN 24420 AND LOT 90, PLAN 45080;
BOTH OF SECTION 35 TOWNSHIP 7 NEW WESTMINSTER DISTRICT**

PLAN EPP

City of Langley B.C.G.S. 92G.017



SCALE — 1 : 500

All distances are in metres

The intended plot size of this plan is 560mm in width by 432mm in height (C Size) when plotted at a scale of 1:500

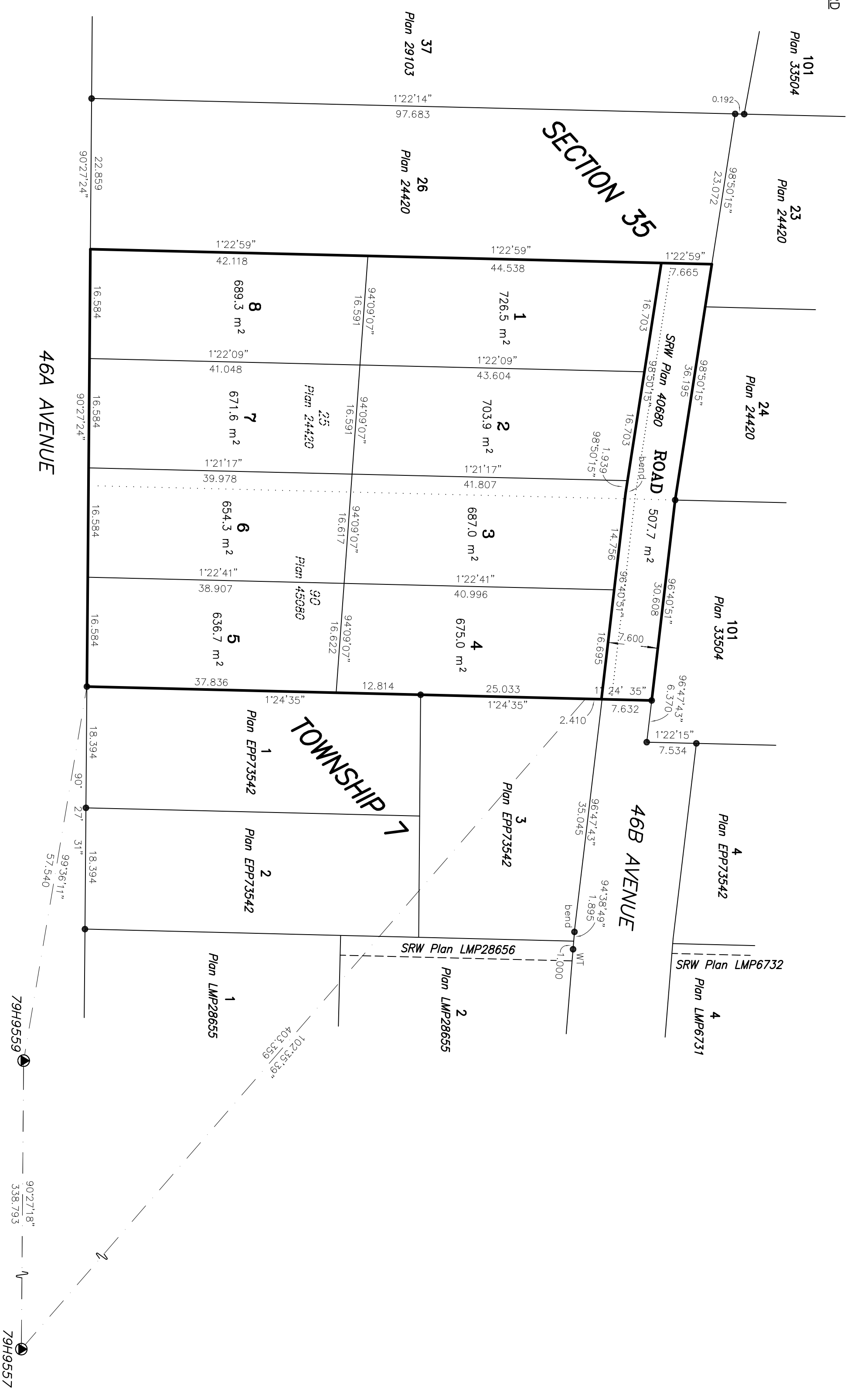
PRELIMINARY 03 NOVEMBER, 2022

Integrated Survey Area No. 45
City of Langley, NAD83 (CSRS) 4.0.0.BC.1.GVRD

Grid Bearings are derived from observations between Control Monuments 79H9559 and 79H9557.

The UTM co-ordinates and horizontal positional accuracy achieved have been derived from the Mascot published coordinates for geodetic control monuments 79H9559 and 79H9557.

This plan shows horizontal ground-level distances except where otherwise noted. To compute grid distances, multiply ground-level distances by the average combined factor of 0.9996043 which has been derived from geodetic control monument 79H9559.



- Legend:**
- Denotes control monument found
 - Denotes standard iron post found
 - Denotes standard iron post set
 - WT Denotes witness

Note: This plan shows one or more witness posts which are not set on the true corner(s). Witness posts are set along the production of a boundary unless otherwise noted. Some symbols and lines have been exaggerated for clarity.

UTM Coordinates NAD83(CSRS) 4.0.0.BC.1.GVRD Zone 10 North (Central Meridian 123°W)			
	Northing	Easting	Point Combined Scale Factor
79H9559	5,437,134.947	525,330.478	0.9996043
79H9557	5,437,132.258	525,669.127	0.9996046
			Estimated Horizontal Positional Accuracy 0.02
			0.02

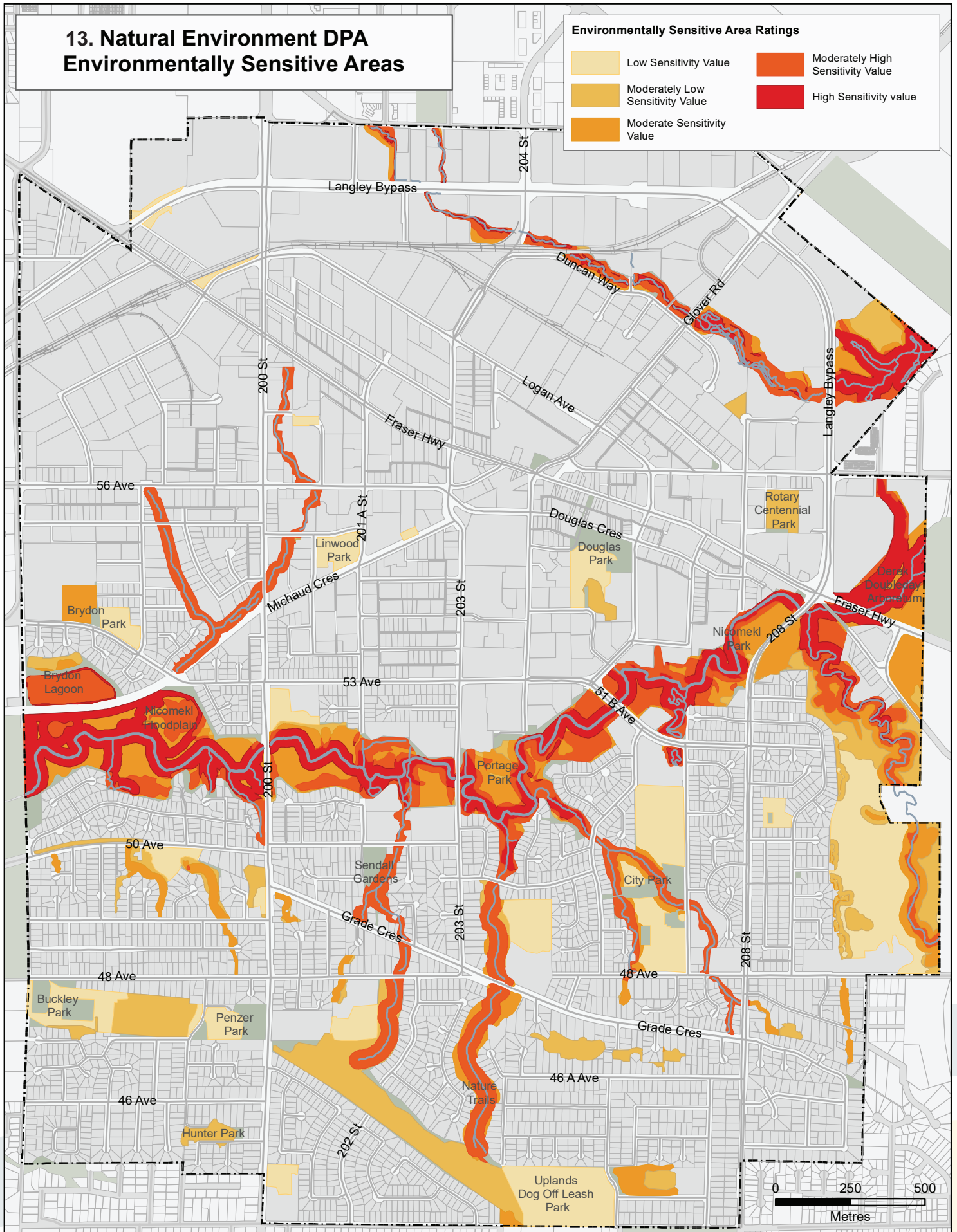
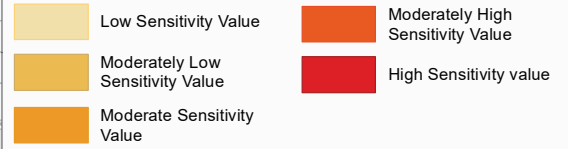
Cameron Land Surveying Ltd.
B.C. Land Surveyors
Unit 234 – 18525–53rd Avenue
Surrey, B.C. V3S 7A4
Phone: 604–597–3777
File: 5968–SUB2

This plan lies within the jurisdiction of the
Approving Officer for the City of Langley.
This plan lies within the Metro Vancouver Regional District

The field survey represented by this plan was
completed on the _____ day of _____, 2022.
Sean Costello, BCLS 900

13. Natural Environment DPA Environmentally Sensitive Areas

Environmentally Sensitive Area Ratings



ENVIRONMENTALLY SENSITIVE AREA GUIDELINES

AREA

These guidelines apply to properties that have environmentally sensitive areas (ESA) within them as shown on Map 13.




PURPOSE

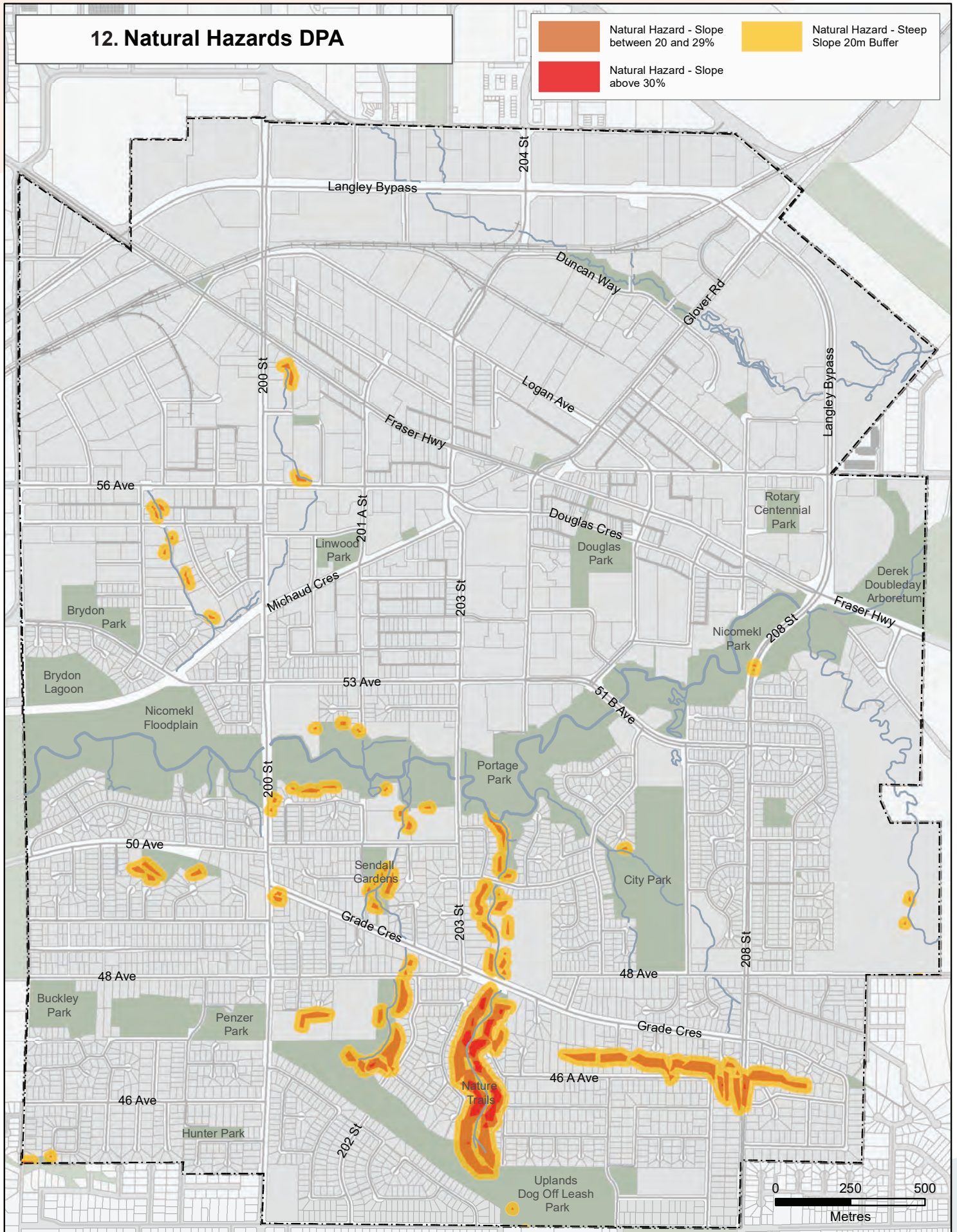
These guidelines are intended to protect the natural environment, its ecosystems, and biological diversity where healthy riparian habitat, watercourses, and tree stands are key to achieving the OCP's key directions and policies related to mitigating the impacts of climate change and enhancing biodiversity.

1. Development in ESAs ranked as moderate to high value is prohibited.
2. Development in ESAs ranked as moderately low to low value is strongly discouraged and shall maintain ecological connectivity and function where possible.
3. Ensure development results in no net loss of habitat area. Where loss of habitat is unavoidable, replace the value of lost habitat at a ratio of 2:1.
4. Locate and design development to protect, complement and enhance ESA values, including natural areas, landforms, and hydrological function.
5. Applicants may be required to provide a detailed environmental inventory study and/or environmental impact assessment in accordance with the requirements of the B.C. Ministry of Environment.
6. Applications affecting environmentally sensitive areas shall be reviewed in consultation with the B.C. Ministry of Environment, the Department of Fisheries and Oceans, and the Kwantlen First Nation (where applicable).
7. Development must be set back from sensitive areas to minimize any impacts on riparian habitat in accordance with the methods for determining streamside protection and enhancement areas under the Riparian Areas Protection Regulation, and the recommendations of a Qualified Environmental Professional (QEP).
8. Land development projects shall adhere to Land Development Guidelines for the Protection of Aquatic Habitat prepared by the B.C. Ministry of Environment and the Department of Fisheries and Oceans.
9. Habitat protection boundaries shall be formalized through dedication to the City, rezoning, or Restrictive Covenants in accordance with Section 219 of the Land Title Act.
10. Applicants may be required to provide an arborist's report and tree replacement plan, for the subject development site and potentially adjacent properties as well, complete with security for replanting prior to issuance of a development permit.
11. Any subdivision of land shall consider natural features including topography, mature trees, creeks and ravines;
12. An arborist's report and tree replacement plan, complete with security for replanting, may be required by the Approving Officer prior to subdivision approval.



12. Natural Hazards DPA

	Natural Hazard - Slope between 20 and 29%		Natural Hazard - Steep Slope 20m Buffer
	Natural Hazard - Slope above 30%		





HAZARD GUIDELINES

AREA

These guidelines apply to properties that have within them lands with slopes of 20% or greater and land within 20m of slopes that are 20% or greater, as shown on Map 12.

PURPOSE

These guidelines are intended to protect development from hazardous conditions on lands with steep slopes where land slip and erosion may impact the safety of people, property, and buildings.

1. A geotechnical assessment report is required for development on a parcel subject to this development permit to determine risks from natural hazards and required mitigation measures to the satisfaction of the City.
2. Avoid developing on land with slopes over 30%.
3. No development shall take place which is likely to result in erosion, sloughing, excessive run-off or siltation within or adjacent to the Development Permit Area.
4. Buildings, structures and paved surfaces shall be located away from areas subject to erosion, sloughing or landslip or damage there from.
5. Appropriate measures shall be put in place to direct surface run-off away from areas subject to erosion and sloughing and from downstream developed lands unless the downstream services are designed to accommodate the increased storm water load.
6. Contain any excessive run-off, erosion or siltation at the clearing and construction stage and for the completed development.
7. Buildings, structures and paved surfaces shall be sited so as to preserve natural vegetation on the steeper slopes, minimize cutting into slopes and avoid the use of retaining walls over 1.5 metres [4.92 ft.] in height.
8. Terrace retaining walls with sufficient width to allow plantings and maintenance. Lock style retaining walls are not permitted.
9. Protect slopes identified as unsuitable for development by a geotechnical report through dedication to the City, rezoning, or Restrictive Covenants in accordance with Section 219 of the Land Title Act.

Roy Beddow
Deputy Director of Development Services
City of Langley
City Hall
20399 Douglas Crescent
Langley, BC, V3A 4B3

September 16, 2024

ESA Habitat Compensation Valuation for 20525 & 20541 46A Avenue, City of Langley.

Hello Roy;

As requested, I have put together a generic formula to determine the cost of compensation for works within an Environmentally Sensitive Area (ESA). Works occurring within sensitive habitats require a compensation planting of native species at a ratio of 1 plant per square metre. Typically, planting lists have a ratio of 1 tree:3 shrubs, with trees being in the 1 to 2 metre height (5-gallon pot). The determination of the planting density and ratio is based on several guiding documents:

- Province of British Columbia: Riparian Restoration Guidelines (March 2008)
https://www.env.gov.bc.ca/lower-mainland/electronic_documents/RiparianRestorationGuidelines.doc
- Species at Risk Voluntary Stewardship Practices or: Guidance for Restoration Activities in Riparian Areas. (December 2013). Prepared by Mike Pearson, PhD. RPBio: and DG Blair M.SC.
http://stewardshipcentrebc.ca/PDF_docs/sar/GuidanceforRestorationActivitiesinRiparianAreasPilot12-2013.pdf

For the properties in question (20525 & 20541 46th Avenue) the total area of impacted ESA is 2,872 sq. metres. With the City's requirement of a 2:1 ratio for works that create a loss of habitat the adjusted impacted area is 5,744 sq. metres.

With a requirement of one plant every sq metre the total number of plants required to offset the proposed impacts is 5,744. In discussions with several suppliers of native plants the average price for native plants (shrubs in 1-gallon pots and trees to 5-gallon pots) is \$23.00/plant. The total estimated cost for the plant is \$132,112.00.

In addition to the fees for the planting stock is the cost of installation. Installation requires the preparation of the site, bring in additional topsoil to help the plants establish, and the labor fees for installation. Based on discussions with several suppliers a rate of \$12.00/plant can be used to estimate the total fees for installation. Assuming 5,744 plants the installation fees will be approximately \$68,928.00.

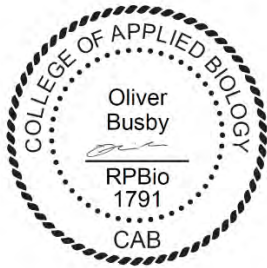
A final consideration is the assurance that the plants will have a suitable survival, 80% is required by both the Federal Department of Fisheries and Oceans Canada as well as the Provincial Water Sustainability Branch. To ensure these values are met survivability surveys are completed in

Year 1, 2,3,5,7 and 10. Typical surveys fees are \$1200 to \$1500 per year. Assuming an average of \$1500.00 (to account for inflation) and additional charge of \$9,000.00 is to be considered when determining the cost of compensation.

The total cost of compensation for the 2, 872 sq. metres of ESA is \$201,040.00 (excluding taxes).

If you have any questions, please feel free to contact me at your convenience.

Regards;



Oliver Busby, MBA, RPBio
Principal
EBB Environmental Consulting, Inc.

I certify that the work described herein fulfills standards acceptable of a Professional Biologist.



ZONING BYLAW, 1996, No. 2100
AMENDMENT NO. 214, 2024, BYLAW NO. 3295
DEVELOPMENT PERMIT APPLICATION DP 11-22

To consider Zoning Bylaw amendment and Development Permit applications by CitiWest Consulting Ltd. for an 8-lot subdivision at 20525 & 20541 – 46A Avenue.

The subject properties are currently zoned RS2 Estate Residential in Zoning Bylaw No. 2100 and designated “Suburban” in the Official Community Plan Land Use Designation Map. The lands are subject to a Development Permit (DP) to address environmentally sensitive and natural hazard area conditions.

Background Information:

Applicant:	Citiwest Consulting Ltd.
Owner:	1210300 B.C. Ltd.
Civic Addresses:	20525 & 20541 – 46A Avenue
Legal Description:	Lot 25, Section 35, Township 7, New Westminster District, Plan 24420; Lot 90, Section 35, Township 7, New Westminster District, Plan 45080
Site Area:	5,498 m ² (1.47 acres)
Number of Units:	8-Lot Subdivision
OCP Designation:	Suburban
Existing Zoning:	RS2 Estate Residential
Proposed Zoning:	RS1 Single Family Residential
Development Cost Charges:	\$212,088.00 (City - \$110,454.00, GVS&DD - \$37,524.00, GVWD - \$40,152.00, SD35 - \$6,000.00, TransLink - \$17,958.00)



**ZONING BYLAW, 1996, No. 2100
AMENDMENT NO. 214**

BYLAW No. 3295

A Bylaw to amend City of Langley Zoning Bylaw, 1996, No. 2100 to rezone the properties located at 20525 & 20541 – 46A Avenue to the RS1 Single Family Residential Zone.

WHEREAS the *Local Government Act* authorizes a local government to zone areas of a municipality and to make regulations pursuant to zoning;

NOW THEREFORE the Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

This bylaw shall be cited as the “Zoning Bylaw 1996, No. 2100 Amendment No. 214, 2024, No. 3295”.

2. Amendment

Bylaw No. 2100, cited as the “Zoning Bylaw, 1996, No. 2100” is hereby amended by changing the zone classification of

PID: 009-415-939

Lot 25, Section 35, Township 7, New Westminster District, Plan 24420

PID: 005-875-005

Lot 90, Section 35, Township 7, New Westminster District, Plan 45080

from the RS2 Estate Residential Zone to the RS1 Single Family Residential Zone in Schedule “A” – Official Zoning Map.

Zoning Bylaw Amendment No. 214
Bylaw No. 3295

READ A FIRST AND SECOND TIME this day of , XXXX.

READ A THIRD TIME this day of , XXXX.

FINALLY ADOPTED this day of , XXXX.

MAYOR

CORPORATE OFFICER



EXPLANATORY MEMO

Zoning Amendment Bylaw No. 3295 Citivest 8-Lot Subdivision 20525 & 20541 – 46A Avenue

City Council adopted the following resolution concerning the subject bylaw and development application at the December 9, 2024 Regular Council Meeting:

THAT the application be referred to staff for a report back on the following:

- *review of the applicant's tree and environmentally sensitive areas assessments in relation to their alignment with the City's Urban Forest Management Plan;*
- *the feasibility of a pedestrian connection between 46A Ave. and Grade Crescent;*
- *the feasibility of road extension of 46B Ave. and connection to Grade Crescent;*
- *habitat restoration and net environmental benefit to the City of Langley.*

1. Alignment with Urban Forest Management Strategy

The subject application was made in 2020, four years prior to the completion and approval of the Urban Forest Management Strategy. Based on this context, the application has been processed according to Official Community Plan policies and development permit area guidelines that enable development of lower sensitivity ESA's if off-site habitat compensation and tree replanting are provided at a 2:1 replacement ratio. While not directly reflective of the new Urban Forest Management Strategy, this application's habitat compensation (\$201,040) and tree replacement (\$75,000) cash-in-lieu payments would enable off-setting restoration of the urban forest and canopy cover lost through development. For Council's consideration, City staff have identified a habitat compensation and tree planting project (discussed further below in Item 4.) in the Nicomekl River Floodplain to replace forest canopy and sensitive habitat.

2. Pedestrian Connection between 46A Avenue and Grade Crescent

The preferred location for a through-block walkway connecting 46A Avenue and Grade Crescent is approximately 70 metres east of the subject properties in line with 206 Street as shown conceptually in the map below. The City can pursue this linkage as part of a future rezoning and subdivision application involving the affected properties.

Due to the significant slope of the terrain between 46A Avenue and 46B Avenue, it should be noted that stairs will be necessary and accessible ramps may not be feasible.



Conceptual Road Alignment & Walkway Location

3. 46B Avenue Road Extension to Grade Crescent

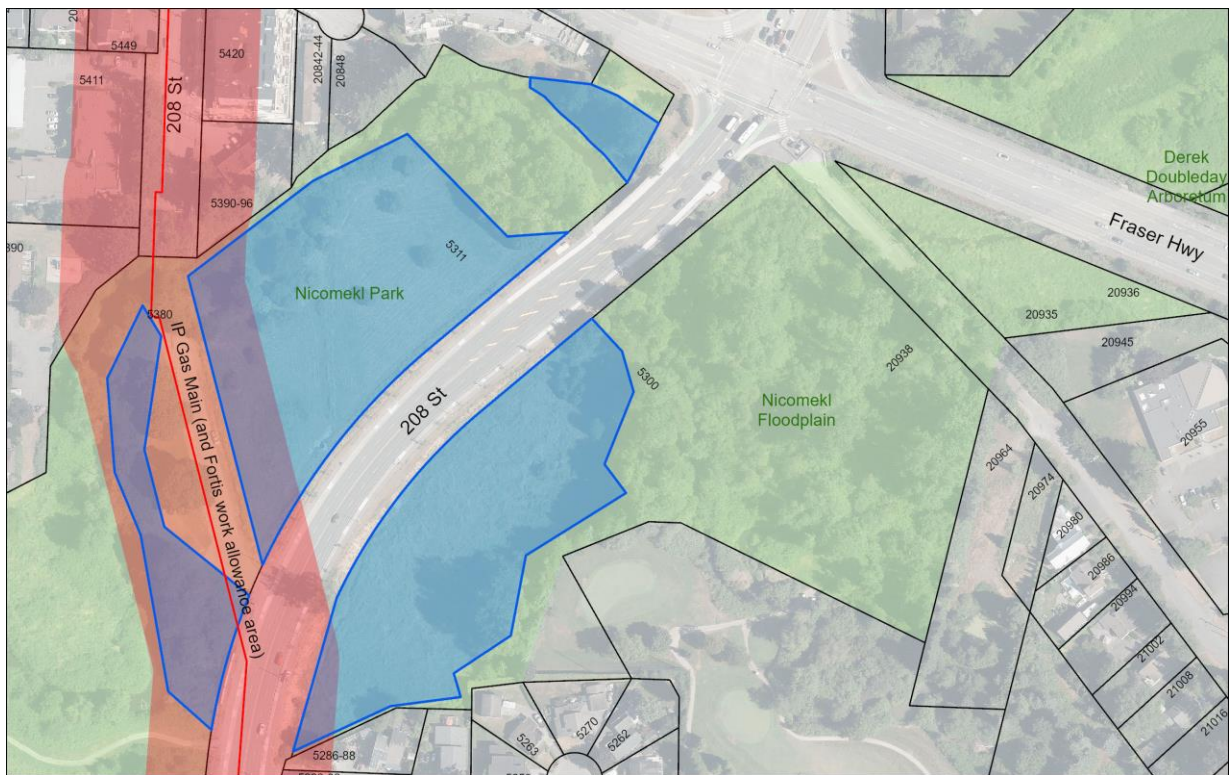
The City engaged Binnie & Associates in 2019 to evaluate and propose conceptual road alignments and subdivision layouts to complete the road network and enhance lot yield within the block. The recommended option was to extend 46B Avenue approximately 100 metres to the west and then curve it northwards to Grade Crescent to align with the existing 205 Street intersection as shown above. The extension of 46B Avenue to Grade Crescent maximizes access within the block enabling the creation of up to 25 lots (under current zoning) in the Binnie concept. The 46B Avenue extension would be dedicated and constructed incrementally on a subdivision-by-subdivision application basis at the expense of the developers.

The Binnie proposal predated the adoption of the current Official Community Plan (OCP) and was based on the existing RS2 Estate Residential zoning (920 sq m minimum lot area). A significantly higher lot yield (35-40 lots) would be attainable with rezoning to RS1 (557 sq m minimum lot area) in accordance with the current Suburban Residential land use designation in the OCP. In this scenario, Small-Scale Multi-Unit Housing (SSMUH) development could theoretically create 140-160 dwelling units,

providing a significant contribution to “Missing Middle” housing within the Uplands Neighbourhood.

4. Habitat Restoration and Net Environmental Benefit

The City’s environmental consultant, EBB Environmental, determined a compensation value for the loss of habitat resulting from the proposed development based on the City’s ESA mapping, the environmental assessment report, and the 2:1 habitat replacement ratio of \$201,040 which the applicant has agreed to pay prior to zoning adoption. Combined with a tree replacement payment of \$75,000, a total of \$276,040 would be available for urban forest and habitat restoration should this application be approved.



Nicomekl Floodplain Park/208 Street

NOTE: The blue shaded areas represent the habitat compensation area required for the development applications currently under consideration.

In a staff report on recommended “habitat bank” sites presented at the March 10, 2025 Regular Council Meeting, Nicomekl Floodplain Park along 208 Street near Fraser Highway was identified as the preferred site for a habitat compensation project for this development application. The report noted that approximately 32,000 m² of suitable area exists within the Park for conversion into a “riparian floodplain forest” by planting a mix of native deciduous and coniferous trees and implementing a program of invasive species management. In addition to re-establishing lost natural habitat, such

a project would, in time, significantly enhance the City's urban forest and tree canopy area.

The development is anticipated to impact approximately 2,872 m² of ESA. In accordance with the City's 2:1 habitat compensation requirement, a total of 5,744 m² must be compensated for. The available area within Nicomekl Floodplain Park greatly exceeds this requirement, making it a highly suitable site for the proposed compensation project. The City would use the cash-in-lieu funds provided by the applicant to implement the compensation project, including engaging Qualified Environmental Professionals (QEPs) to develop ecological restoration plans. Additionally, where appropriate, the City may use Local Government Climate Action Program (LGCAP) funding from the Province to enhance these initiatives.

CITY OF
LANGLEY



CITY OF LANGLEY

MOTION

Development Permit No. 11-22

THAT Development Permit No.11-22 to permit the development of an 8-lot subdivision at the properties located at 20525 and 20541 – 46A Avenue, be approved.



REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Transportation 2050 – Final Report

File #: 5240-01

Doc #: 206447

From: David Pollock, P.Eng.
Director of Engineering, Parks & Environment

Date: March 23, 2026

RECOMMENDATION:

THAT the report “*Transportation 2050 – Final Report*” be endorsed.

PURPOSE:

Following Council’s consideration of the Final Draft Report of Transportation 2050 in January of this year the document was distributed to various local, regional and provincial stakeholders for comments. Feedback from the stakeholders was minimal and all supported the directions presented in the report. The Final Transportation 2050 is now before Council for endorsement. Upon approval of the report staff will consider an implementation strategy for consideration in the upcoming Financial Plan considerations.

COMMENTS/ANALYSIS:

In 2021, Urban Systems Limited were retained to update the 2014 Master Transportation Plan and provide a comprehensive multi-modal transportation strategy to guide transportation related policy and investments over the next 25 years. The intent of Transportation 2050 is to provide sustainable transportation options in light of increased growth in the community, the introduction of rapid transit and seek to address transportation issues and growth in a proactive manner.

Transportation 2050 has been developed through a multi-phased approach that has included community engagement through surveys and open houses as well as stakeholder participation. The City website includes a Transportation 2050 page that outlines the various background documentation such as the summaries of community surveys and display boards.

Transportation 2050 outlines a long-term plan with core themes for Walking, Cycling, Transit as well as Streets and Goods Movement. The recommendations included in Transportation 2050 are expected to be realized over the next twenty-five years and the projects are categorized for implementation as high, medium or low priorities along with a recommended implementation strategy.

It is noted that the strategies within the Transportation 2050 Plan represent the elements required to develop a complete and multi-modal transportation network across the City. The rate of implementation will depend upon availability of funds and competing priorities.

Next Steps


Upon endorsement of the Transportation 2050 Plan, staff will commence the development of a funding and implementation strategy to be considered as part of the overall Financial Plan that will consider how to construct “quick win” projects, where projects can be incorporated into larger capital projects or developments as well as potential partnerships or grant funding opportunities with other levels of government.

BUDGET IMPLICATIONS:

Preliminary estimates suggest that the full implementation of Transportation 2050 will require a capital investment in the order of \$200 million. The high priority projects, those to be completed in the first ten years are approximately \$30 million.

SUMMARY:

Transportation 2050 is a strategic, long-range plan that will support ongoing growth in the community over the next 25 years to provide a comprehensive multi-modal transportation strategy that will guide transportation-related policy and investments.



David Pollock P.Eng.
Director of Engineering, Parks & Environment

Attachment:

1. Transportation 2050 – Final Report

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer



Transportation 2050

Langley City Transportation Plan

Acknowledgements

Territorial Acknowledgement

Langley City respectfully acknowledges that the land on which we gather is on the traditional territories of the ǫíćǿý (Katzie), qwá:nłǿń (Kwantlen), Mathxwí (Matsqui), and SEMYOME (Semiahmoo) First Nations.

Community Acknowledgement

Many members of the Langley City community participated in the Transportation 2050 planning process. We appreciate your contribution. This work was inspired by the community's passion and commitment to improve the City, making it the Place to Be.

Contents

- 1. Introduction 1**
 - 1.1 Purpose of the Plan
 - 1.2 The Process
 - 1.3 Engaging Community and Council

- 2 Current Conditions and Planning Context. . . . 3**
 - 2.1 City Profile
 - 2.2 Land Use Patterns
 - 2.3 Demographics and Diversity
 - 2.4 Travel Characteristics
 - 2.5 Transportation Network

- 3 Strategic Directions 30**
 - 3.1 Vision
 - 3.2 Goals and Indicators
 - 3.3 Integrated Land Use and Transportation Themes
 - 3.4 Long-Term Plan

- 4. Implementation Priorities and Actions 58**
 - 4.1 Infrastructure Improvement Projects
 - 4.2 Priority Policy and Planning Actions
 - 4.3 Investment in Resources
 - 4.4 Implementation Strategy

- Appendix A:**
 - Proposed Future Road Classification. 69



1. Introduction

1.1 Purpose of the Plan

Langley City is a Regional City Centre with a rich heritage and character. The City has a unique transportation context as the nexus between Metro Vancouver and the Fraser Valley, serving a large visitor base and a rapidly growing and changing population.

The City and region will soon welcome the Surrey Langley SkyTrain extension. Transportation 2050 is designed to support the community’s goals and aspirations to provide sustainable transportation solutions that consider population growth and density, rapid transit, and proactively address future transportation issues and opportunities. Transportation 2050 outlines the City’s transportation priorities, with a focus on ensuring that community members have safe and convenient transportation options to access their daily needs. In addition to the City’s needs and priorities, the Plan recognizes and balances this with the City’s role as a Regional City Centre and the importance of providing connections to neighbouring municipalities and the region.

The purpose of Transportation 2050 is to provide a multi-modal transportation strategy to guide transportation policy and investments over the next 25 years. The Plan envisions a complete transportation system for all users that ensures the safe and efficient movement of people and goods locally and regionally.

1.2 The Process

Transportation 2050 has been developed through a five-phase process ending in Winter 2026 (Figure 1).

The Plan was developed based on a comprehensive technical assessment of current travel conditions as well as input from the community, agency partners, and City Council to ensure it aligns with the local context, as well as future needs and aspirations.

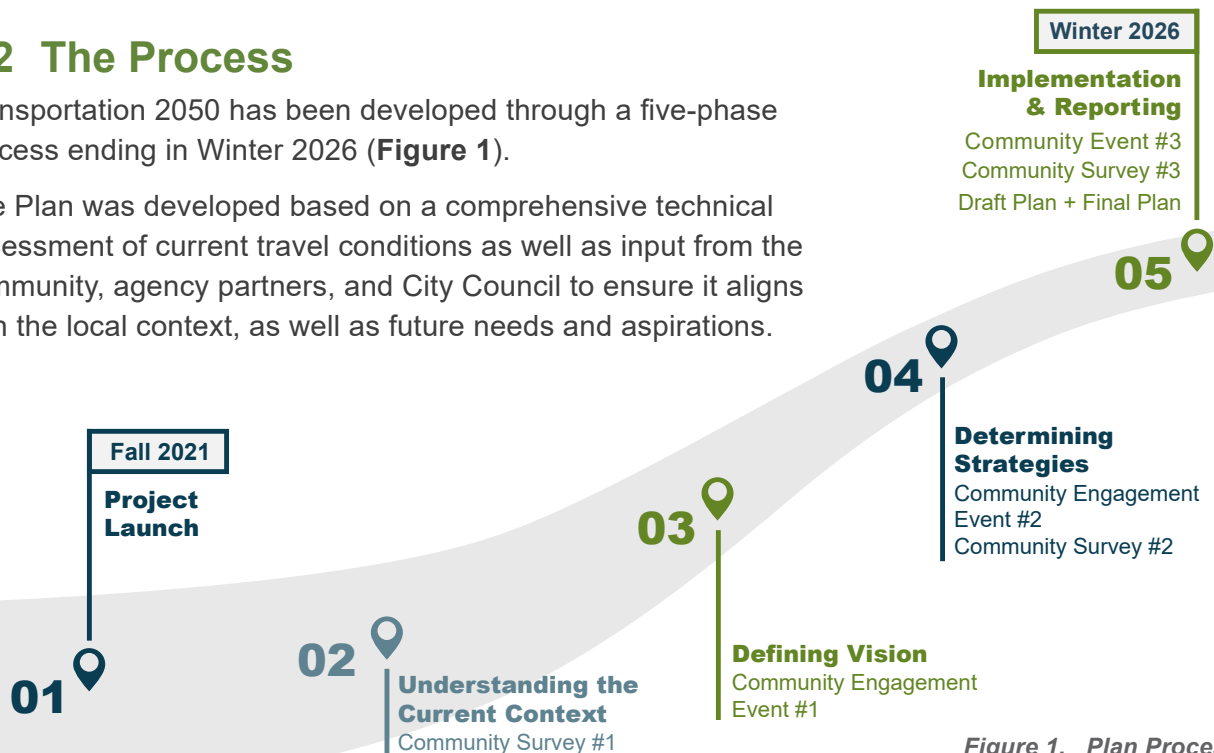


Figure 1. Plan Process

1.3 Engaging Community and Council

An important component of developing Transportation 2050 was engaging with community members, agency partners, interest groups, City Council, and staff. There were multiple rounds of community and stakeholder engagement throughout the planning process and several methods used to raise awareness about the project. This included updates on the City website, posts on social media, and newsletter articles.

Engagement Round 1 – Issues and Opportunities (Fall 2021)

The information collected during Engagement Round 1 indicated the community's needs and priorities for transportation in the City today, and formed the basis for the vision, goals, and direction of the Plan. Round 1 engagement included:

- Online Community Survey #1 (426 responses) – October 29 to November 30, 2021
- Virtual Open Houses (2 events and 10 attendees) – December 2, 2021
- Virtual Stakeholder Meeting (14 attendees) – December 9, 2021

● Meeting with Council – Vision & Goals – March 21, 2022

Engagement Round 2 – Draft Strategies, Actions and Network Recommendations (Spring 2022)

The preliminary ideas and recommendations of the Plan were presented during Engagement Round 2. Based on the feedback collected, recommendations were refined and incorporated into the draft Plan. Round 2 engagement included:

- Online Community Survey #2 (247 responses) – June 6 to June 29, 2022
- Community Day Pop-up (100+ interactions) – June 18, 2022
- Virtual Stakeholder Meeting (17 attendees) – June 29, 2022

Engagement Round 3 – Draft Plan (Summer 2024)

The final round of engagement was designed to share the draft Plan before finalizing the document. Additional feedback was received from community members, stakeholders, and agency partners aligning the Plan with regional and inter-municipal plans and initiatives. Round 3 engagement included:

- Online Community Survey #3 (110 responses) - September 5 to October 5, 2024
- Open House Event (50+ interactions) - September 10, 2024

● Meeting with Council – Project Update and Draft Plan – July 22, 2024

2. Current Conditions and Planning Context

2.1 City Profile

Langley City is a compact community with a unique small-town character, and a population of approximately 35,300. The City covers a land area of 10.2 square kilometres with a variety of land uses, including residential, agricultural and park lands, a historic downtown core, industrial, and commercial businesses. This relatively compact area means that most residents are within a short distance, by any mode of transportation, to their day-to-day needs.

The City's location within Metro Vancouver, proximity to the Fraser Valley, and being bordered by the Township of Langley and the City of Surrey, places it in a unique transportation situation (**Figure 2**). The northern portion of the City, along with a portion of the Township, is designated as a Regional City Centre by Metro Vancouver (Metro 2050). Regional Centres have a greater proportion of employment, services, higher density housing, commercial land use, cultural, entertainment, institutional, and mixed uses, as well as transit service. As a result, the City has become a regional hub for employment, shopping, recreation, good transit service, and a destination for many visitors.



Figure 2. Regional Context

The City updated its Official Community Plan (OCP) in 2021. The OCP identifies the opportunity for the City to become the “Nexus of Community”, where it connects the Fraser Valley and Metro Vancouver, strengthening the quality of life. The OCP is centred on four key themes: community, experiences, connection, and integration. An important component of this vision is ensuring the community is compact, walkable, and cycling friendly.



2.2 Land Use Patterns

The existing land uses in the City include the historic downtown core, civic centre, the transit-oriented core, industrial, and mixed employment areas. The City's forward-thinking land use plan emphasizes the missing middle and multifamily housing types, the need for mixed-use nodes to create walkable and complete neighbourhoods, and the presence of existing employment lands that are ready to be densified.

Some of the major destinations within the City include several senior centres, community and recreation centres, the library, Kwantlen University – Langley Campus, the trail network along the Nicomekl River, and the current transit exchange on Logan Avenue. Many of the key destinations in the City are located north of the Nicomekl River. There are six elementary schools in the City, one middle school, and one multi-level school. Secondary school students attend school in the Township of Langley.

The OCP envisions transit-oriented land uses around the proposed SkyTrain stations at 203 Street (Langley City Centre Station) and 196 Street (Willowbrook Station), as well as densification along major road corridors (208 Street and 200 Street). These land use plans highlight the important role transit will play in shaping growth and development. Linking transportation and land use with active transportation modes are essential to reducing vehicle travel and enhancing connectivity in the City.

In late 2023, the Province introduced legislation designed to increase housing supply. This will also have an impact on trip generation and travel patterns for the City and its surrounding areas.

Bill 44, often referred to as the Small-Scale Multi-Unit Housing Initiative, requires local governments to update zoning bylaws to allow either a minimum of one secondary suite or detached accessory dwelling unit, a minimum of three to four dwelling units, or a minimum of six dwelling units in selected areas near bus stops with frequent transit service. Through Bill 47, transit-oriented area (TOA) requirements have been established which prescribe the minimum allowable densities and restricts local governments' ability to mandate residential parking within 800 metres of rapid transit station or bus exchange.

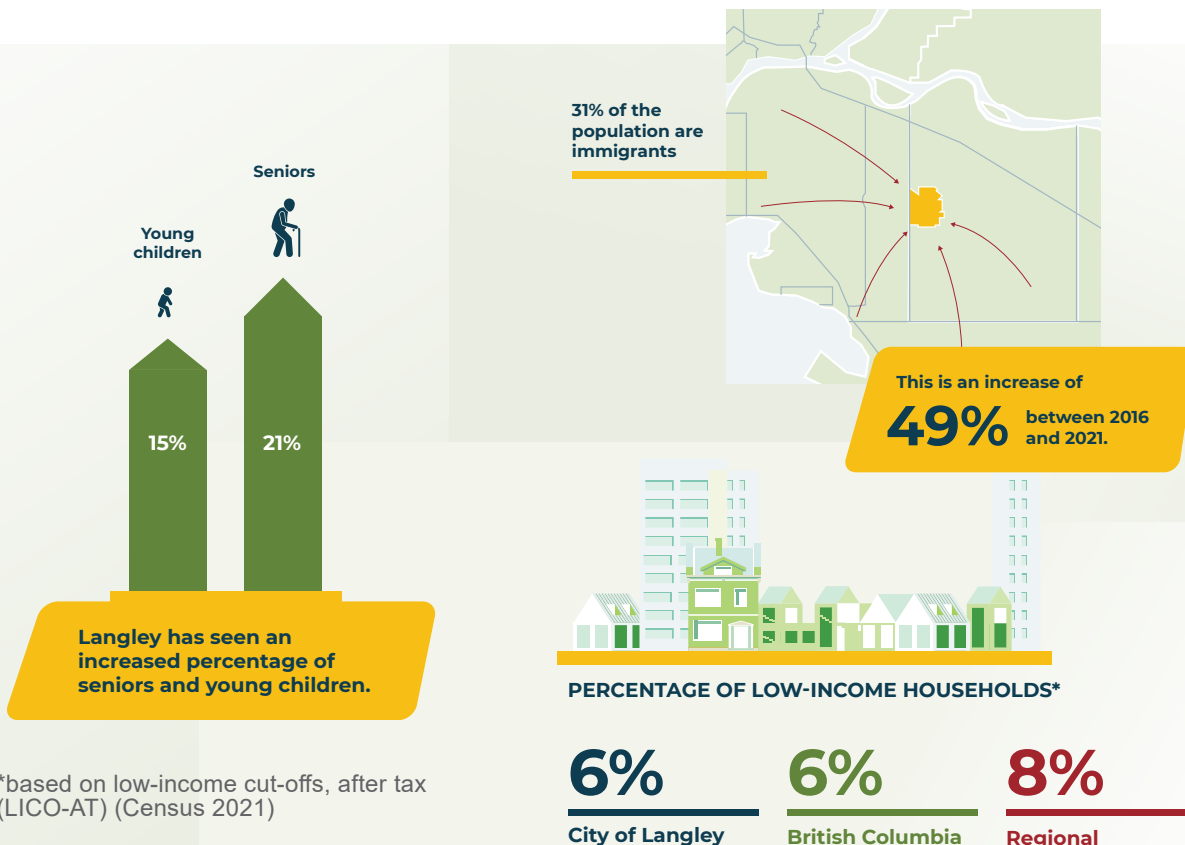
2.3 Demographics and Diversity

Between 2021 and 2024, the City’s population increased from 28,963 to 35,316 – an increase of 22%. During this same period, the number of jobs in the City has also increased.

Some insights on the composition and characteristics of the City’s population are summarized below based on 2021 Statistics Canada Census data:

- A higher percentage of seniors (21%) and young children (15%) highlights a need for infrastructure for people of all ages and abilities.
- The City has a lower percentage of low income residents compared to the Province and the region.
- 31% of the population are new immigrants.

Youth, seniors, lower income households, and newcomers benefit from investments in affordable transportation modes such as walking, cycling, and transit.

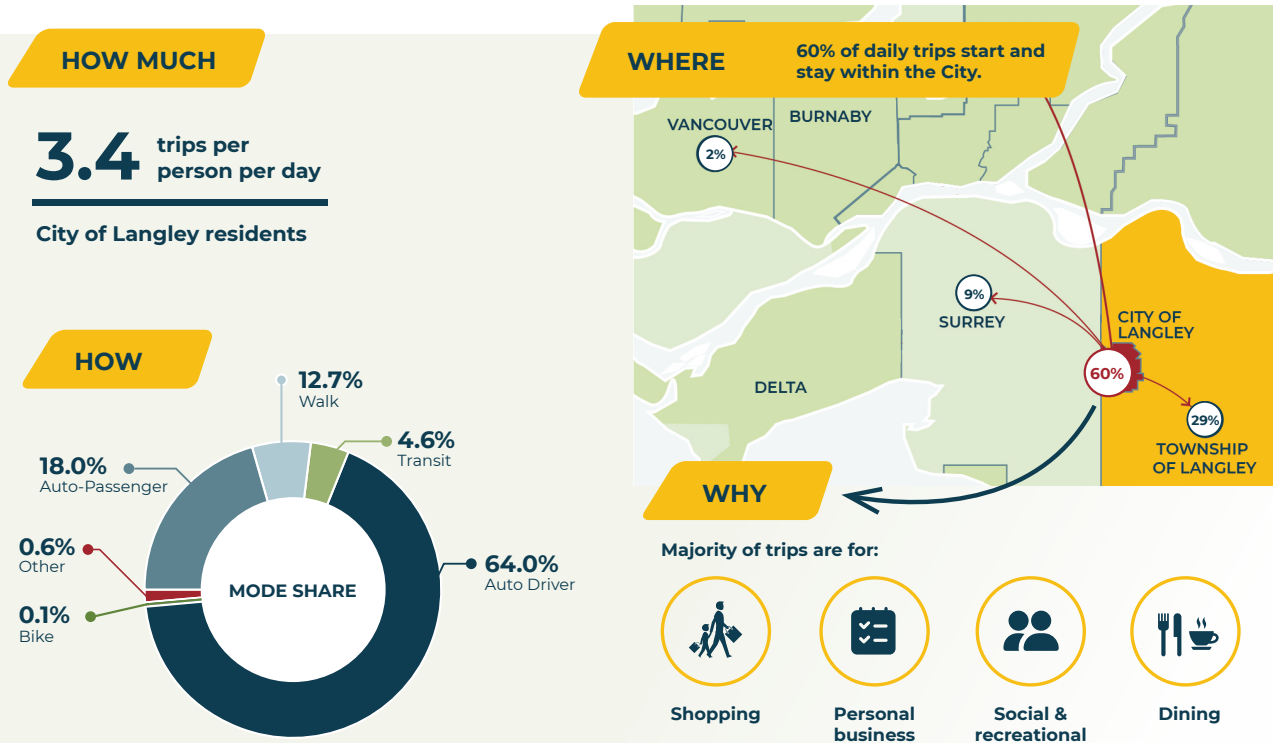


2.4 Travel Characteristics

In addition to demographics, understanding how, where, and why people travel is important for planning a transportation system that supports current needs and shapes future choices. TransLink’s Regional Trip Diary Survey (2023) indicates characteristics of trips generated in the community as summarized below:

- **How often people travel.** Based on TransLink’s 2023 Trip Diary, Langley City residents make approximately 3.4 trips per person per day.
- **Where people travel.** Most daily trips (60%) start and stay within the City. Approximately 40% of trips originating in the City are to neighbouring municipalities, with 29% to the Township of Langley and 9% to the City of Surrey.
- **Why people travel.** The majority (55%) of trips are for shopping, personal business, social, recreational, or dining purposes. Less than one third (27%) of all trips made by City residents are for work or school.
- **How people travel.** Approximately 82% of daily trips are made by motor vehicles (64% driver and 18% passenger), 13% on foot and 5% by transit. In 2017, the City’s Vehicle Kilometres Traveled (VKT) was nearly 23 km per person per day.

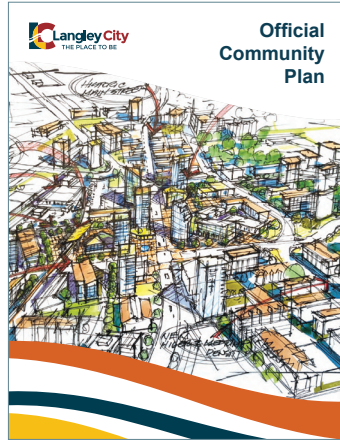
This information highlights that more trips are generated, and longer distances are travelled, per day than the regional averages. Most of these trips are being made by motor vehicles. However, as most trips that stay within the City are relatively short distance trips, there is an opportunity to create conditions to encourage residents to travel by walking, cycling, and transit to reduce the use of motor vehicle trips.



Source: TransLink Trip Diary, 2023

Current Policies and Directions

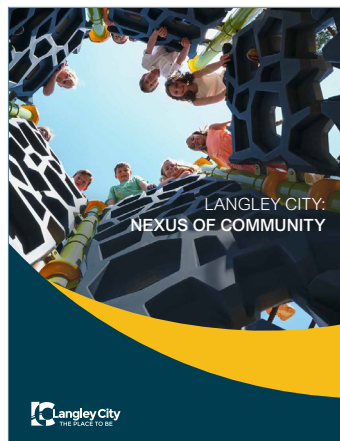
Transportation 2050 is guided by several official policies, strategies, and plans, summarized as follows:



Local Policy Context

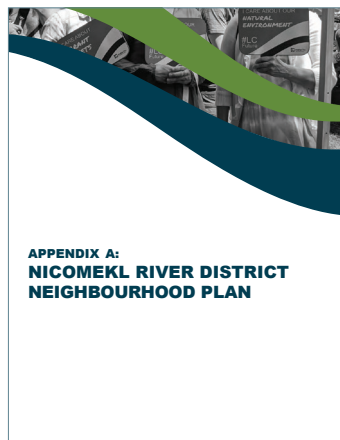
2026–2031 Strategic Plan. The Strategic Plan focuses on cultivating an inclusive community. From a transportation perspective, the Plan notes providing accessible multi-modal and active transportation facilities to improve connectivity within Langley City and offer seamless transitions to regional networks outside of Langley.

Official Community Plan & Zoning Bylaw (2021). The OCP and Bylaw provide important directions centred on improving housing and transportation. The OCP highlights the aspiration and need for a highly-connected City aligned with rapid transit.



Nexus of Community (2018). Capitalizing on the introduction of SkyTrain to Langley, the Plan highlights a commitment to work with Metro Vancouver to support increases in population and employment growth, and to create human-scale spaces that promote livability with low and mid-rise density.

Master Transportation Plan (2014). The 2014 Master Transportation Plan provided historical context for growth and investment in transportation within the City while recognizing the significant changes that now include the SkyTrain and BRT services in this part of the region.



Other Related Documents:

- **Parks, Recreation, and Culture Plan (2023)**
- **Design Criteria Manual (DCM) (2022)**
- **Nicomekl River District Neighbourhood Plan (2021)**
- **Financial Plan (2024-2028)**
- **Downtown Master Plan (2007-2009)**



Regional & Provincial Policy Context

The Ministry of Transportation and Transit (Ministry) and TransLink share ownership and responsibility for elements of the City's transportation network. Relevant plans and policies influencing the City's Transportation Plan are briefly highlighted.

Transport 2050, TransLink. The regional transportation network goals are centred on convenience, reliability, affordability, safety and comfort, and sustainability (carbon-free). Transport 2050 targets include: 50% of all trips are by sustainable modes; 20% less time in congestion; housing and transportation costs a maximum of 45% of household income; serious traffic injuries and fatalities are reduced by 5% annually to reach zero by 2050; and the elimination of transportation related carbon by 2050.

Access for Everyone, TransLink. The 10-year regional transit priorities from Transport 2050 include:

- Surrey-Langley SkyTrain Implementation (0-5 years)
- BRT: Langley – Haney Place to Willowbrook Bus Rapid Transit Service (0-5 years)
- RapidBus: Langley Centre - White Rock (6-10 years)

Additionally, the completion of 75% of the Major Bikeway Network, completion of bikeway networks in all Urban Centres, and the completion of over 60% of the sidewalk network are identified as priorities.

CleanBC, BC Ministry of Transportation and Transit. CleanBC is the provincial plan to lower emissions related to climate change. The CleanBC Roadmap to 2023 outlines a target to increase the share of trips (e.g., commuting for work and personal activities) made by walking, cycling, transit to 30% by 2030, 40% by 2040 and 50% by 2050.

Metro 2050, Metro Vancouver. This strategy aims to support the development of compact, complete, and transit-oriented communities, focusing 16% of all residential growth and 19% of employment growth in Regional City Centres. Portions of the Langley City and Willowbrook within the Township of Langley are considered a Regional City Centre.

2.5 Transportation Network

This section highlights existing mode-specific policies and networks across the City as well as the core challenges and opportunities for transportation.

Walking

Walking is the most fundamental form of transportation, it can connect people with other transportation modes, or it can be used for an entire trip. Walking trips include people travelling to school, work, transit, and to run errands. When referenced in Transportation 2050, walking includes people using mobility devices such as wheelchairs, mobility scooters, walkers, and strollers. With a walkable and compact environment served by a complete and inter-connected sidewalk and walkway network, walking can become the preferred and easiest choice for people.

Supporting Plans & Policies

Several City plans and policies call for enhanced walking infrastructure to support broader aspirations. The key themes are highlighted below.

Official Community Plan

- Complete and enhance the sidewalk network including recommendations to connect sidewalks with paths and trails.
- Give pedestrians priority through adjustments to signal timings, including leading pedestrian signals.
- Investments in walking are to be prioritized in the core and shoulder areas of the planned SkyTrain stations, and around schools and parks.

Nicomekl River District Neighbourhood Plan

- Creating a pedestrian-oriented complete neighbourhood with attractive and diverse experiences and features within a 10-minute walk of downtown and SkyTrain.

Nexus of the Community

- Provide enhanced public realm infrastructure like patios and wide sidewalks for outdoor gathering.
- Use the City's grid of roads, rivers, and trails to create a walkable web of small-scale commerce in communities throughout the City.

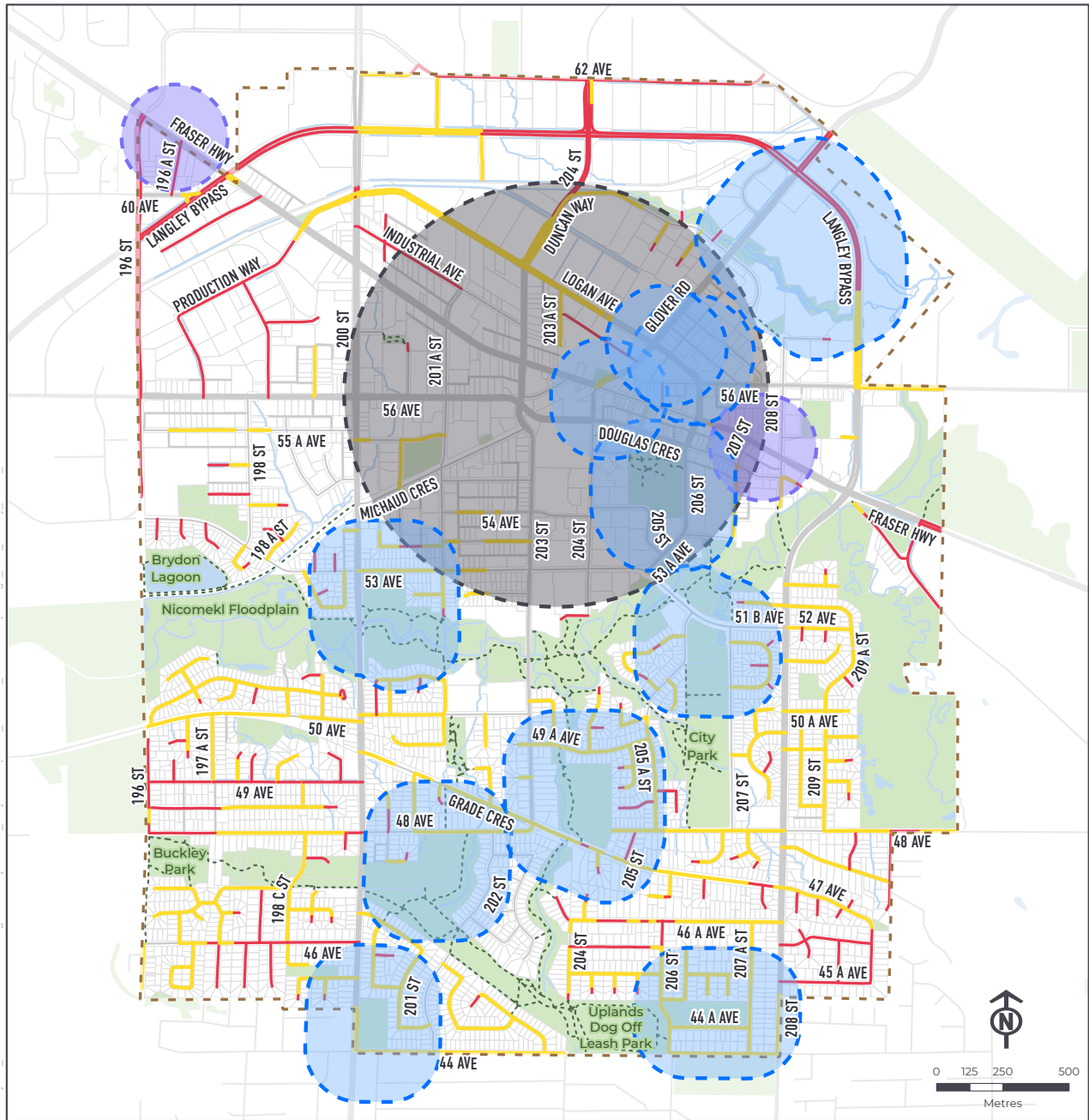
Existing Conditions

The City's walking network includes sidewalks, multi-use pathways, trails, walkways, accessible pedestrian signals, street lighting, and crosswalks with wheelchair ramps. **Figure 4** illustrates the coverage of pedestrian facilities (sidewalks and multi-use pathways) across Langley and the walkshed of the key pedestrian generators (approximately 200 metre or a 3-minute walk).

Overall, 77% of the streets in Langley have sidewalks on one or both sides of the street. Conversely, approximately 23% of the streets (accounting for about 25 km) do not have a sidewalk today. Most of the streets without sidewalks are located on local roads in residential areas. This reflects that standards that were in place at the time of development. Consistent with current policies, most of the core areas within Langley City have sidewalks on both sides of the street. This is also true within 800m (or a 12 to 15-minute walk) of the future Langley City Centre Station, except for Logan Avenue, 203 A Street, and Industrial Avenue. A larger catchment area around the future Skytrain station was assigned based on the assumption people would be willing to walk a longer distance to access rapid transit.

In addition to within the City's urban core area, well-connected and wheelchair accessible facilities should be prioritized within 200m of schools, commercial nodes, and bus routes. Currently, there are gaps in the pedestrian network mostly on local roads as well as some major arterial and collector roads (e.g. 53 Avenue; Grade Crescent; 48 Avenue; a small portion of 46 Avenue; 196 Street; and Langley Bypass (Provincial/Ministry jurisdiction)).





- City Centre Walkshed (800 m)
- Commercial Node Walkshed (200 m)
- School Walkshed (200 m)
- Parks and Open Space
- Municipal Boundary
- No Pedestrian Facility
- Pedestrian Gap on One Side
- Trail

Figure 4. Existing Pedestrian Network Gaps

Core Challenges and Opportunities for the Plan

The core challenges to walking in Langley and opportunities considered in Transportation 2050 are summarized below.

Pedestrian Network Coverage. Gaps in the pedestrian network create accessibility and safety issues and make walking uncomfortable and undesirable. Existing pedestrian network gaps include portions of Logan Avenue, 203 A Street, 53 Avenue, Grade Crescent, and 48 Avenue.

Intersection and Street Crossings. The design and lack of crosswalks in busier pedestrian areas can affect comfort and safety of walking. Community stakeholders identified the need for additional crossings along corridors such as 200 Street, 208 Street, Grade Crescent, Langley Bypass, and Fraser Highway. These locations will be evaluated to determine if additional crossings are warranted. Additionally, in some cases, curb extensions would reduce crossing distances and signal timing could be extended at existing crosswalks to improve pedestrian comfort and safety.

Accessibility Barriers. Currently, there are intersections and other locations where wheelchair ramps from sidewalks to the road or crosswalk are missing or do not meet current standards. Some notable locations include Fraser Highway, Logan Avenue, and Douglas Crescent.

Sidewalk Width and Surface Condition. The City has locations where sidewalks are narrow due to obstructions or old standards, and the surface is uneven due to age and deterioration. Locations identified include portions of Fraser Highway, 56 Avenue, 53 Avenue, 204 Street, and 208 Street.



Cycling

Cycling refers to the use of a bicycle or electric bicycles (e-bikes). Other wheeled and micromobility devices such as e-scooters, rollerblades, and skateboards are often included under cycling, as they often use the same infrastructure as cyclists.

Cycling trips service daily travel needs (e.g. travelling to school, work, transit and to run errands) as well as recreational trips. The increased popularity of e-bikes has made cycling a more accessible and convenient option. E-bikes can make cycling more practical for people with reduced mobility and anyone travelling longer distances or in areas with steeper topography.

Within the City, cycling can offer a competitive alternative to driving for trips under 5 kilometres that is affordable, convenient, fun, and healthy.

Supporting Plans & Policies

A number of City plans and policies call for attractive cycling facilities, wayfinding, and network amenities to support broader goals and aspirations. These align with sustainability goals and regional mode share targets.

Official Community Plan

- Develop and maintain a bicycle network. The network should connect as many residents as possible to key community destinations such as major employment, education, and amenity and service centres.
- Provide amenities to support cycling. Providing safe, secure, weather protected, and conveniently located bicycle parking at key destinations throughout the community is a priority, especially at major transit locations, including future SkyTrain stations.
- Ensure comfort. Provide infrastructure that is comfortable for people of all ages and abilities.

Nicomekl River District Neighbourhood Plan

- Developing a cycling-friendly neighbourhood is identified as a secondary goal of the Plan.

Nexus of the Community

- The proposed Major Bikeway Network corridors in Langley City run along Fraser Highway, 200 Street, 203 Street (south of Fraser Highway), Glover Road, 56 Avenue, and along the Nicomekl River.



Existing Conditions

The City's existing cycling network includes over 30 kilometres of on- and off-street routes (Figure 5). The City has a variety of cycling facilities such as painted bicycle lanes, trails, and separated cycling facilities. Separated cycling facilities include protected bicycle lanes, and multi-use pathways.

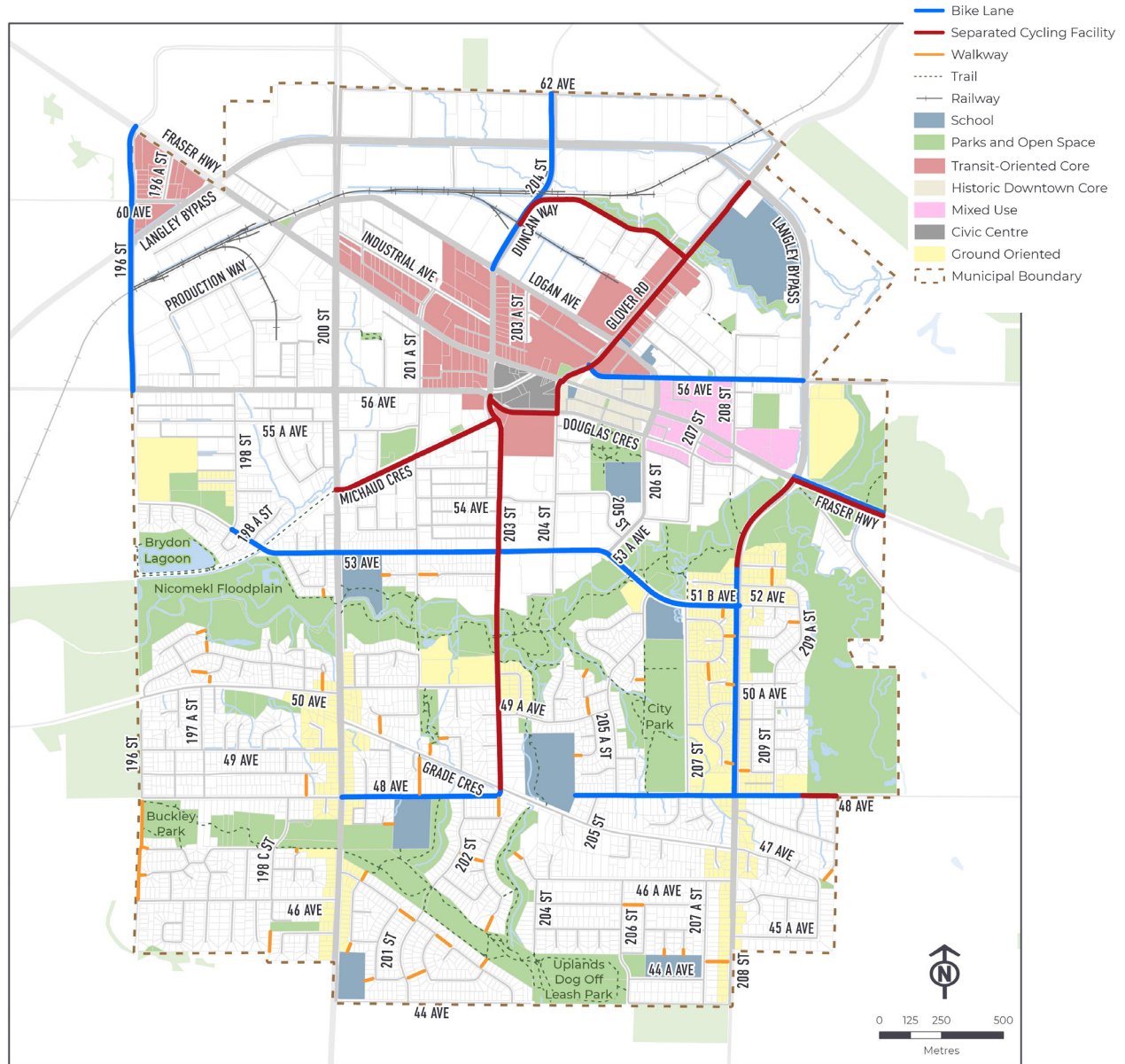


Figure 5. Existing Cycling Network

The City has been working to provide more all ages and abilities (AAA) facilities, filling in critical gaps in the network, and providing connections into downtown. AAA facilities are safe and comfortable for all users – including novice and expert users, children, and seniors. These safe and comfortable facilities include protected bicycle lanes and multi-use pathways that are physically separated from traffic on busy streets, and shared street level facilities along local streets, referred to as neighbourhood bikeways, with low traffic volumes and speeds.

Currently, there are major gaps in the network and limited access to continuous cycling connections and safer separated facilities. Due to historical City development, addressing gaps in the network can be challenging as road right-of-way space can be constrained.

Existing painted bicycle lanes on arterial and collector streets including portions of 196 Street, 53 Avenue, 56 Avenue, 204 Street, and 48 Avenue provide connections to commercial and industrial land uses and schools. However, painted bicycle lanes are not suitable or comfortable for everyone.

Core Challenges and Opportunities of the Plan

The core challenges to cycling in Langley and opportunities are summarized below.

Cycling Network and Facility Type. To support planned transit-oriented developments and other community destinations, there are opportunities to make the cycling network safer. Focus should be on connections to schools, SkyTrain and bus transit services, downtown, and other amenities. Separated cycling facilities would be suitable for corridors such as Grade Crescent, 53A Avenue, 206 Street, 205 A Street, Industrial Way, Fraser Highway, and other major road corridors.

Bicycle Parking and End of Trip Facilities. The City currently has some short-term bicycle parking and bike racks installed along Fraser Highway and Douglas Crescent. Some parking is also available at civic facilities, including City Hall and the library, schools, and community centres. With the introduction of SkyTrain, there is an opportunity to integrate SkyTrain and bus routes with cycling facilities. This can be done through the provision of secure bicycle parking and e-bike charging infrastructure.

Education and Encouragement. Educational programs, wayfinding, and route maps can equip people of all ages with the knowledge to safely and confidently use their bicycle. The City can strengthen support for the TravelSmart4Kids Strategy and programs such as Safe and Active Routes to School and Cycling without Age, install more bicycle wayfinding on all new cycling routes, and provide a cycling route map to help encourage more cycling.

Shared Mobility Options. There are currently no shared bicycle or micromobility services in the City. There is a growing number of municipalities implementing privately operated shared mobility services including bikes, e-bikes, and electric kick scooters (e-scooters). With the popularity of such devices increasing, there is a desire for more Provincial guidance and regulation. This includes sharing the results and recommendations of the e-scooter pilot that other municipalities have participated in and refining guidance in the B.C. Motor Vehicle Act.

All Ages and Abilities (AAA) or Comfortable for Most Cycling Infrastructure

Cycling facilities should be comfortable, convenient, safe, and attractive for everyone, regardless of age or ability. This is often referred to as All Ages and Abilities (AAA) infrastructure. Municipalities and regions throughout Metro Vancouver and North America have been moving towards implementing networks of AAA facilities.

AAA facilities are typically physically separated from motor vehicles and include protected or separated bicycle lanes or multi-use pathways. A designated cycling street (shared with motor vehicles) that has low motor vehicle volumes and speeds can also be considered AAA and are often referred to as a local street bikeway or neighbourhood bikeway. Neighbourhood bikeways typically include treatments such as signage, pavement markings, traffic calming to achieve 30km per hour operating speeds, and traffic diversion to prioritize bicycles and make the facility comfortable for people of all ages and abilities.



Transit

TransLink, the regional transportation authority, plans, designs, and provides transit service across Metro Vancouver that includes buses, SkyTrain, HandyDART, SeaBus, and West Coast Express. When transit is convenient and attractive, it can create a vibrant community and a sustainable and affordable transportation system. Transit provides an efficient and lower emission alternative to automobile use for both local and regional trips.

The City works with TransLink on the planning for transit services and has direct control over the roadway network that buses operate on, land use and development decisions that impact routing and service frequency, and supporting facilities, including bus stops and accessible walking and cycling connections to transit.

Supporting Plans & Policies

City plans and policies have recognized the increasingly important role transit and expanded rapid transit from across Metro Vancouver into Langley plays in achieving broader community aspirations. Specific transit themes are highlighted to provide guidance on the needs for enhanced transit facilities across the City.

Official Community Plan

The City will work with partners to build a long-term transit network, relocate the transit exchange to the 203 Street SkyTrain Station, focus on transit-oriented development, and support the design of the SkyTrain stations and guideway.

Transport 2050 (TransLink) - Access for Everyone

In addition to the Surrey Langley SkyTrain extension, Transport 2050 illustrates that the transit network is expected to introduce an east-west express/interregional transit line to the South of the Fraser, as well as two north-south Major Transit Network routes. *Access for Everyone* identifies moving forward with a planning study for the following routes.

- BRT: Langley – Haney Place 200 Street Bus Rapid Transit (0-5 years)
- RapidBus: Langley – White Rock Rapid Bus Service (6-10 years)

Existing Conditions

The existing Langley Centre exchange serves as a sub-regional transportation hub for the Langley Regional City Centre. It serves downtown Langley businesses, residents, several key social services, and the growing Kwantlen Polytechnic University. Over 7,500 daily boardings are recorded at this exchange where 15 different routes connect. Following the pandemic, transit ridership in the Southeast region rebounded faster than the rest of the region, showing the highest recovery in Metro Vancouver.

TransLink currently operates 15 bus transit routes within Langley, with a designated Frequent Transit Network corridor along Fraser Highway (**Figure 6**). The Langley Centre Transit Exchange located on Logan Avenue will be relocated to Langley City Centre SkyTrain Station at the corner of Industrial Avenue and 203 Street as part of the Surrey-Langley SkyTrain.

Transit in Langley is expected to undergo significant change in the coming years with the introduction of SkyTrain. Additionally, planning work is underway for Bus Rapid Transit (BRT) service between Maple Ridge and Willowbrook Station. As defined by TransLink, BRT is a form of bus-based rapid transit that will provide fast, frequent, and reliable service using dedicated lanes with transit signal priority. While the BRT route currently being planned will not enter into Langley City, it will result in more frequent transit and a review of transit routes (Bus Integration Plan) in this part of the region.

Such investments in transit highlight an opportunity to better integrate transit with other modes of transportation and land uses. The City will advocate to TransLink to ensure downtown Langley and the surrounding area is adequately serviced by transit as originally envisioned in Transport 2050. TransLink also prepares Area Transport Plans for the region. An updated South of Fraser Transport Plan is expected to be completed in 2027 and will capture the SkyTrain extension, Bus Rapid Transit, and bus transit integration. Langley City's Transportation 2050 Plan will help provide guidance to the updated Area Transport Plan.



Core Challenges and Opportunities of the Plan:

Based on a technical review of existing conditions and input from the community, the following summarizes the core challenges to greater transit use in Langley and opportunities considered through Transportation 2050.

Service Gaps and Frequency. There are several areas and major road corridors in Langley that do not have bus service. Service gaps were identified along the western and southern border of the City, along Langley Bypass, Logan Avenue, and portions of 208 Street. Community members identified that infrequent service during the day, evening, and weekends is a major barrier to taking transit.

Enhanced Transit Bus Service. Currently, there is Frequent Transit Service on Fraser Highway (west of Glover Road). The remaining routes within the City range from 15 minute to 1 hour service during peak periods. By increasing both peak and off-peak frequency, transit can become a more attractive option for local and regional trips. Work is currently underway to plan for a BRT service providing a high-quality connection between Langley City and Maple Ridge. This has been envisioned in both Transportation 2050 and TransLink's BRT Program as a priority. The planned BRT service will terminate at the Willowbrook Station located in the Township of Langley and does not travel through Langley City. Despite this, it will provide more enhanced bus service to this part of the region.

Speed and Reliability. A Bus Speed and Reliability study was undertaken during the development of Transportation 2050. The purpose of this study was to identify key locations for buses facing reliability issues and identify potential improvements. Fraser Highway, 56 Avenue, 200 Street, 203 Street, and Logan Avenue in the downtown are corridors where buses are experiencing the most speed and reliability issues. Traffic congestion and short spacing between traffic signals are the primary causes for these issues. Understanding the long-term plan for all transportation modes will be required to implement features that will improve the speed and reliability of transit service. Additionally, ongoing coordination and discussions with interest groups and agency partners will be needed to balance the needs of the local road network and transit priorities. In 2024, TransLink released a Bus Priority Vision for the region which identified 200 Street as one of 20 priority corridors for new bus speed and reliability measures.

Bus Stop Accessibility and Amenities. Approximately 98% of bus stops in Langley have been upgraded to make them wheelchair accessible. Some well-used bus stops within the City, including within the downtown, do not have shelters, benches, lighting, or other amenities to make transit more comfortable and attractive.

Streets and Goods Movement

The City streets also serve the movement of goods and emergency services. Streets provide space for public parking and passenger loading. Appropriately designed truck routes and inter-connected streets can form an efficient transportation network that serves all modes of transportation including walking, cycling, and other non-vehicular travel.

Beyond the transportation functions, City streets can also provide attractive plaza spaces and a public realm that attracts residents, visitors, shoppers, students, and businesses to shape and define the character of a community.

Supporting Plans & Policies

City plans and policies acknowledge the role of all modes of transportation using streets. Specific policy and plan themes providing additional guidance on the needs for multi-modal streets across Langley are briefly highlighted.

Official Community Plan

- Complete road network improvements as per the Transportation and Nicomekl River Neighborhood Plan.
- Develop a public parking strategy with pricing approaches to manage public and on-street parking in the core and shoulder areas.

Nicomekl River Neighbourhood Plan

- Promote and maintain maintenance and emergency vehicle access.
- Create safe intersections where pedestrians can safely cross.
- Create a new access for vehicles and pedestrian at identified locations.

TransLink Major Road Network

Specific themes and directions include:

- In Langley, 200 Street, Fraser Highway, 203 Street, 204 Street and Langley Bypass are designated as part of the Major Road Network.
- TransLink provides funding to help keep the Major Road Network in a state of good repair, as well as upgrading road, cycling, and pedestrian infrastructure.

Existing Conditions

The City's existing road classification system illustrated in **Figure 7** is a reflection of the function of each roadway in terms of mixture and volume of traffic as well as land use context. Provincial roadways include the Langley Bypass and portions of 200 Street, Fraser Highway, and Glover Road. The City co-manages and funds the Major Road Network with TransLink. As with other municipalities, the City is required to obtain TransLink's approval for any road alternations that would reduce the capacity of any part of the MRN to move people.

The City operates over 50 traffic signals. The Province, Township of Langley, and Surrey also operate and maintain some traffic signals along the City boundary. The three busiest signalized intersections are located along the Langley Bypass at Glover Road, at 200 Street and at Fraser Highway. All of these signals are under the provincial jurisdiction.

The Langley Bypass carries the highest daily traffic volumes (up to 35,000 vehicles per day). Among the City's municipal roads, segments of 200 Street and 203 Street also carry significant traffic volumes ranging from 18,000 to 21,000 vehicles per day. The sections of Fraser Highway and Logan Avenue through the City urban core area carry approximately 12,000 to 13,500 vehicles per day.

Based on the community input, congestion and difficulty finding parking were the top concerns identified. It was recognized that encouraging more trips by active and sustainable modes could mitigate some of these concerns.

Core Challenges and Opportunities of the Plan

Barriers to the movement of people and goods can include safety concerns, speeding, congestion, and a lack of parking and loading space. Other considerations include the impact of growth and development on the street network and the need to review the existing form and function of streets. Based on a technical review of existing conditions and further input from the community, the following summarizes the core challenges to streets and goods movement in Langley and opportunities that are being addressed through Transportation 2050.

Congestion. The streets with the highest vehicle volumes are primarily located in the downtown area and the north side of Langley. Overall, the current level of service (average delays experienced by motorists at an intersection) is considered good except for a few intersections on Langley Bypass, 56 Avenue, and Fraser Highway (**Figure 8**). When looking at future level of service (**Figure 9**), the average delays are expected to increase slightly along the same corridors. Within both the City and Township of Langley, 200 Street and 208 Street serve a high volume of commuter traffic.

Safety. Langley averages approximately 1,800 reported collisions involving a motor vehicle a year (ICBC). The streets with the highest vehicle volumes also have the highest number of collisions. The most collisions took place on Fraser Highway, Langley Bypass, and within the downtown core (**Figure 10**). Between 2011 and 2020, 25% of all collisions in Langley City

resulted in injury or fatality. While congestion was identified as an issue on portions of 200 Street and 208 Street during non-peak periods when there is no congestion, speeding was also identified as an issue on both corridors. For example, south of 53 Avenue, median travel speeds 12 km/hr (25%) higher than the posted speed were recorded.

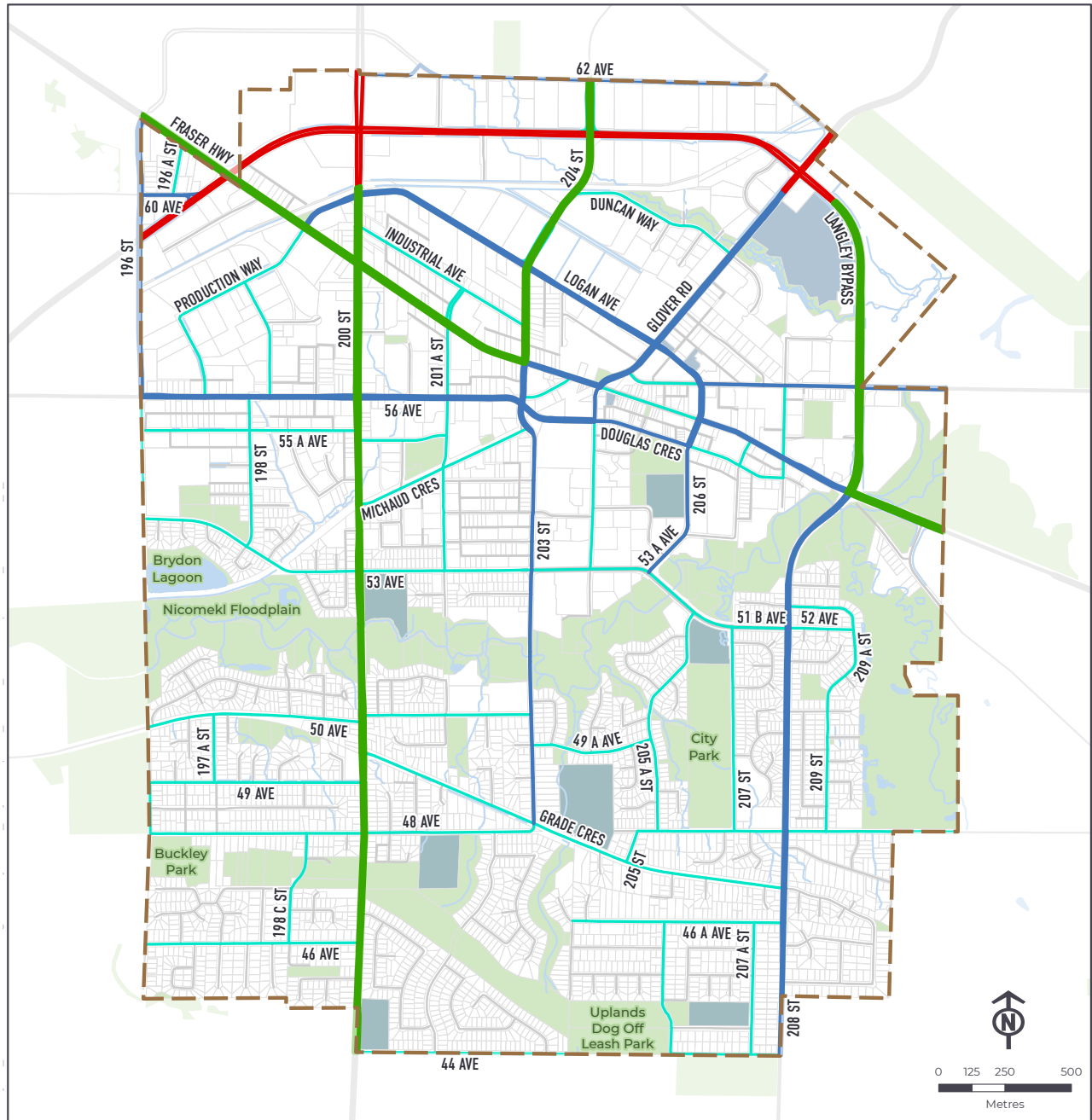
Goods Movement. The street and transportation network plays an important role in the movement of goods and services. Based on a review, the designated truck routes in the city are appropriate, however, some adjustments can be made to better align with neighbouring municipalities. Rail crossings at Fraser Highway, 200 Street, and Langley Bypass create considerable delays for motor vehicles and transit.

Parking. Within the City there are very few on-street parking restrictions except within the downtown. With the introduction of SkyTrain and planned growth of the City Centre, it is expected that on-street parking demand will increase, especially for commuters looking to access transit. At the time of finalizing Transportation 2050, the development of a Parking Strategy was underway.

Emerging Trends and New Mobility. New and emerging forms of mobility are important to consider and understand when planning transportation. Understanding trends within the region and will be important to support multi-modal integration. Some of these areas for consideration include:

- Currently, there is limited access to any shared transportation services, including car share, in the City. With increasing population densities and planned rapid transit options, the City is creating conditions that are well suited and attractive for car share service providers.
- As electric vehicles are becoming more prevalent, electric vehicle charging stations are being implemented through development and commercial parking lots (malls and shopping centres).





- Major Roadway Network
- Provincial Highway
- Arterial
- Collector
- Local
- School
- Parks and Open Space
- Municipal Boundary

Figure 7. Existing Road Classification

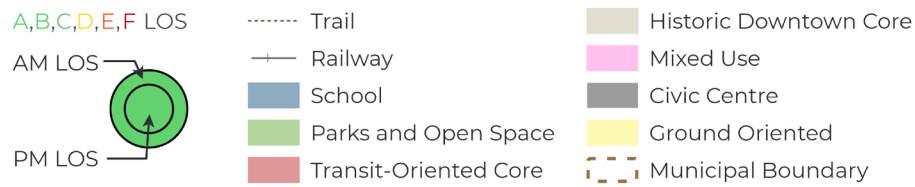
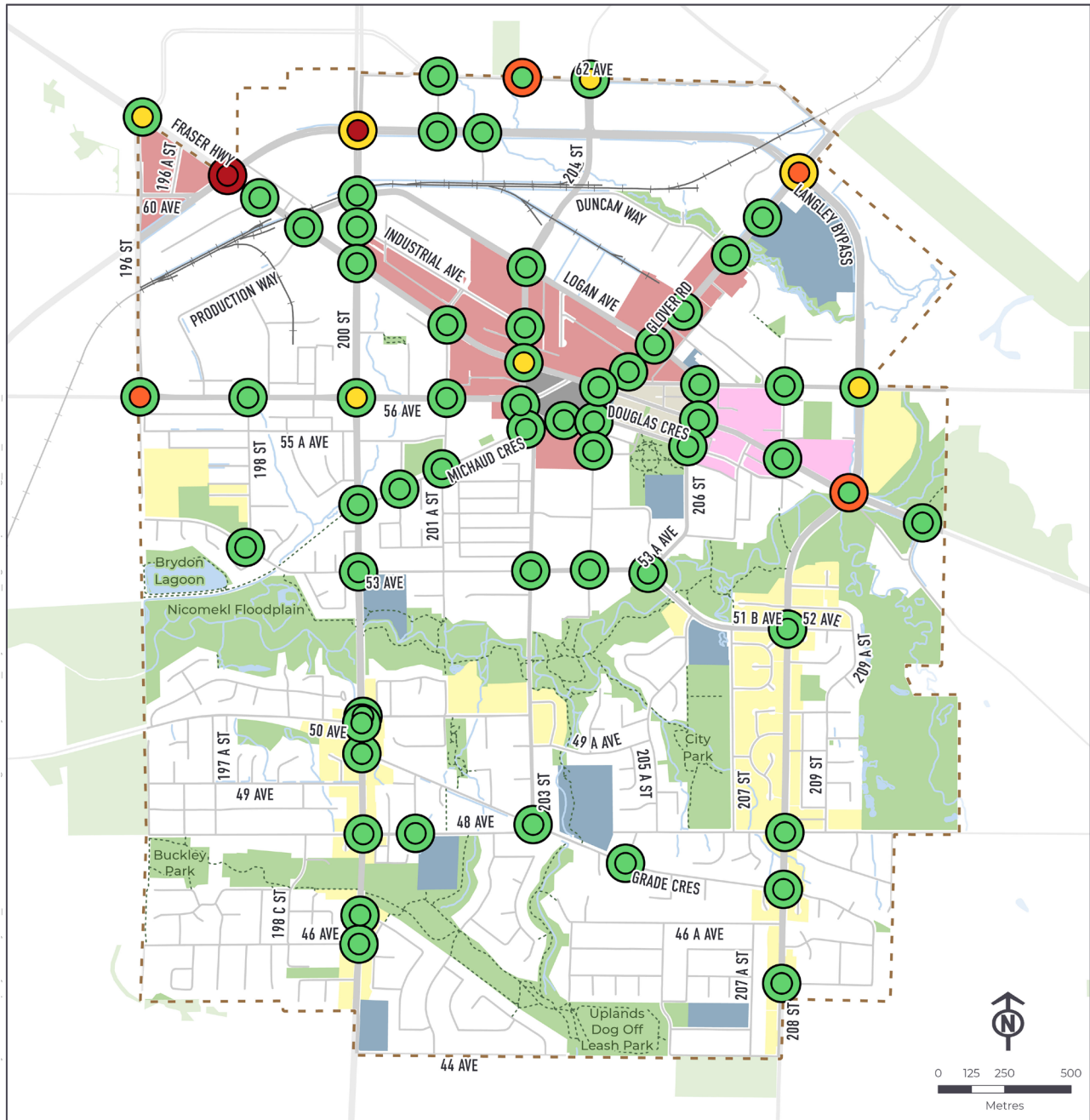


Figure 8. Existing AM/PM Peak Intersection Performance (Levels of Service)

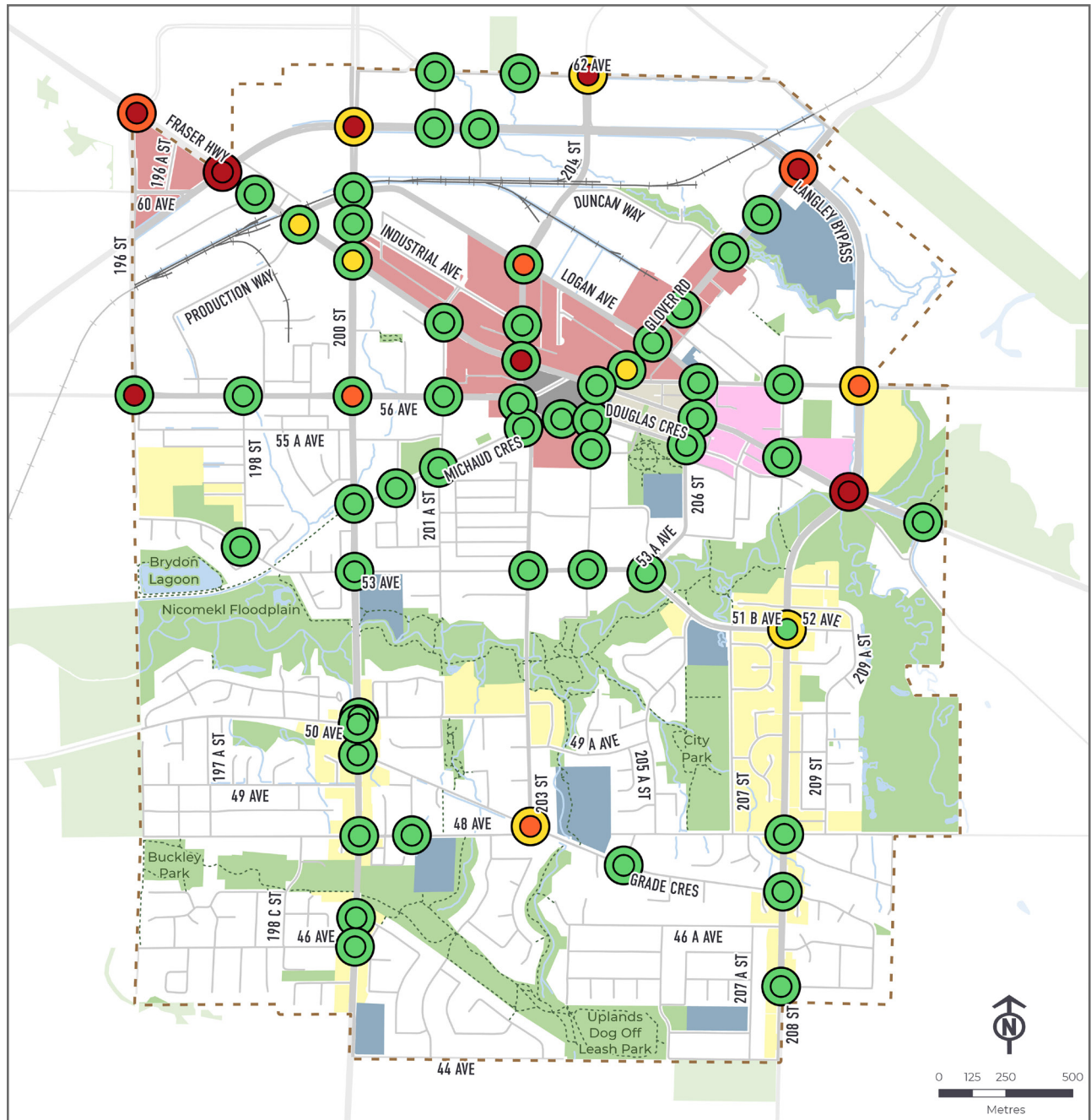


Figure 9. Future (2050) AM/PM Peak Intersection Performance (Level of Service)

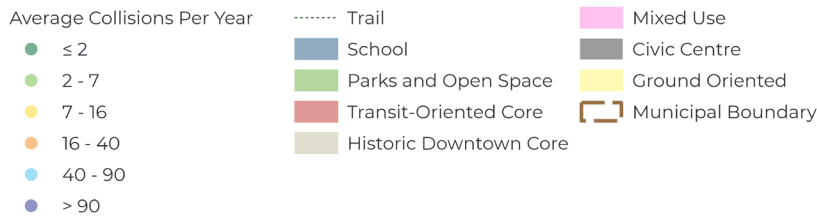


Figure 10. Average Collisions (ICBC 2011-2020)

3. Strategic Directions

3.1 Vision

A clear vision was established at the initial stage of the planning process for Transportation 2050. It reflects the City's current plans and policies, such as the OCP and Strategic Plan, and what was heard through community engagement and meetings with City Council.

Langley City is a complete and connected community where residents, visitors, and goods travel safely and efficiently to their destinations.

This is achieved through a people-first, forward-thinking, sustainable transportation system supported by rapid transit.

3.2 Goals and Indicators

Goals provide specific directions guided by the overall vision for Transportation 2050. Four goals that align with the vision were identified to improve transportation for all modes of transportation. These are based on Council, staff, public, and stakeholder input.

The four goals for Transportation 2050 are to provide a transportation system in the City that is:



Safe







Inclusive and accessible



Healthy and sustainable



Efficient, innovative and forward-thinking

Transportation 2050 Goals		Measures of Success (Monitoring)
<p>Safe</p> 	<p>Make transportation safer and more comfortable</p> <p>Work towards reducing fatalities and severe injuries to road users where possible through engineering solutions.</p>	<ul style="list-style-type: none"> • Reported ICBC collision data and RCMP data • Feedback from community members
<p>Inclusive and accessible</p> 	<p>Build a transportation network that is connected and accessible for all.</p>	<ul style="list-style-type: none"> • Implementing more accessible transportation infrastructure, including sidewalks, intersection improvements (pedestrian let-downs, curb extensions, etc.), and all ages and abilities cycling infrastructure • Feedback from community members
<p>Healthy and sustainable</p> 	<p>Increase the proportion of trips made by walking, rolling, cycling, and transit to support the health of community members and the environment.</p>	<ul style="list-style-type: none"> • A shift in mode share from motor vehicle trips to transit, walking, and cycling
<p>Efficient, innovative and forward-thinking</p> 	<p>Work towards, and advocate for, a transportation system that is resilient and adaptive to change while being cost-effective, efficient, and forward thinking.</p>	<ul style="list-style-type: none"> • The number of Vehicle Kilometres Travelled (VKT) • The reliability of buses travelling through Langley • The number of projects implemented using quick-build techniques to be made permanent over the longer-term.

3.3 Integrated Land Use and Transportation Themes

Langley is experiencing considerable growth and change. The implementation of SkyTrain, new developments, changing demographics, emerging services and technologies, and challenges such as climate change will continue to influence transportation decisions.

The OCP recognizes that the City is “on the precipice of population and employment growth that will be shaped around rapid transit and the downtown”. The importance of the relationship between land use planning and transportation cannot be overlooked. The guidance provided in the OCP significantly influenced Transportation 2050. As noted in the OCP, by 2050 it is expected Langley will be home to:

- 22,185 jobs - an increase of 36% or 5,892 jobs, from 2019.
- 20,125 households - an increase of 56% or 7,259 households, from 2019.

Metro Vancouver’s high growth population projections estimate the City population will be over 48,000 residents by 2051. These projections highlight the need for housing and the inevitable impact growth will have on the transportation network. These affect livability, community health, environment, and economy. Proactive transportation planning plays an important role in guiding, managing, and responding to the new and growing challenges. To address these challenges and building on existing City, regional, and provincial policy directions as well as the four goals of Transportation 2050 (Safe, Inclusive and Accessible, Efficient, Innovative, and Forward-Thinking), core themes included in Transportation 2050 have been identified to guide the recommendations and support achieving the vision and goals.

Create a complete community

There is a strong connection between land use and transportation. They are influenced by each other and must be considered together to create a livable and accessible community. As outlined in the City’s OCP and illustrated in **Figure 3**, the City will have a mix of land uses and a transit-oriented core that will enable residents to access key destinations, services, amenities, and transit within a short journey and without having to depend on owning a car.

Based on the OCP and new provincial legislation (Bill 44 and Bill 47), the City envisions a range of housing types and densities, businesses and employment options. These areas will need to be well served by frequent transit and active transportation options to create a complete community, safe, inclusive, and accessible community.

Plan for and develop a rapid and frequent transit network

The City will work with TransLink and other partners to ensure residents have access to faster, more efficient, and more frequent public transit service that is attractive, accessible, and affordable. Transit provides a sustainable way to travel to and from neighbouring municipalities and other destinations in the region.

Make active transportation comfortable

Providing a complete and connected network of walking and cycling routes for all ages and abilities will ensure residents and visitors can use active and sustainable modes within the City. The City will provide amenities to make it enjoyable and convenient to walk, roll, and cycle prioritizing the downtown core, key destinations including parks, schools, community facilities, and to transit. By supporting emerging modes of travel and shared mobility services, the City will provide more transportation options and an opportunity for stronger multi-modal integration.

Provide a street network that is safe and reliable.

The City will work to provide residents and businesses access to a reliable, safe, well-maintained and efficient road network. Quality of life, health, wellbeing, and safety of residents is a top priority for the City. The transportation system can be improved to lessen the frequency and severity of crashes. The City's approach to addressing road safety includes implementing strategies that cover both engineering and non-engineering measures such as infrastructure improvements, education, and enforcement.



3.4 Long-Term Plan

Transportation 2050 is organized around core themes and actions for various modes of transportation. These core themes will help to address the challenges and available opportunities described earlier, and thereby meet Transportation 2050’s vision and advance the goals.

In addition to summarizing the core themes and actions, this section illustrates how each priority aligns with the goals of Transportation 2050.

Transportation 2050 Plan Goals

Safe



Inclusive and accessible



Healthy and sustainable



Efficient, innovative and forward-thinking



Walking



Walking is part of every trip people make daily. The Transportation 2050 long-term plan focuses on creating a more walkable and accessible community for all residents and visitors. Accessible, safe, and attractive walking facilities will increase the likelihood that people will walk either for the entire trip or to simply connect with other modes, such as transit. The core themes and actions to increase walking are briefly described below.

Core Themes for Walking:

-
- W1.** Fill in the gaps in the pedestrian network

 - W2.** Improve comfort and accessibility in pedestrian priority areas

 - W3.** Enhance and provide new pedestrian crossings where warrants are met

 - W4.** Support and encourage walking in the City

W1. Fill in the gaps in the pedestrian network

- **Implement sidewalks and multi-use pathways on City streets.** Filling in gaps in the pedestrian network will create more continuous and accessible walking routes within Langley. The City has been working to fill in gaps in the pedestrian network through road projects and new development. Pedestrian facilities can be sidewalks or multi-use pathways. Proposed multi-use pathways also correspond with the proposed cycling network.

The City will focus on filling in gaps in the pedestrian network that have the highest levels of pedestrian activity. These locations are identified in **Figure 11** based on:

- Proximity to transit;
 - Proximity to schools;
 - Proximity to other community destinations (library, municipal hall, commercial, retail, etc.);
 - Network connectivity (connects to an existing sidewalk or multi-use pathway); and
 - Network need (is there an existing facility on one side of the street).
- **Provide more off-street trails and walkway connections.** Where pedestrian facilities are discontinuous, the City will explore opportunities to expand trail and walkways to improve pedestrian connections. These improvements will be gradually achieved mostly through redevelopment. A current example of this is along 201A Street between 50 Avenue and 53 Street. Another example are walkways at the end of cul-de-sacs or mid-block locations creating cut-throughs for pedestrians.

Goal Alignment



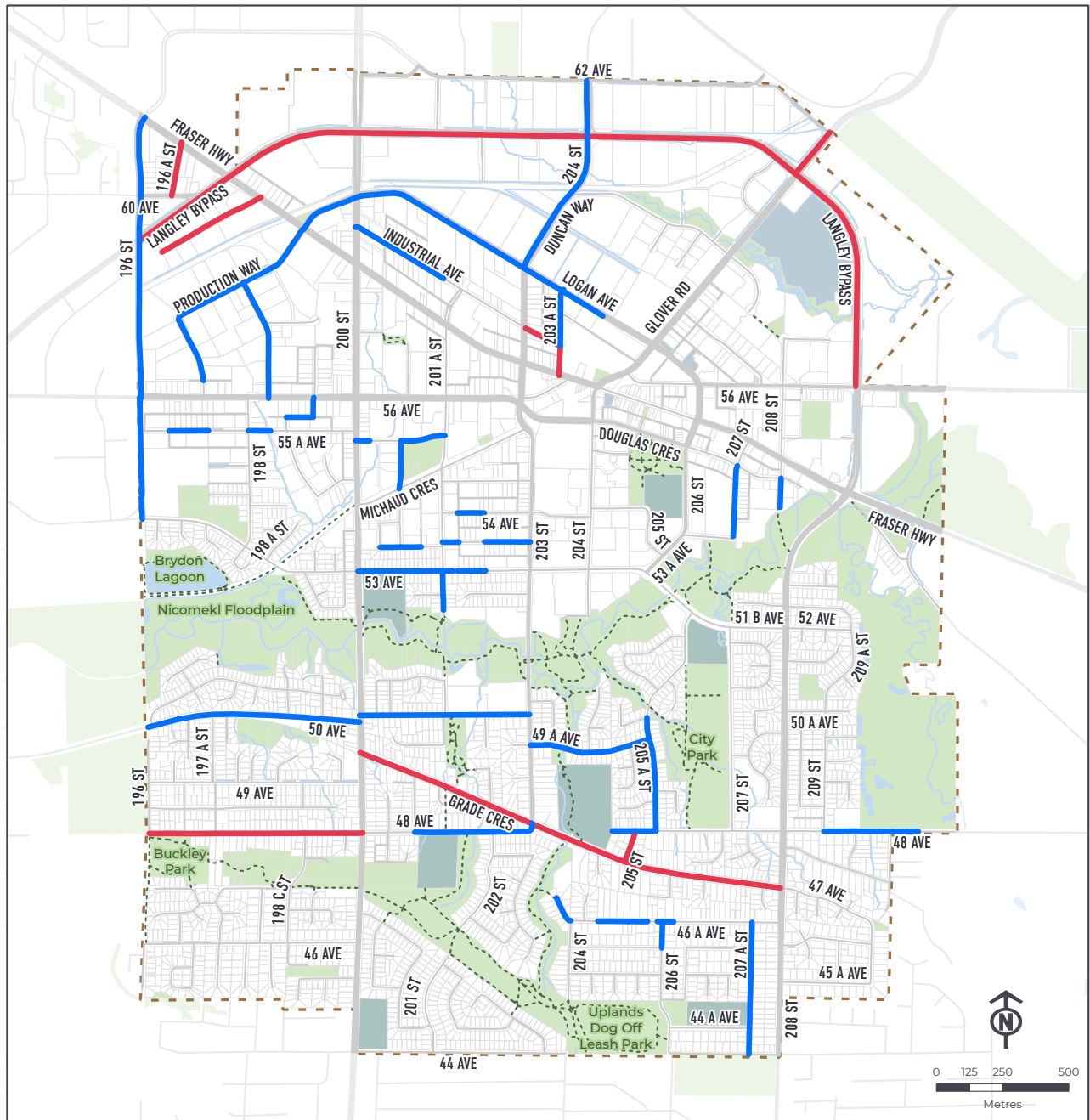
Safe



Inclusive and accessible



Healthy and sustainable



- | | |
|---|---|
| Proposed Pedestrian Facility | School |
| One Side | Parks and Open Space |
| Two Sides | Municipal Boundary |

Figure 11. Long-Term Pedestrian Network

W2. Improve comfort and accessibility in pedestrian priority areas

- **Widen and enhance sidewalks and pedestrian facilities.** Through redevelopment, the City will work to enhance the pedestrian experience within the walkshed of SkyTrain stations and downtown. These actions will increase the potential for people to walk and improve multi-modal integration to transit. Pedestrian enhancements include upgrading existing infrastructure with wider sidewalks, buffered areas between sidewalks and vehicle lanes using landscaped boulevards and street trees, street furniture, lighting, placemaking features, and other amenities.

Goal Alignment



W3. Enhance and provide new pedestrian crossings where warrants are met

- **Review and consider opportunities to implement new street crossings.** Implement additional pedestrian crossings at mid-block locations where demand warrants to provide safe and accessible places for people walking to cross streets at trail crossings, within the downtown, to access parks and schools, and near bus stops.
- **Follow accessibility best practices.** Apply an accessibility lens when upgrading and providing new crossings to support people of all mobility levels:
 - Follow accessibility best practices for all new and improved infrastructure as outlined in the City's Design Criteria Manual and BC Active Transportation Design Guide and other resources.
 - Provide pedestrian let-downs at all intersections where an existing sidewalk intersects a street.
 - Reduce pedestrian crossing distances by providing curb extensions at crosswalks, where feasible.

Goal Alignment



W4. Support and encourage walking in the City

- **Increase support for Safe and Active Routes to School Programs.** Work with School District No. 35, ICBC, TransLink, HUB, and Parent Advisory Committees to promote child and youth active travel through programming and initiatives.
- **Provide attractive plaza spaces and public realm areas.** Develop a strategy to create new plazas, parklets, and identify areas to implement amenities that encourage more people to walk.
- **Review and update the City’s Wayfinding Strategy.** Continue to provide wayfinding for pedestrians and other users by updating the existing Wayfinding Strategy with current practices. Based on these updates, the City will continue to add signage as new developments, transit stations, and active transportation facilities are built, and new community destinations are established.
- **Improve the personal safety and security of all residents and visitors in public spaces.** Develop a strategy to improve the personal safety and security of all residents and visitors that considers elements of Crime Prevention Through Environmental Design (CPTED). This includes providing more lighting and vegetation maintenance.

Goal Alignment



Safe



Inclusive and accessible



Healthy and sustainable

Cycling



Transportation 2050 recommends initiatives to create a community for people of all ages and abilities, focusing on providing high quality cycling facilities that connect to key destinations within the community. The core themes and actions to increase cycling, manage micromobility use within Langley, and connect the City's cycling network with other regional routes are described below.

Core Themes for Cycling:

- C1. Provide a connected cycling network
- C2. Support and encourage cycling in the City
- C3. Plan for new technologies and shared transportation options

C1. Provide a connected cycling network

- **Implement the long-term cycling network.** The City’s long-term cycling network (**Figure 12**) will connect neighbourhoods to key community destinations such as schools, SkyTrain and transit stations/exchanges, employment centres, community centres and amenities, commercial and retail spaces, and parks forming a grid network. The proposed cycling network is designed to provide connected and continuous north-south and east-west routes that include on-street cycling facilities such as neighbourhood bikeways, separated bicycle lanes, and multi-use pathway facilities that are shared with pedestrians.

It is important to note that the City will collaborate with TransLink when working towards the implementation of the Major Bikeway Network on 200 Street and Fraser Highway and the Ministry of Transportation and Transit to implement facilities on Langley Bypass. Implementing facilities on these major arterial routes will likely occur through development due to the need for additional space in the road right-of-way.

Goal Alignment



Safe



Inclusive and accessible



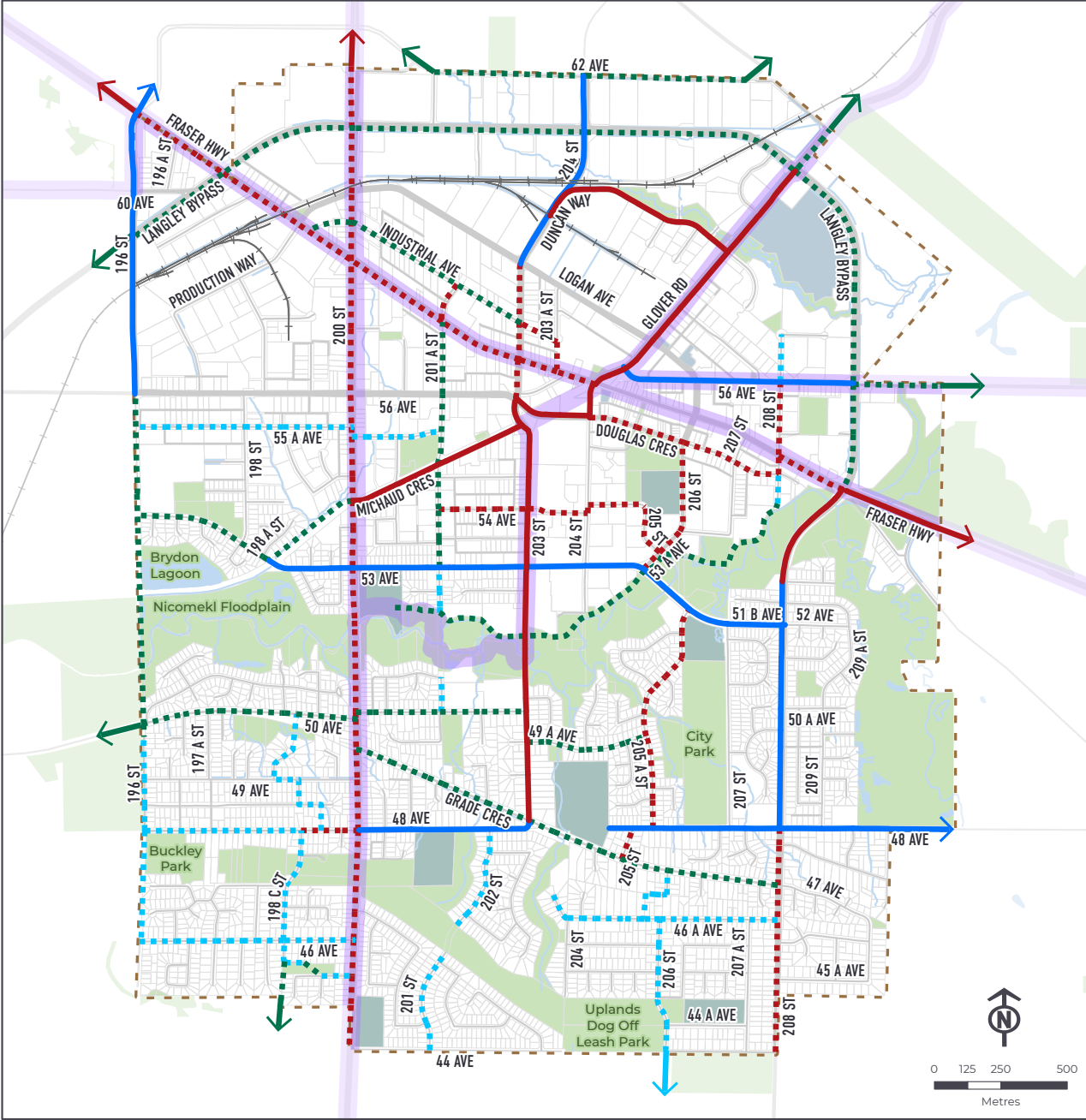
Healthy and sustainable



Efficient, innovative and forward-thinking

- **Enhance regional cycling connections.** The City will work with other agencies – such as the Ministry of Transportation and Transit, City of Surrey, and Township of Langley – to create high quality cycling and rolling connections across the City and between communities.
- **Implement intersection treatments for cyclists.** While implementing the cycling network, the City will consider intersection treatments such as signal push-buttons, cross-rides, dedicated bicycle signals, protected intersections, and markings to delineate conflict zones to improve the safety and comfort of cycling at crossing locations. Intersection treatments and considerations will be based on road classification, cycling facility type, and the volume of motor vehicles and cyclists travelling through the intersection.





- | | | |
|-----------------|-----------------------------------|----------------------|
| Existing | Upgrade or Proposed | |
| | Separated Cycling Facility | Railway |
| | Neighbourhood Bikeway | School |
| | Multi-Use Pathway | Parks and Open Space |
| | Existing Bike Lane Upgrade | Municipal Boundary |
| | TransLink's Major Bikeway Network | |

Figure 12. Long-Term Cycling Network

Proposed Cycling Network Treatments

Neighbourhood Bikeway

Streets with low motor vehicle speeds and less traffic that are comfortable for most people to ride. This includes bicycle routes on traffic calmed, local streets. Guidelines suggest that streets with less than 1,000 motor vehicles per day (up to 500 vehicles per day is preferred) and an effective speed limit of 30 km/hour are suitable for a neighbourhood bikeway. Neighbourhood bikeways typically include signage and pavement markings and traffic calming treatments. Intersection treatments are important, particularly where a neighbourhood bikeway intersects with an arterial or collector street.



Neighbourhood bikeway (City of Vancouver Example)

Separated Bicycle Lanes or Cycle Tracks

A bicycle lane that is physically separated from motor vehicles is considered safer and more comfortable. These are also separated from the sidewalk, minimizing interaction and mixing with pedestrians. Separated bicycle lanes may be placed on one or both sides of a street, and they may be designated for one- or two-way travel. There are varying treatments that can be implemented to achieve the physical separation. For example, flexible delineator posts, wheel stops, planter boxes, bike-friendly curbs, raised or landscaped islands, and concrete barriers.



Protected Bicycle Lane

Multi-Use Pathway or Shared Pathways

Multi-use pathways that are physically separated from motor vehicles and shared between people walking, biking, and using other forms of active transportation, like wheelchairs, skateboards, and scooters (if paved). Multi-use pathways can be located adjacent to the street or through parks and other green spaces.

C2. Support and encourage cycling in the City

- **Develop a program to install secure bicycle parking.**
The City will develop a program to install secured bicycle parking infrastructure in Downtown Langley, as part of the Surrey-Langley SkyTrain project, and at other high activity areas as the cycling network is implemented.
- **Provide more information about cycling routes.**
Providing wayfinding and network information, including signage, pavement markings, and maps, will help people make decisions about how to navigate the cycling network.

Goal Alignment



Inclusive and accessible



Healthy and sustainable

Rapid Implementation of Cycling Facilities

Cities across Canada recognize the value in rapid implementation or quick build approaches to complete their cycling networks in a flexible, fast, and cost-effective way. Cities can build an All Ages and Abilities (AAA) active transportation network minimizing the initial capital cost, land purchase, and time it would otherwise take. TransLink has developed a Rapid Implementation Design Guide for Bikeways in Metro Vancouver that provides support for communities considering these types of projects.

Rapid implementation of active transportation infrastructure provides the opportunity to quickly change the function of a street with low-cost, interim, flexible materials, meaning a faster completion of an active transportation route or network. It also allows necessary adjustments, if any, during the pilot deployment prior to implementing the permanent construction.

Ultimately, it is another tool for cities to act quickly, leave room to make modifications if needed, and do so in a cost-effective way. Langley City has implemented cycling facilities using rapid implementation techniques on Douglas Crescent between 203 Street and 204 Street and 204 Street between Fraser Highway and Douglas Crescent. Cycling routes implemented using quick build/rapid implementation techniques will often be made permanent over the long-term as part of other roadworks projects.

C3. Plan for new technologies and shared transportation options

- **Develop a Micromobility Strategy.** The City will develop a strategy to provide more direction regarding where and when micromobility devices can be used. This will include guidance regarding micromobility device classification, the different transportation facilities devices can travel on, other operating rules and regulations, parking, charging considerations, governance, enforcement, and education and awareness. The Strategy will guide the City's approach to planning and designing for different devices.
- **Explore opportunities to provide shared mobility options.** Shared transportation systems enable users to rent a car, bike, or e-scooter on a short-term basis. They can be point-to-point (users can pick up the vehicle or device in one location and return in another) or return-to-base (users must pick up or drop off from the same locations).
 - The City will work with neighbouring municipalities and private sector partners to explore opportunities for shared cycling options.
 - The City will encourage car share organizations to consider extending service into the City, particularly in the downtown and at the SkyTrain Station.

Goal Alignment

-  **Safe**
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Electric Kick Scooters (e-scooters)

E-scooters are single occupant vehicles with an integrated battery that have a maximum speed of 24.9 km/h. While non-motorized scooters have been around for decades, it is only recently that e-scooters have begun to show up in the market in any significant number. At the time of writing, e-scooters (and similar small, one-person electric vehicles such as hoverboards, motorized skateboards, and self balancing electric unicycles) are not permitted on public roadways or sidewalks in B.C. E-scooters may be considered by local governments in non-street applications such as parks and post-secondary institutions, subject to local bylaws and regulations.

The B.C. MVA defines these vehicle types as motor vehicles, but they do not meet provincial equipment safety standards for on-street use. E-scooters and similar vehicle types may only be operated where the B.C. MVA does not apply, such as on private property that does not have public vehicle access, and on trails or pathways (if allowed by municipal bylaw).

Electric Bikes (e-bikes)

In B.C., e-bikes are currently defined under the B.C. MVA as motor assisted cycles. According to the B.C. MVA, a motor assisted cycle means a device to which pedals or hand cranks are attached that will allow for the cycle to be propelled by human power.

E-Bikes, as defined by provincial legislation, encompass a wide-range of vehicle types and can be classed as either *scooter-style e-bikes or bicycle-style e-bikes*. Bicycle-style e-bikes are further divided into *powered (throttle controlled) bicycles* and *power-assisted bicycles (pedelecs)*.

While both vehicle types are governed to a maximum speed of 32 km/h by law, bicycle-style and scooter-style e-bikes have very different appearances, dimensions, and weights, which have implications on where they should be operated. The speed of conventional bicycles depends on several factors, including topography, bicycle model, facility type, and rider ability, with typical adults travelling at average speeds of 15 km/h to 30 km/h on flat level terrain. Although within typical range of cycling speeds, the average speed of e-bikes speed is greater than that of conventional bicycle.

Under the B.C. MVA, e-bikes are currently able to operate anywhere a standard bicycle is legally permitted, unless further restricted by municipal bylaw.

Increasingly, communities are differentiating between scooter-style and bicycle-style e-bikes in their traffic bylaws. For example, Toronto, Ottawa, and Mississauga prohibit scooter-style e-bikes from operating in protected bicycle lanes and multi-use pathways, but permit their operation in conventional bicycle lanes, under the rationale that it is more difficult for scooter-style e-bikes to safely pass slower moving bicycle users in width-restricted facilities but that they can more easily pull out into a motor vehicle lane to pass in a conventional bicycle lane scenario. In the future, further consideration may be required regarding power-assist cargo tricycles and other similar vehicle types.

From a planning and design perspective, general improvements to cycling infrastructure, including the construction of a network of all ages and abilities cycling facilities, will improve safety for people on both standard bicycles and e-bikes and further encourage the uptake of these modes among interested but concerned segment of the population.

Transit Services and Facilities



Although bus transit services in the City are managed by TransLink and operated by the Coast Mountain Bus Company (CMBC), the City works with TransLink advocating for improved service coverage and access to transit service. The City is also responsible for providing amenities at bus stops such as benches, shelters, and lighting. The long-term plan includes strategies to enhance access to local and regional transit services planned by TransLink and the Province including the proposed Bus Rapid Transit and SkyTrain connecting Langley to other communities in Metro Vancouver. The core themes and actions to enhance access to transit as well as the customer experience are briefly highlighted below.

Core Themes for Transit:

- T1.** Advance implementation of the Reliable and Fast Transit Network
- T2.** Enhance Local Frequent Transit Networks in the City connecting to SkyTrain and Bus Rapid Transit services and addressing gaps in service local coverage
- T3.** Advance implementation of transit priority treatments to improve mobility and reliability for transit customers and operators
- T4.** Support and encourage transit customers of all ages and levels of mobility to use conventional transit services

T1. Advance implementation of the Reliable and Fast Transit Network

- **The City will leverage the implementation of SkyTrain and new transit connections** between the City and other areas of the region. This includes the planned future BRT route connecting the Township to Maple Ridge and Pitt Meadows and the integrated bus routes that travel through the City. **Figure 14** identifies the potential long-term transit network for the the City that can be shared and advocated for with TransLink.
- **Support other regional and inter-regional express service connections** east through Township of Langley and Abbotsford to support growing travel demands south of the Fraser River.

Goal Alignment

- Inclusive and accessible**
- Healthy and sustainable**
- Efficient, innovative and forward-thinking**

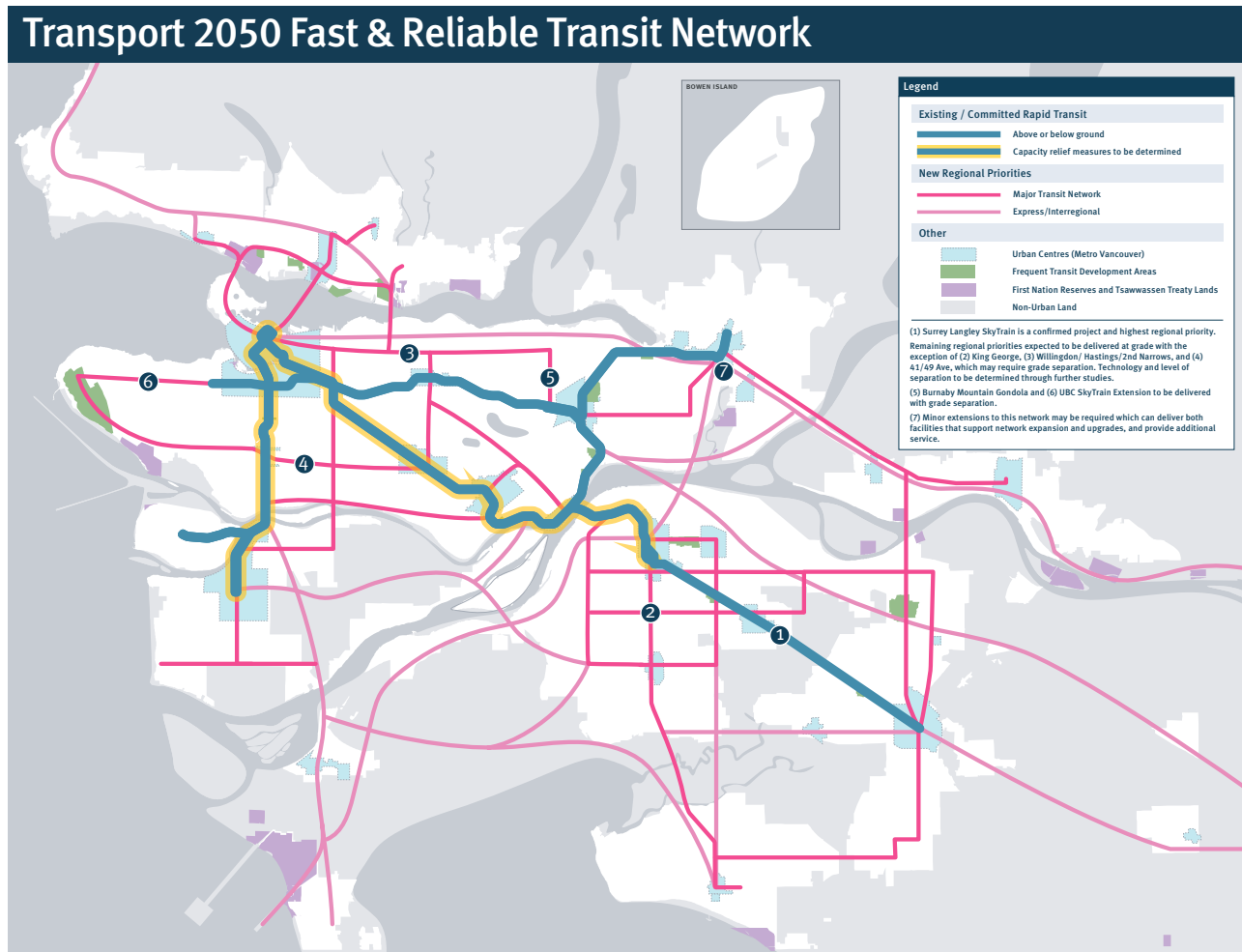


Figure 13. TransLink's 2050 Fast & Reliable Transit Network

Source: https://www.translink.ca/-/media/translink/documents/plans-and-projects/regional-transportation-strategy/transport-2050/transport_2050_summary_document.pdf

T2. Work with TransLink to enhance Local Frequent Transit Networks in the City connecting to SkyTrain and Bus Rapid Transit services and addressing gaps in service local coverage

- **Increase coverage of Frequent Transit corridors** across the City providing attractive, direct connections for local and regional travel (Figure 14).
- **Enhance weekday, evening and weekend service levels** across the City to reduce need to drive for local and long distance travel.

Goal Alignment

-  **Inclusive and accessible**
-  **Healthy and sustainable**
-  **Efficient, innovative and forward-thinking**

T3. Advance implementation of transit priority treatments to improve mobility and reliability for transit customers and operator

- **Explore active and passive intersection priority treatments** at signalized intersections along 200 Street, 56 Avenue, and Fraser Highway, including but not limited to transit signal priority, bus bulges, as well as bus queue jump lanes at signalized intersections. Work towards implementing the recommendations of the City’s Bus Speed and Reliability Study.

Goal Alignment

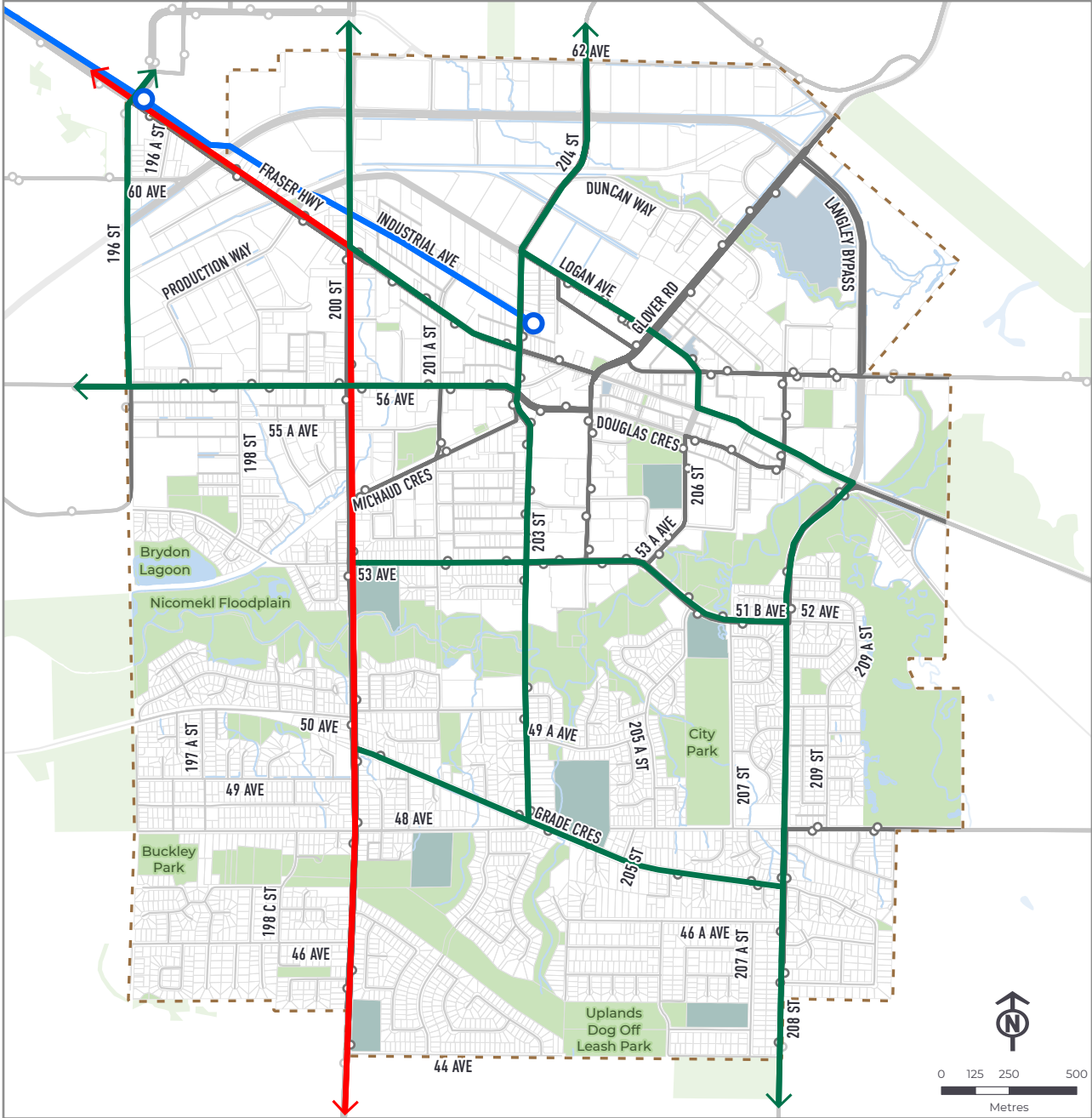
-  **Inclusive and accessible**
-  **Healthy and sustainable**
-  **Efficient, innovative and forward-thinking**

T4. Support and encourage transit customers of all ages and levels of mobility to use conventional transit services

- **Provide accessible bus stops.** The City currently has one of the highest percentages of transit stops that are accessible in the region. The City will look for opportunities to upgrade the remaining bus stops to be accessible based on TransLink’s Bus Infrastructure Design Guidelines.
- **Provide more bus passenger amenities** at high activity bus stops, including shelters, benches, lighting and waste receptacles. Continue to secure needed rights-of-way for bus shelters, through the development application review process.
- **Review and implement transit wayfinding,** encouraging TransLink to roll out real-time next bus signs at major stops.

Goal Alignment

-  **Inclusive and accessible**
-  **Healthy and sustainable**
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Proposed Transit Corridors

- Existing Conventional Bus Route
- Future SkyTrain and Stations
- Potential Frequent Transit Route
- Potential Bus Rapid Transit/Rapid Bus Route
- School
- Parks and Open Space
- - - Municipal Boundary

Figure 14. Potential Long-term Transit Network

Streets and Goods Movement



The City’s street network supports the movement of people by all modes of travel as well as the movement of goods and commercial services for economic prosperity, as well as emergency services. The plan recommends multi-modal investments that can be advanced as either new capital or rehabilitation projects. The City will work and partner with other municipalities, RCMP, ICBC, TransLink and the Ministry to partner to improve streets under the following themes.

Core Themes for Streets:

- S1. Implement a connected and efficient street network
- S2. Manage and enhance mobility and safety on the roadway network
- S3. Complete the network of local and collector roads
- S4. Deter speeding on City streets and improve safety
- S5. Understand parking and loading inventory and demand
- S6. Facilitate the movement of goods

S1. Implement a connected and efficient street network

- **Update the City’s road classification.** Update the City’s road classification as identified in **Figure 15** to incorporate the recommendations outlined in **Appendix 1**. This includes the addition of an Industrial road classification and some changes to the existing classification to better align with existing and planned land uses.
- **Consider multi-modal design elements in all street projects (new and rehabilitation).** Continue to design new and retrofit existing streets to incorporate multi-modal design aspects as specified in the City’s Engineering Design Criteria Manual. Road rehabilitation, redevelopments, and other capital projects provide an opportunity to re-imagine a corridor. Several corridors in the City (Grade Crescent, Michaud Crescent, Fraser Highway, 206 Street (Logan Avenue), and 203 Street) have opportunities to reallocate space for active transportation, transit, and to improve safety and mitigate areas of recurring delay and congestion.

Goal Alignment



Safe



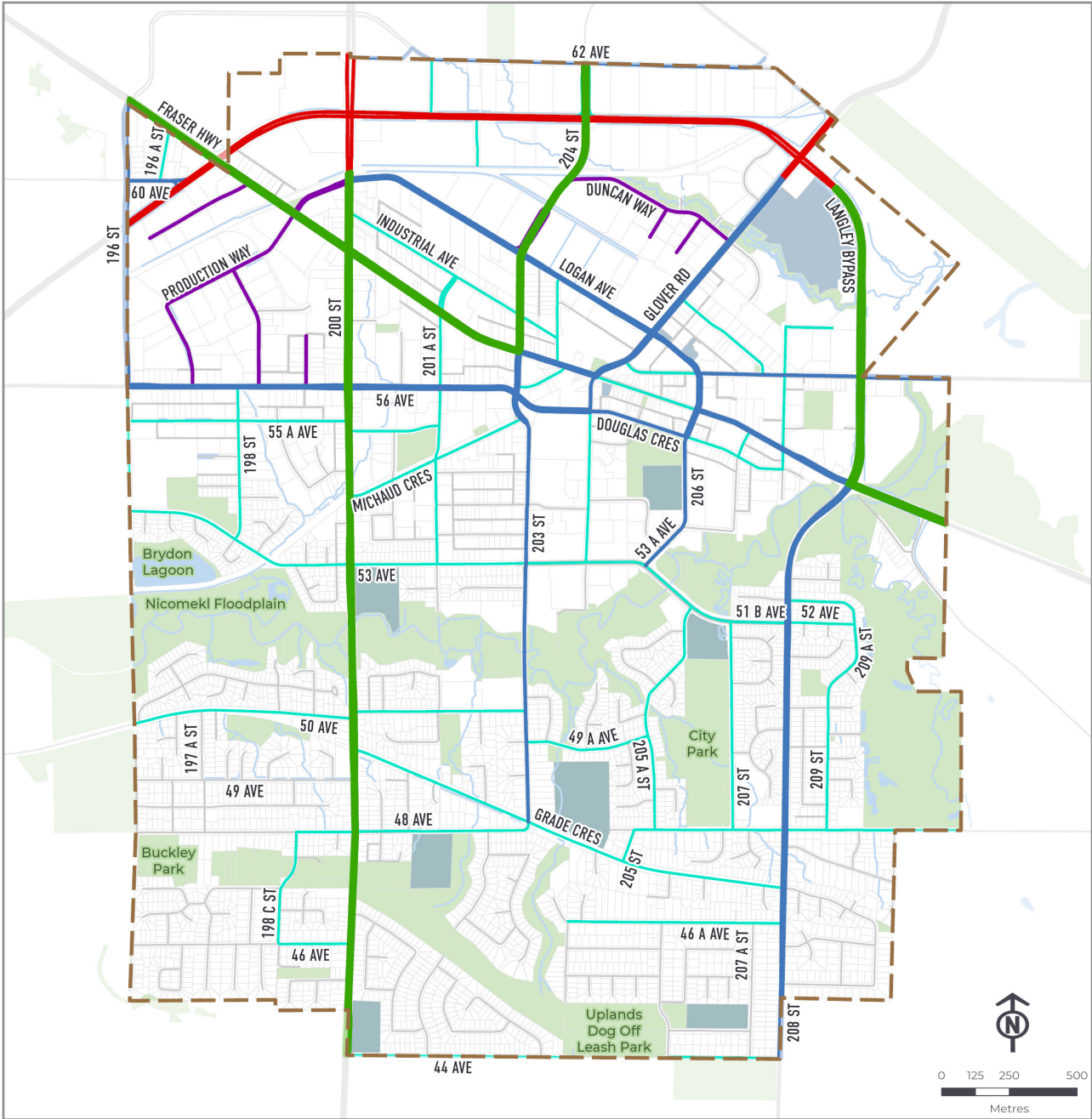
Inclusive and accessible



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- Major Roadway Network
- Provincial Highway
- Arterial
- Industrial
- Collector
- Local
- School
- Park and Public Space
- Municipal Boundary

Figure 15. Future Road Classification

S2. Manage and enhance mobility and safety on the roadway network

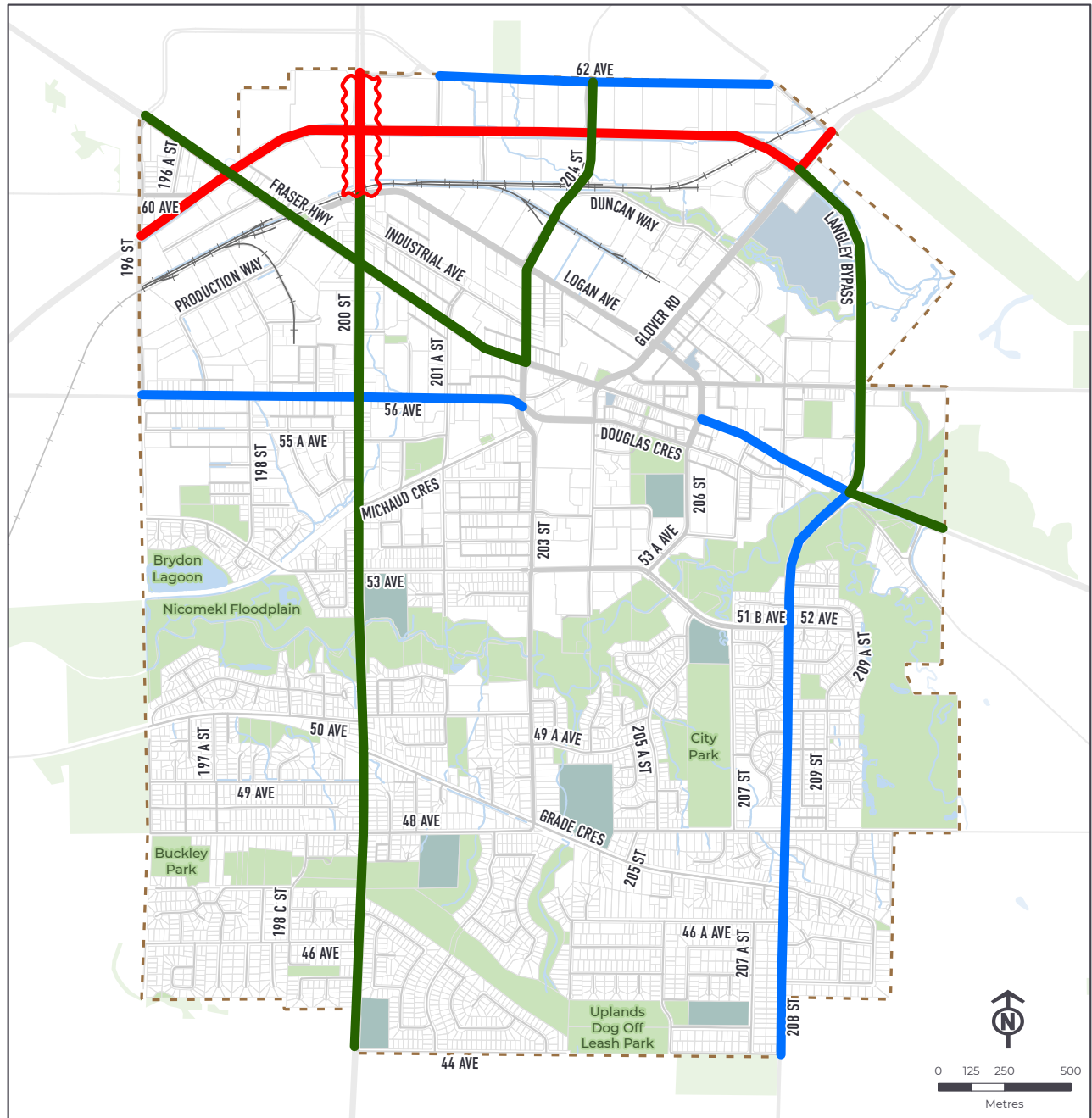
The primary roadways serving Langley and connecting with surrounding communities include provincial highways, the Major Roadway Network (MRN), as well as arterial roads. Mobility and safety related improvements are designed to address current day conditions and support growth in travel to, from, and within the City. **Figure 16** illustrates the long-term plan for these primary transportation routes.

- **Provincial Highways.** The Langley Bypass intersections have the highest levels of congestion and reported collisions. The City will work with the Ministry of Transportation and Transit to enhance mobility and safety of Langley Bypass and Glover Road across Langley City and connecting Highway 1, Highway 15, and Highway 91. The plan recommends maintaining four travel lanes, adding turn lanes at major intersections (such as Fraser Highway), and advancing opportunities for long-term grade-separation of 200th Street at the Langley Bypass, based on historical plans.
- **Major Roadway Network (MRN).** The roadways identified as part of the MRN are owned by the City and jointly maintained and managed with TransLink to serve regional travel for all modes and goods movement. The City will maintain and maximize major roadway functions to address long-term delays and congestion and to enhance safety. Specific long-term improvements include:
 - **200 Street.** Maintain four travel lanes to address existing challenges and further growth potential south of the City in the Brookwood area, improve major intersections (such as 50 Avenue, 53 Avenue, and Logan Avenue), and implement access management with centre median barriers and control access through redevelopment, where appropriate.
 - **204 Street.** Maintain four travel lanes and add turn lanes at major intersections such as 62 Avenue.

Goal Alignment

- 
Safe
- 
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- **Fraser Highway West of 200 Street.** Upon the implementation of SkyTrain, confirm if dedicated bus lanes are still required on Fraser Highway. Additionally, implement intersection improvements and reduce driveway access onto Fraser Highway through redevelopment.
- **Fraser Highway East of 206 Street.** Improve major intersections such as 206 Street, 208 Street, and Langley Bypass.
- **Arterial Road Networks.**
 - **208 Street.** Maintain four travel lanes to support future potential growth south of the City in the Brookwood area and add turn lanes at major intersections such as Grade Crescent, 44 Avenue, and 45A Avenue. The City will continue to monitor traffic volumes on 208 Street. As growth occurs, the City will consider initiating conversations with TransLink to explore adding 208 Street to the MRN.
 - **56 Avenue.** Maintain four travel lanes and implement laning improvements at major intersections such as 198 Street, 200 Street, 201A Street, 206 Street, and 208 Street. As transit services increase, the City can explore opportunities to enhance bus speed and reliability along the corridor.
 - **Logan Avenue.** Provide intersection improvements at various locations such as 204 Street and Glover Road.
 - **62 Avenue.** In coordination with the Township of Langley, widen to four lanes and add turn lanes at major intersections through growth and redevelopment.



- Explore Road Improvement Options with Province
- Proposed Arterial Road Improvements
- Proposed Major Road Network Improvements
- ⋈ Explore Langley Bypass Grade-separation Options
- Railway
- ▭ School
- ▭ Parks and Open Space
- ▭ Municipal Boundary

Figure 16. Long-term Road Network Improvements

S3. Complete the network of local and collector roads

Completing the network of local and collector roadways will provide more options entering and leaving neighbourhoods in Langley and create redundancy and choices for getting around by all modes. The City will look for opportunities to create a denser grid network by providing road connections through existing undeveloped road rights-of-way and as re-development occurs.

Examples of potential new street connections include, 203A Street southerly extension from Industrial Avenue to Fraser Highway and Industrial Avenue easterly extension from 203 Street to 203A Street, which will be implemented as part of the Surrey-Langley SkyTrain project. Additionally, as the region continues to grow, the City may review the feasibility (including community benefits and impacts to neighbourhoods in the City of Langley) of a new east-west road connection with the City of Surrey at 53 Avenue and 196 Street.

S4. Deter speeding on City streets and improve safety

- **Reduce speed related crashes and crash severity by implementing slow streets and traffic calming.** The City will work with other agencies to identify locations and explore options and techniques to deter speeding. This can be done through targeted enforcement, speed management, traffic calming measures, slow streets, and conducting a review of posted speed limits.

Slow streets refers to reduced speed limits in residential areas that are consistent with speeds that are typically survivable for pedestrians – 30 km/h or 40 km/h. Slow Streets emphasize walking and biking without a significant risk of a collision with a vehicle.

The City will develop a Slow Streets Program that will support the implementation of neighbourhoods with reduced speeds on residential streets, along with supporting infrastructure changes where additional speed reduction is required. Once implementation occurs the City will evaluate the effectiveness of the program.

When developing the program the City can look to and monitor the experiences of other communities such Vancouver, Victoria, and Saanich.

Goal Alignment



Safe



Inclusive and accessible



Healthy and sustainable



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Goal Alignment



Safe



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- **Update the Traffic Calming Policy** to provide the City with the ability to implement traffic calming as part of new infrastructure projects, explore expanding the program to include traffic calming on different road classifications, and provide more direction on prioritizing requests from community members.
- **Work with partners to enforce speeding issues along arterial streets** where traffic calming options are limited, work with the RCMP, ICBC, and others to apply a multi-faceted approach.

S5. Manage/optimize parking and loading inventory and demand

- **Complete a Parking Study** to develop strategies based on a review of current and future parking supply and demands and prepare for SkyTrain and growth in the City. The study will also review and identify locations for passenger loading, and pickup/drop-off zones and consider opportunities for dynamic curb-space management to accommodate new modes and services, bicycle parking corrals, and electric vehicle (EV) charging. At the time of finalizing Transportation 2050, the development of a Parking Strategy was underway independent of Transportation 2050.
- **Ensure parking and loading options in the City are accessible.** The City will review development plans and infrastructure designs to ensure provisions are made for accessible parking in private developments and relevant public areas.

S6. Facilitate the movement of goods and services

- **Update the City’s Truck Route Map** and work with other agencies to establish the Dangerous Good Route on Langley Bypass. The updated truck routes map is shown in **Figure 17**.
- **Harmonize truck permitting and regulations** in collaboration with TransLink, the Province, and neighbouring municipalities.
- **Encourage smaller and lower-emission goods movement vehicles** for local deliveries and downtown.
- **Monitor the impact of rail freight on the City’s transportation network.** Work with rail authorities and other agencies to continue to monitor safety and congestion impact due to increased rail freight will has on the City’s transportation network and emergency services. An early grade crossing working system needs to be installed at the fire hall.

Goal Alignment

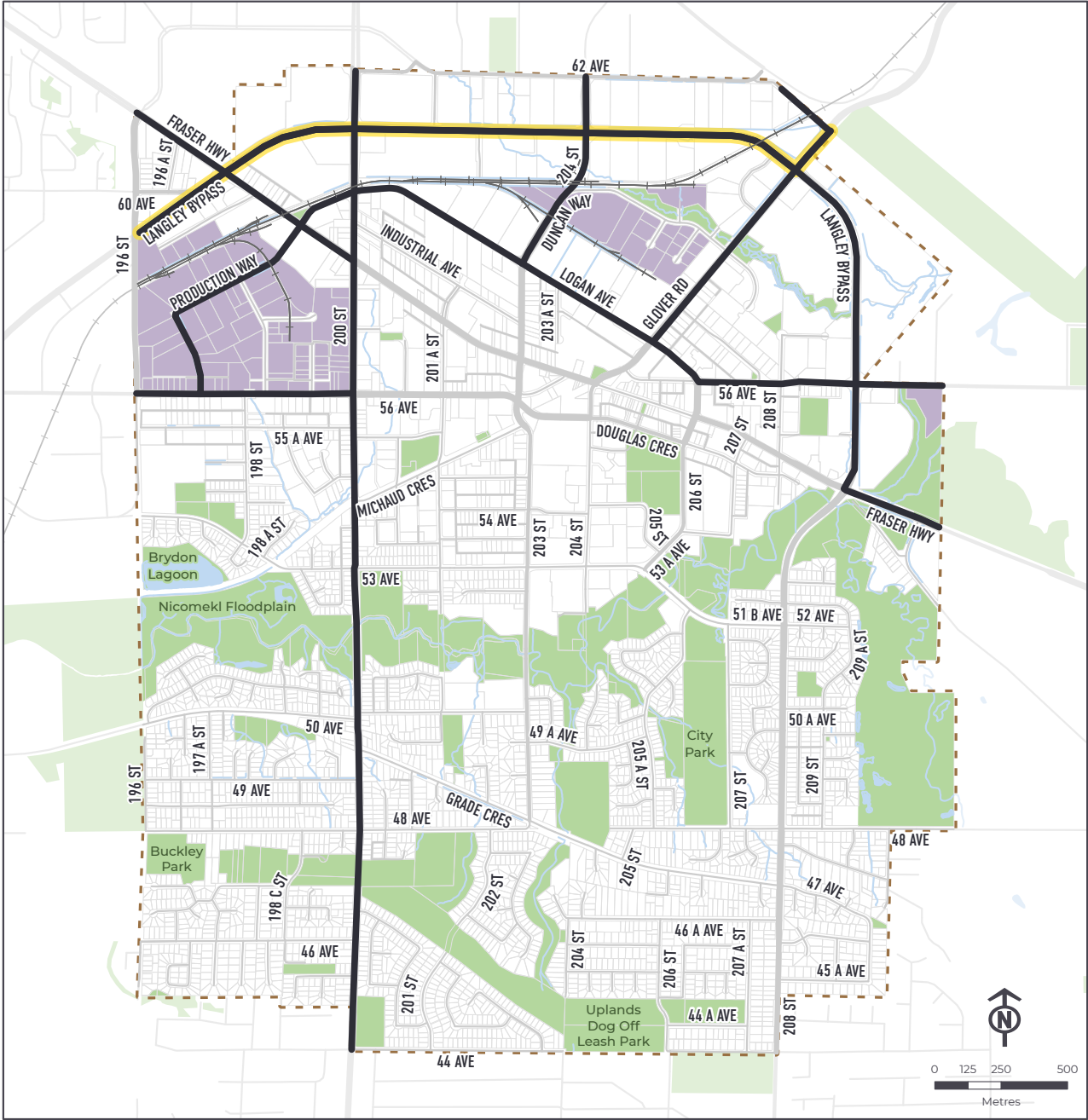
 **Inclusive and accessible**

 **Efficient, innovative and forward-thinking**

Goal Alignment

 **Safe**

 **Efficient, innovative and forward-thinking**



-  Truck Route
-  Dangerous Goods Route
-  Railway
-  Industrial Area
-  Parks and Open Space
-  Municipal Boundary

Figure 17. Designated Truck Routes

4. Implementation Priorities and Actions

The recommendations included in Transportation 2050 will be implemented by the City over the next 25 years and beyond. Implementing these initiatives will require significant capital investments and appropriate resources. This includes capital funding provided by the City, while also securing new and additional sources of funding through local, provincial, and federal partnerships and grant opportunities. The City will also partner with the private sector, leveraging development to ensure the transportation network supports the City's growing population and employment needs.

Preliminary estimates suggest the capital investment to implement the recommendations of Transportation 2050 will be in the order of \$200 million (2025 dollars). Given the significant costs, it is necessary to prioritize initiatives and invest in a focused manner. The implementation plan in this section outlines how capital projects have been prioritized for implementation within the next 10 years (high priority) and 10-20 years (medium priority). This section also highlights the priority policy and planning actions, additional resources the City will need to implement Transportation 2050, and implementation techniques.

4.1 Infrastructure Improvement Projects

Transportation 2050 identifies infrastructure projects for walking, cycling, roads, and intersections. Recognizing it is a long-term plan and will take time to implement, a set of criteria was developed to guide the prioritization of proposed improvements. Each project was reviewed based on the following criteria:

- **Access to key destinations:** does the project connect people to a key community destination (parks, community centre, commercial area, senior facility, etc.)
- **Access to schools:** does the project provide a connection to a school.
- **Access to transit:** does the project provide a connection to an existing or future transit stop or exchange.
- **Gaps in the network:** does the project fill a gap in the transportation network.
- **Safety and reliability:** does the project address a known safety or congestion issue.
- **Feasibility:** is the project feasible within the proposed timeline for implementation. For example, does the City have enough right-of-way (space) to make the improvement.
- **Piggyback potential:** is there an opportunity to align the implementation of the project with other planned projects and developments.

This approach was used to identify the highest priority projects for implementation.

While high and medium priority infrastructure projects are identified, this does not mean that projects must be implemented in that order. If the opportunity is available, through another capital project or redevelopment, to implement a lower priority project sooner, the City will utilize that opportunity to implement a project.

The maps on the following pages highlight the implementation approach for the different networks highlighting the level of priority for each proposed project.

It is important to note that Transportation 2050 is one of several city-wide technical documents that identify priority infrastructure projects including asset management and utility servicing plans. The recommendations of this plan, and others, will be reviewed and prioritized before capital funding is allocated.



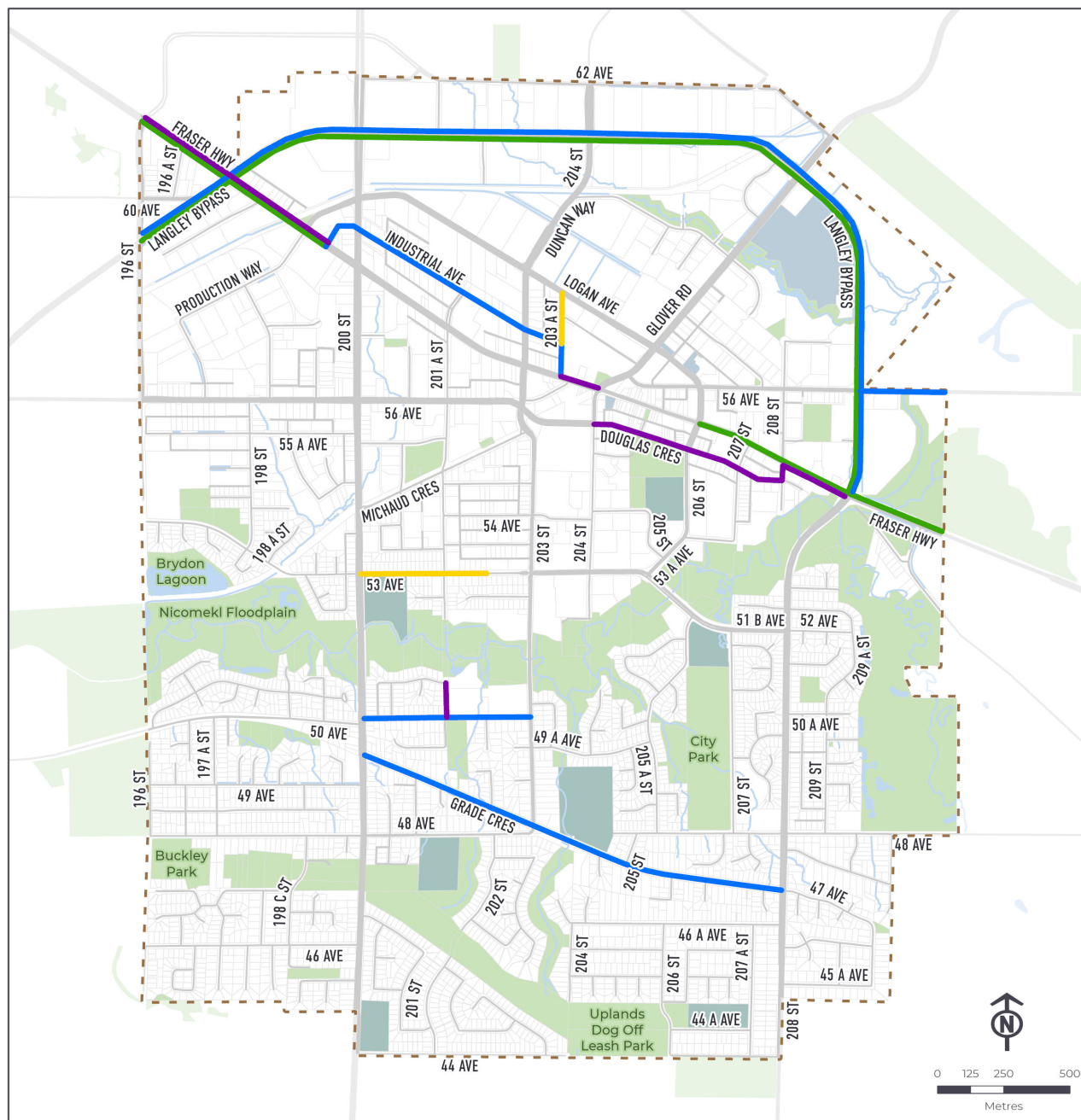
High Priority Improvement Projects

The level of investment required to deliver the improvements identified as high priority, to be implemented over the next 10 years or so, is estimated to be \$30 million (2025 dollars). This amount does not include the cost for intersection capacity improvements on Langley Bypass, under the Ministry of Transportation and Transit's jurisdiction. The proposed high priority improvements are illustrated in **Figure 18** and described below.

Table 1. High Priority Improvements

Location	Core Theme	Description of Proposed Improvements
Langley Bypass (Ministry of Transportation and Transit's jurisdiction)	<p>S2. Road Mobility & Safety</p> <p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<p>Work with both Provincial and Federal agencies to advocate for:</p> <ul style="list-style-type: none"> • Road Improvement: maintain four travel lanes, add turn lanes at major intersections, and protecting for long-term grade-separation of 200th Street at the Langley Bypass. • Multi-use Pathway: multi-use pathway on both sides of the street.
Fraser Highway (West) 196 Street to east of Production Way	<p>S2. Road Mobility & Safety</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • Road Improvement: maintain four travel lanes with intersection improvements and bus queue jump lanes as well as reduce direct access through redevelopment. • On-street Cycling: a separated bicycle lane on both sides of the street.
Fraser Highway 203A Street to Glover Road	<p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • On-street Cycling: a separated bicycle lane on both sides of the street.
Fraser Highway (East) 206 Street to Township of Langley	<p>S2. Road Mobility & Safety</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • Road Improvement: improve major intersections such as 206 Street, 208 Street, and at Langley Bypass. • On-street Cycling: a separated bicycle lane on both sides of the street.
Industrial Avenue	<p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • Multi-use Pathway: multi-use pathway on one side of the street.

Location	Core Theme	Description of Proposed Improvements
203A Street <i>Logan Avenue to Fraser Highway</i>	W1. Fill in gaps in the pedestrian network C1. Connected cycling network	<ul style="list-style-type: none"> • Sidewalk: sidewalk connecting Logan Avenue to the new SkyTrain Station/transit exchange. • Multi-use Pathway: a cycling and pedestrian facility connecting Fraser Highway to the new SkyTrain Station/transit exchange.
56 Avenue <i>Langley Bypass to Municipal Boundary</i> (Multi-jurisdictional and will require coordination and collaboration with the Township of Langley)	C1. Connected cycling network	<ul style="list-style-type: none"> • Work with the Township of Langley to explore opportunities to provide a cycling facility. A multi-use pathway on the south side of the street may be feasible.
Douglas Crescent <i>Glover Road to 208 Street</i>	C1. Connected cycling network	<ul style="list-style-type: none"> • On-street Cycling: a separated bicycle lane on both sides of the street.
53 Avenue <i>200 Street to east of 201A Street</i>	W1. Fill in gaps in the pedestrian network	<ul style="list-style-type: none"> • Sidewalk: sidewalk on one side of the street.
50 Avenue <i>200 Street to 203 Street</i>	W1. Fill in gaps in the pedestrian network C1. Connected cycling network	<ul style="list-style-type: none"> • Multi-use Pathway: a multi-use pathway on one side of the street.
201A Street <i>Nicomekl Trail to 50 Avenue</i>	C1. Connected cycling network	<ul style="list-style-type: none"> • On-street Cycling: neighbourhood bikeway.
Grade Crescent	W1. Fill in gaps in the pedestrian network C1. Connected cycling network	<ul style="list-style-type: none"> • Multi-use Pathway: multi-use pathway on both sides of the street. • Consider implementing with interim implementation techniques.



HIGH PRIORITY PROJECTS (10 YEARS)

- Road Improvement - Motor Vehicle
- Multi-use Pathway (Pedestrians + Cyclists)
- On-street Cycling
- Sidewalk

Implementing the high priority projects will result in approximately:

- 6 km of new road improvements
- 8 km of new multi-use pathways
- 2 km of new on-street cycling infrastructure
- 1 km of new sidewalks

Figure 18. High Priority Projects (10 years)

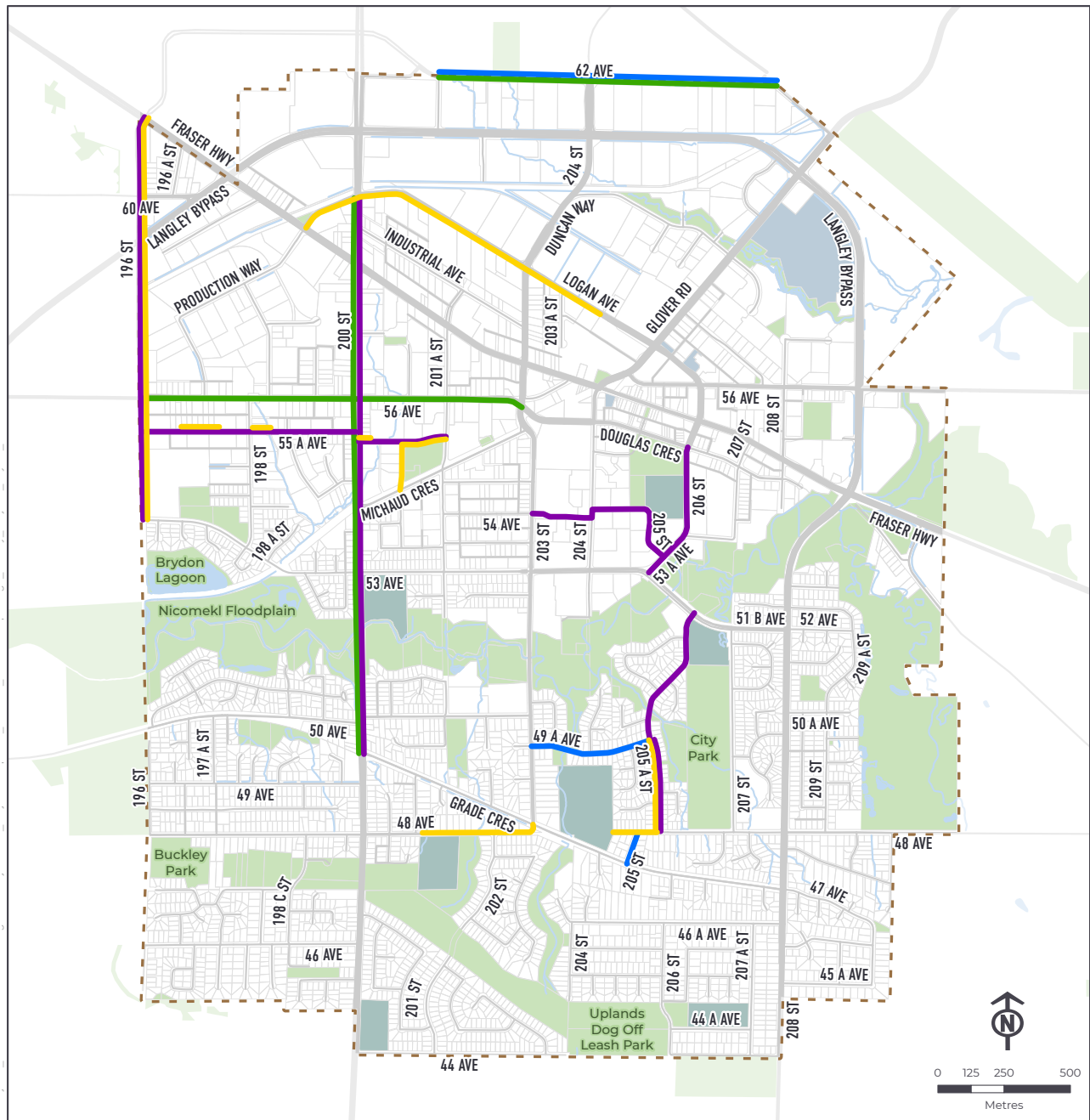
Medium Priority Improvement Projects

The level of investment required to deliver the improvements identified as medium priority, to be implemented within 20 years, is approximately \$35 million over ten years (2025 dollars). The proposed medium priority improvements are illustrated in **Figure 19** and described below.

Table 2. Medium Priority Improvements

Location		Description of Proposed Improvements
62 Avenue	<p>S2. Road Mobility & Safety</p> <p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • Road Improvement: in coordination with Township of Langley, widen to four lanes and add turn lanes at major intersections through growth and redevelopment. • Multi-use Pathway: multi-use pathway on one side of the street.
Production Way / Logan Avenue <i>Fraser Highway to west of Glover Road</i>	<p>W1. Fill in gaps in the pedestrian network</p>	<ul style="list-style-type: none"> • Sidewalk: sidewalk on one side of the street.
196 Street <i>54 Avenue to Fraser Highway</i>	<p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • On-street Cycling: upgrade existing bicycle lane with a separated bicycle lane. • Sidewalk: fill gaps in the pedestrian network with a sidewalk on one side of the street.
200 Street <i>Logan Avenue to Grade Crescent</i>	<p>S2. Road Mobility & Safety</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • Road Improvements: maintain in four travel lanes, improve major intersections (such as 50 Avenue, 53 Avenue and Logan Avenue), and implement access management with centre median barriers and limit accesses through redevelopment. • On-street Cycling: separated bicycle lane on both sides of the street.
56 Avenue <i>196 Street to 203 Street</i>	<p>S2. Road Mobility & Safety</p>	<ul style="list-style-type: none"> • Road Improvements: Maintain four travel lanes and improvements at major intersections such as 198 Street, 200 Street, 201 Street, 206 Street and 208 Street. Monitor transit bus speed and reliability.
55A Avenue <i>196 Street to 201A Street</i>	<p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • On-street Cycling: neighbourhood bikeway. • Sidewalk: fill gaps in the pedestrian network with a sidewalk on one side of the street.

Location	Description of Proposed Improvements	
201 Street 55A Avenue to Michaud Crescent	W1. Fill in gaps in the pedestrian network	<ul style="list-style-type: none"> • Sidewalk: sidewalk on one side of the street.
48 Avenue 201 Street to 203 Street	W1. Fill in gaps in the pedestrian network	<ul style="list-style-type: none"> • Sidewalk: sidewalk on one side of the street.
54 Avenue 203 Street to 53A Avenue	C1. Connected cycling network	<ul style="list-style-type: none"> • On-street Cycling: separated bicycle lane on both sides of the street.
206 Street / 53A Avenue Douglas Crescent to 51B Avenue/53 Avenue	C1. Connected cycling network	<ul style="list-style-type: none"> • On-street Cycling: separated bicycle lane.
49A Avenue 203 Street to 205A Street	<p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • Multi-use Pathway: multi-use pathway on one side of the street.
205A Street 51b Avenue to 48 Avenue	<p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • On-street Cycling: separated bicycle lane. • Sidewalk: on one side of the street between 48 Avenue to 49A Avenue.
205 Street 48 Avenue to Grade Crescent	<p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • Multi-use Pathway: multi-use pathway on one side of the street.
48 Avenue HD Stafford Middle School to 205A Street	<p>W1. Fill in gaps in the pedestrian network</p> <p>C1. Connected cycling network</p>	<ul style="list-style-type: none"> • Sidewalk: one side of the street • On-street Cycling: Upgrade existing bicycle lane to a separated bicycle lane.



MEDIUM PRIORITY PROJECTS (10 - 20 YEARS)

- Road Improvement - Motor Vehicle
- Multi-use Pathway (Pedestrians + Cyclists)
- On-street Cycling
- Sidewalk

Implementing the medium priority projects will result in approximately:

- 5 km of road improvements
- 2 km of multi-use pathways
- 7 km of on-street cycling infrastructure
- 4 km of sidewalks

Figure 19. Medium Priority Improvement Projects

4.2 Priority Policy and Planning Actions

The following is a list of the priority policy and planning actions identified by mode of transportation.

Walking

Implement sidewalks and multi-use pathways on City streets

Widen and enhance sidewalks and pedestrian facilities

Follow accessibility best practices

Increase support for Safe and Active Routes to School Programs

Cycling

Implement the long-term cycling network

Develop a program to install secure bicycle parking

Develop a Micromobility Strategy

Transit

Leverage the implementation of SkyTrain and planned transit connections

Advocate to TransLink to increase coverage of Frequent Transit corridors across the City

Explore implementing transit priority treatments along 200 Street and Fraser Highway

Provide more accessible bus stops and bus passenger amenities

Streets and Goods Movement

Consider multi-modal design elements in all street projects (new and rehabilitation)

Develop a Slow Streets Program

Update the Traffic Calming Policy

Manage speeding issues along arterial streets

Complete a Parking Study

Update the City's truck routes

4.3 Investment in Resources

Transportation 2050 outlines numerous planning, project, and programming initiatives. Implementing these initiatives will require not only significant capital investments but also appropriate resources. These resources include adequate staffing, equipment, and technology required to perform a range of tasks from planning and engineering to project delivery, ongoing management, and maintenance of the transportation system.

In addition to the City led initiatives, a growing number of projects and programs are being led by external agencies in the region and the province that also require additional City staff time and resources to ensure external planning and designs will protect the interests of the City and align with the visions and aspirations of the community.

Ensure staff resources are available to implement the Transportation Plan. Implementation of the Plan will not only require capital investments, but also additional staff resources to monitor, manage, maintain and perform other recommended actions. Dedicated staff members with local experience and expertise in various areas of traffic and transportation, road safety engineering, data collection, asset management, parking management, emerging signal and communication technologies will play an important role in successfully implementing the Plan.

Invest in the equipment needed to adequately maintain facilities in all seasons. Year-round operations and maintenance of the transportation network is imperative to ensure transportation infrastructure is safe, accessible, aesthetic, and efficient.

To ensure year-round maintenance of the transportation network, particularly active transportation infrastructure, additional equipment will be required. For example, truck-mounted plow blades can work in many applications, including neighbourhood bikeways. However, specially designed, right-sized equipment is also available to sweep and clear protected bicycle lanes and multi-use facilities. Automated license plate readers mounted on bylaw enforcement vehicles are another example of tools needed for a growing community. It will be important to ensure new infrastructure design and annual budgets take operations and maintenance needs into consideration.

4.4 Implementation Strategy

To implement the Transportation 2050 Plan, a variety of implementation techniques and strategies are recommended. Based on a review of each project, and with support from community partners, the City will determine the appropriate approach to implementation. The following are some techniques to cost effectively implement the long term recommendations.

Quick Build Treatments. To provide walking and cycling facilities in Langley in the shorter term, the City may consider using a “quick-build” process using low cost, temporary materials. The City will consider the project impact, accessibility, and if longer-term infrastructure projects (development, internal or third-party capital projects) are expected at the location when determining whether to consider quick-build or permanent treatments. Quick build treatments have already been used to implement cycling facilities in the City.

Coordinate Projects with other Capital Infrastructure Projects. The City will look for opportunities to implement the recommendations of the Transportation 2050 as part of other infrastructure projects, such as sewer and water line upgrades or road repaving that are being completed by either the City or other government entities to achieve economies of scale.

Coordinate Projects with Land Developments. Where proposed projects front known or anticipated redevelopment sites, the City will request that identified applicable infrastructure improvements will be completed as part of a development applicant’s off-site improvements, as required through the City’s Subdivision and Development Servicing Bylaw.

Collaboration. The City will need to work with the Ministry of Transportation and Transit, TransLink, Canadian Pacific, neighbouring municipalities, and others to implement improvements identified in the Plan. Through this collaboration and partnership, there may be opportunities for these organizations to cost share or fund the implementation of projects identified in this Plan.

Pursue Funding. There are opportunities to implement projects and actions identified through a variety of funding sources. Funding is available through the federal and provincial governments and TransLink and other agencies. In addition to currently known programs, the City will actively be attuned to new funding sources for which transportation projects would qualify.



Appendix A: Proposed Future Road Classification

Road classification proposed changes (summary)

Location	To	From	Existing Classification	Proposed Classification	Adjacent Land Use (OCP)
Landmark Way	Fraser Highway	End of Street	Local	Industrial	Industrial/Service Commercial
Production Way	Fraser Highway	56 Avenue	Collector	Industrial	Industrial/Mixed Employment
198 Street	56 Avenue	Production Way	Collector	Industrial	Industrial
199 Street	56 Avenue	End of Street	Local	Industrial	Industrial
Duncan Way	Logan Avenue	Glover Road	Collector	Industrial	Industrial/ Mixed Employment
205a Street	Duncan Way	End of Street	Local	Industrial	Industrial
206a Street	Duncan Way	End of Street	Local	Industrial	Industrial
201a Street	62 Avenue	Langley Bypass	Local	Collector	Service Commercial
202 Street	Langley Bypass	End	Local	Collector	Service Commercial
208 Street	56 Avenue	57 Avenue	Local	Collector	Low Rise Residential
57 Avenue	208 Street	End	Local	Collector	Low Rise Residential
Eastleigh Crescent	Glover Road	56 Avenue	Local	Collector	Transit-Oriented Residential/Low Rise Residential
203a Street	Logan Avenue	Fraser Highway	Local	Collector	Transit-Oriented Core/SLS Station
New Road / Industrial Avenue Extension	204 Street	203 A Street	NA	Collector	Transit-Oriented Core/SLS Station
197a Street	50 Avenue	49 Avenue	Collector	Local	Suburban
49 Avenue	196 Street	200 Street	Collector	Local	Suburban
196 Street	49 Avenue	48 Avenue	Collector	Local	Suburban
48 Avenue	196 Street	198c Street	Collector	Local	Suburban
46 Avenue	196 Street	198c Street	Collector	Local	Suburban
206 Street	46a Avenue	44 Avenue	Collector	Local	Suburban
207a Street	46a Avenue	44 Avenue	Collector	Local	Suburban



REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: **Invest Langley City Update and Engagement Process**

File #: 0110.00

Doc #: 206323

From: Francis Cheung, P. Eng.
Chief Administrative Officer

Date: March 18, 2026

RECOMMENDATION:

THAT City Council receive the March 18, 2026 Report to Council from the Chief Administrative Officer regarding the Invest Langley City Update and Engagement Process for information.

PURPOSE:

The purpose of this report is to provide an update to City Council on the Invest Langley City Engagement Process.

POLICY:

Not applicable.

COMMENTS/ANALYSIS:

Over the next 25 years, Langley City's population is anticipated to grow to over 44,000 residents. The expected SkyTrain extension will also increase mobility for visitors in the region.

Invest Langley City (ILC) is a key strategic initiative to fulfilling Langley City's *Nexus of Community* long-term vision of Langley City as a vibrant, connected, and inclusive city where quality of life, accessibility, and growth are the foundational cornerstones. The projects in the ILC are considered essential investments that are crucial to achieving our community vision. These projects include core infrastructure such as water, sewer and roads as well as aspirational projects like parks, recreation, and

trails that will serve social well-being needs necessary to support mental and physical health, safety and cultural needs for Langley City residents of all ages.

In 2025, Langley City initiated Phase 1 of the ILC engagement program where information on the long-term vision of the City was communicated and shared with the community. The City invited feedback on priorities and questions/concerns about the process were gathered through Pop-ups, posters, postcard, eNewsletter, information sharing at other City events.

The City will now proceed with Phase 2 of the ILC engagement program where the focus will be on informing, educating, and engaging the community on two specific projects: the Aquatic Centre and the expanded Timms Community Centre with a Performing Arts Cultural Centre. The strategy will involve educating community members about these projects, discussing estimated capital and operating costs, funding options, financial and taxation implications, and ultimately shaping meaningful community opinion questions that could be included in the upcoming local government general election on October 17, 2026. The engagement program for Phase 2 will initiate in April and will run until September which will include pop-ups, open houses, kitchen table meetings, presentations, and survey to solicit and gather feedback.

The following information will form the basis of the Phase 2 ILC engagement program.

Aquatic Centre

The existing outdoor Al Anderson Memorial Pool (AAMP) is very popular, but it does not operate year-round. Additionally, AAMP does not meet current best practices for physical accessibility and inclusivity, which limits use by the broader community. The vision for the new aquatic centre will be a welcoming, inclusive, and sustainable community hub that brings people of all ages and abilities together to play, learn, and connect through flexible spaces that promote active living and a lasting sense of belonging.

Based on the extensive public engagement process that was recently completed on the four aquatic centre options¹, City Council has endorsed the Hybrid Renewal option that includes a new indoor building for a leisure pool, hot tub, steam room and sauna, and operating the existing AAMP year round based on pool features, costs, size, and seasonality.

The estimated capital construction cost is approximately \$71.7M. The anticipated annual revenue is approximately \$1,450,000 while the annual operating expenses is

¹ Aquatic Centre Options: 1. Outdoor Renewal; 2. Hybrid Renewal; 3. New Indoor Aquatic Centre; and 4. New Indoor Aquatic & Community Centre

approximately \$2,236,000, requiring an annual subsidy of \$786,000. The current annual operating subsidy for the AAMP is \$710,692; therefore, an additional \$75,308 would be required to fund the subsidy.

The anticipated construction timeline is 12 months for pre-construction and 18 months for construction, totaling 30 months.

Expanded Timms Community Centre with a Performing Arts & Cultural Centre

The expanded Timms Community Centre (TCC) with a Performing Arts & Cultural Centre (PACC) is aimed to fulfill currently-unmet infrastructure needs for arts, youth, culture, and community development, and to build the foundation for a local creative economy.

The proposed expanded TCC will consist of a half-gymnasium; and multi-purpose rooms for fitness, pottery and general purposes.

The proposed PACC will consist of a 500 seats theatre comprised of 6,217 m² in gross floor space, an expanded TCC comprised 1,687 m², totalling 7,904 m² and one level of underground parkade. Some of the features in the proposed PACC include multi-purpose rooms for youth, artist-in-residence; a black box studio; a green room; changing rooms; and commercial retail units.

The estimated capital construction cost is approximately \$107.04M. The anticipated annual operating expense is estimated to be up to \$945,132.

The anticipated construction timeline is 12 months for pre-construction and 24 months for construction, totaling 36 months.

BUDGET IMPLICATIONS:

For the purpose of this report, it is assumed that the City will borrow the necessary money to fund these two projects, recognizing that the City will explore all available funding strategies which will include but not limited to:

- Short-Term Financing
- Long-Term Borrowing
- Grant Funding
- Community Amenity Charges (CAC)
- Amenity Cost Charges (ACC)
- Internal Reserves
- Sponsorships, Naming Rights, Donations
- Joint Venture (or Partnership)

Section 174 – Limit on Borrowing and Other Liabilities of the *Community Charter* refers the Municipal Liabilities Regulation which sets the liability limit at 25% of annual revenue (Part 1 (2)) and the Approval-free liability zone 10% (Part 2 (7)). The City prefers to cap the debt servicing at 20% of annual revenues. The existing debt servicing is \$1,775,200 per year based on the current debt of approximately \$20M.

Borrowing capacity depends on the interest rate and number of years amortization. Through the Municipal Finance Authority (MFA), the current 30-year rate is 4.60%, which results borrowing capacity of \$240M for 2028 and increases to \$310M for 2037.

It is worthy to noted that for every \$10M borrowed at this rate, the annual debt servicing will be \$652,125 which represents a taxation impact of 1.45%.

Capital Construction Costs

For the construction costs, the following table illustrates the anticipated taxation implication for the two projects, with the taxation smooth out year-over-year:

	Year 1	Year 2	Year 3	Year 4	Cumulative Total
Aquatic Centre	2.50%	2.50%	2.50%	2.74%	10.24%
PACC/TCC	3.75%	3.75%	3.75%	3.79%	15.04%

Annual Operating Subsidy

The anticipated annual subsidy for the aquatic centre is approximately \$786,000; however, the current annual operating subsidy for the AAMP is \$710,692. The additional subsidy for the Hybrid Option is \$75,308, which represent a taxation impact of 0.17%. The anticipated annual operating subsidy for TCC/PACC is approximately \$945,132, which represents a taxation impact of 2.11%.

For a single-family home with an average assessed value of \$1,369,059, with an estimated average annual municipal taxation of \$3,301.40, the corresponding annual taxation impact for the capital construction and operating subsidy is illustrated in the table below:

	Capital					Operating	Cumulative Total
	Year 1	Year 2	Year 3	Year 4	Total	One-Time Increment	
Aquatic Centre	\$82.54	\$84.60	\$86.71	\$97.41	\$351.26	\$6.04	\$357.30
PACC/TCC	\$123.80	\$128.45	\$133.26	\$139.73	\$525.24	\$74.39	\$618.24

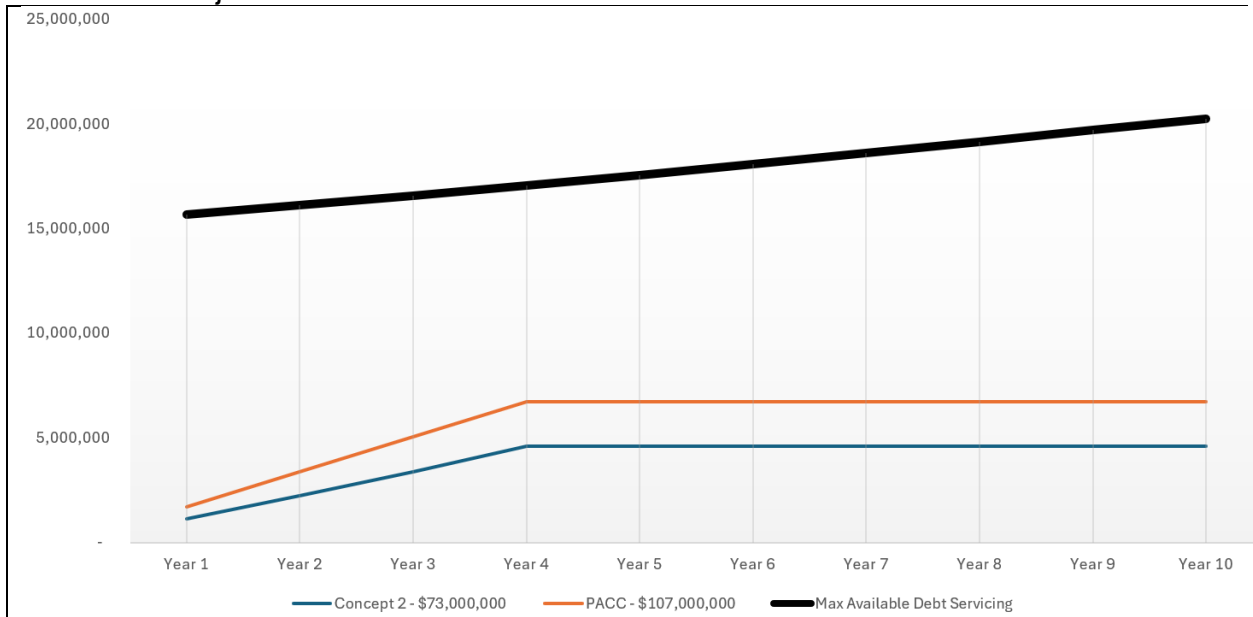
For a multi-family unit with an average assessed value of \$580,434, with an estimated average annual municipal taxation of \$1,399.69, the corresponding annual taxation impact for the capital construction and operating subsidy is illustrated in the table below:

	Capital					Operating	Cumulative Total
	Year 1	Year 2	Year 3	Year 4	Total	One-Time Increment	
Aquatic Centre	\$34.99	\$35.87	\$36.76	\$41.30	\$148.92	\$2.56	\$151.49
PACC/TCC	\$52.49	\$54.46	\$56.50	\$59.24	\$222.69	\$31.54	\$262.11

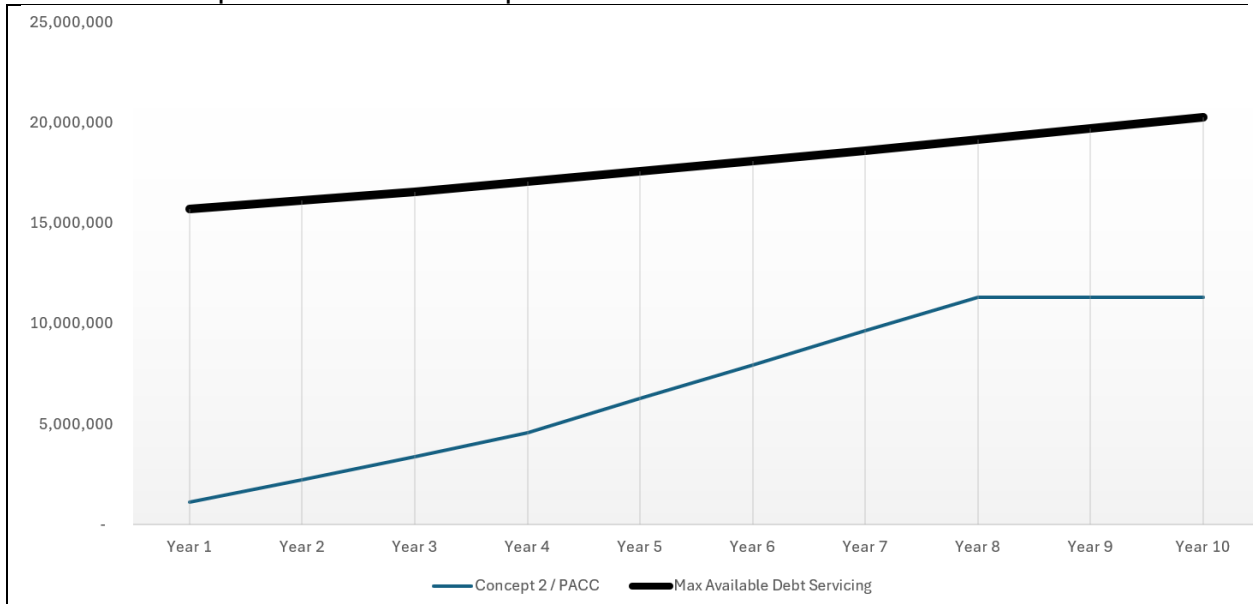
Debt Servicing

The following graphs illustrate the debt servicing costs, debt servicing capacity and cumulative taxation impact for the two projects.

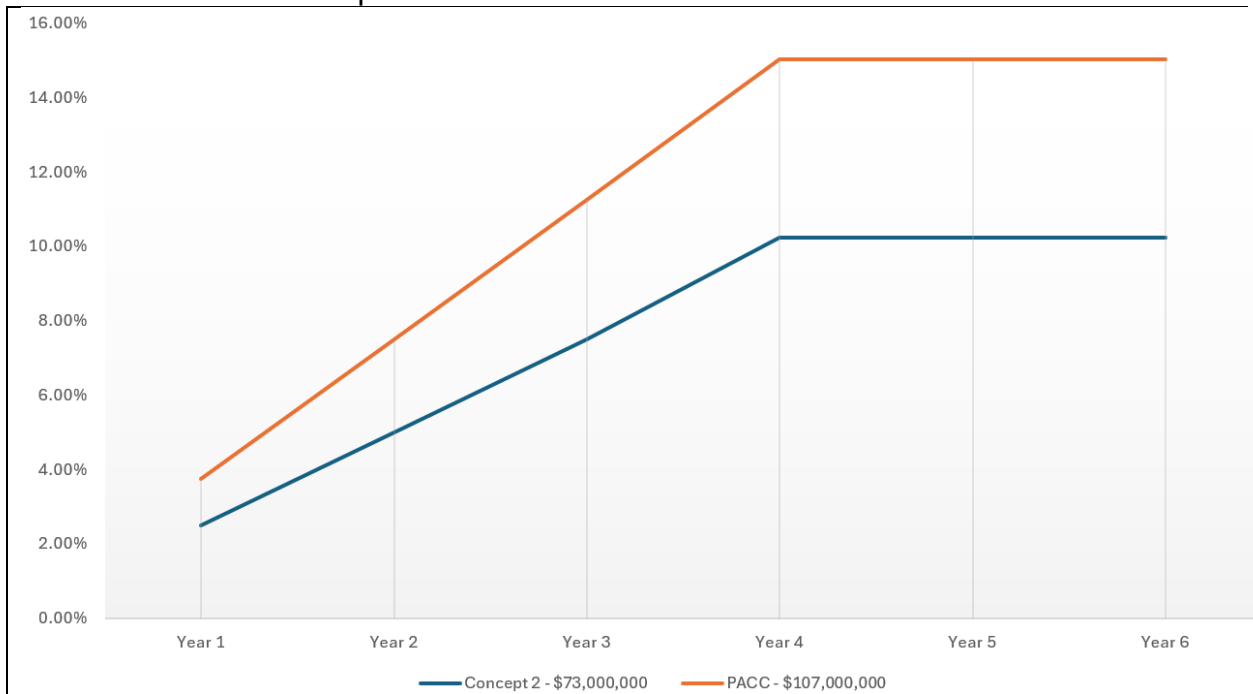
Individual Project:



Combined: Aquatic Centre and Expanded TCC with PACC



Cumulative Taxation Impact:



ALTERNATIVES:

None provided.

Respectfully Submitted,



Francis Cheung, P. Eng.
Chief Administrative Officer

Attachments:

1. Aquatic Centre Concepts
2. Expanded Timms Community Centre with a Performing Arts & Cultural Centre - Conceptual Design
3. Expanded Timms Community Centre with a Performing Arts & Cultural Centre - Architectural 3D Graphic of Conceptual Design

Concept Options Overview

Al Anderson Memorial Pool



Concept 1 Outdoor Renewal

New outdoor leisure, hot tub, steam room and sauna, with new supporting building addition. Existing building to be renovated pending building assessment.



Concept 2: Hybrid Renewal

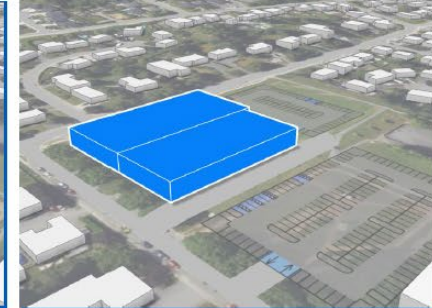
New indoor leisure, hot tub, steam room and sauna in new building addition. Existing building to be renovated pending building assessment.

City Park Field



Concept 3: New Indoor Aquatic Centre

New indoor aquatic facility with lap, leisure, hot tub, steam room and sauna.



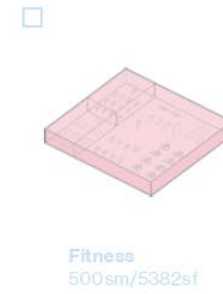
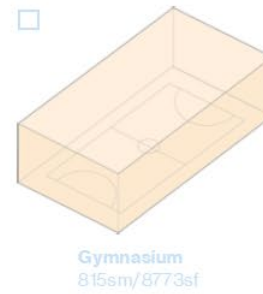
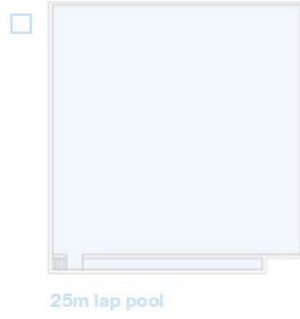
Concept 4: New Indoor Aquatic + Community Centre

New indoor aquatic facility with lap, leisure, and hot tub, steam room and sauna, fitness, gymnasium, and community amenities

Concept 2: Hybrid Renewal



New



Renovated Spaces



Existing building
569sm/6,128sf

Existing Outdoor 8
lane-25m lap pool
451sm/4,855sf

Concept 2: Hybrid Renewal



Operating season

Year round indoor, seasonal outdoor

Disruption to City Park

Moderate loss of park space, soccer pitch, and interruption to existing trails

Site Risks

limited development potential - location is flanked by environmental sensitive areas and Class A watercourse, and 2:1 habitat compensation

Pool Service Disruption

Yes: estimated 2 summer seasons

CONCEPT 2	Area (sf)
Gross Floor Area	24,000
Renovation Area	25,000
Total GFA	49,000

Concepts Comparison



	1. Outdoor Renewal	2. Hybrid Renewal	3. New Indoor Aquatic Centre	4. New Indoor Aquatic & Community Centre
Site Location	Al Anderson Memorial Pool	Al Anderson Memorial Pool	City Park Field	City Park Field
Scope Summary	<ul style="list-style-type: none"> Addition of outdoor leisure pool, hot tub, steam room and sauna with new building addition Extensive interior renovations to existing support building 	<ul style="list-style-type: none"> Addition of indoor leisure pool, hot tub, steam room and sauna with new building addition Extensive interior renovations to existing support building 	New indoor aquatic facility with lap pool, leisure pool, hot tub, steam room and sauna	New indoor aquatic facility with lap pool, leisure pool, hot tubs, steam room and sauna, fitness, gymnasium, and community amenities
Site Risks	<ul style="list-style-type: none"> limited development potential - location is flanked by environmental sensitive areas and Class A watercourse, and 2:1 habitat compensation 	<ul style="list-style-type: none"> limited development potential - location is flanked by environmental sensitive areas and Class A watercourse, and 2:1 habitat compensation 	Surface parking within environmental sensitive area and Class A watercourse and 2:1 habitat compensation	Surface parking within environmental sensitive area and Class A watercourse and 2:1 habitat compensation
Est Lifespan	New Addition: 40+ Years Existing building: requires building condition assessment	New Addition: 40+ Years Existing building: requires building condition assessment	50+ Years	50+ Years
Operating season	Seasonal	Year Round Indoor, Seasonal Outdoor	Year Round	Year Round
Total Bather Capacity	570	680	680	970
Pool Service Disruption	Yes: estimated 1-2 summer seasons	Yes: estimated 2 summer seasons	No	No
Disruption to Park Space	Moderate loss of park space and interruption to existing trails	Moderate loss of park space, soccer pitch and interruption to existing trails	loss of City Park field	loss of City Park field and off leash park disruption
Shared city park parking strategy + 25% parking reduction	100%	100%	100%	100%
Total Escalated Project Cost (Dec 2027)	\$50M - \$63M	\$72M - \$90M	\$100m - \$125m	\$194M - \$243m

Concepts Comparison



	1. Outdoor Renewal	2. Hybrid Renewal	3. New Indoor Aquatic Centre	4. New Indoor Aquatic & Community Centre
Annual Revenue	\$508,000	\$1,150,000	\$1,844,000	\$3,867,000
Annual Operating Expenses	\$746,000	\$1,857,000	\$2,978,000	\$5,321,000
Operating Income (Loss) Required Annual Subsidy	(\$238,000)	(\$707,000)	(\$1,134,000)	(\$1,454,000)
Class D Cost	\$46,500,000	\$67,500,000	\$92,500,000	\$181,500,000

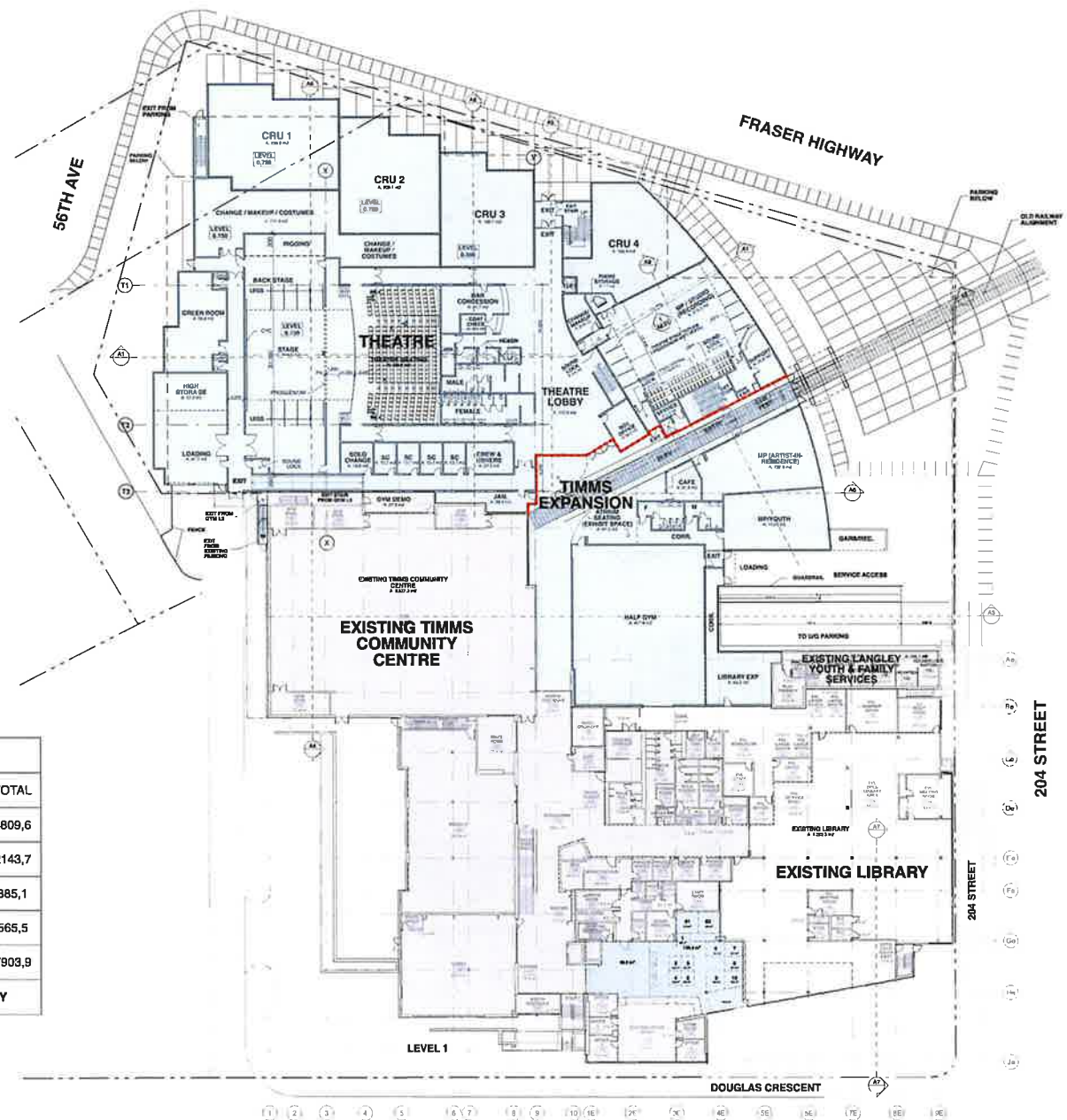
CIVIC PRECINCT EXPANSION
CONCEPTUAL DESIGN
CITY OF LANGLEY



LEVEL 1

SCALE 1:300

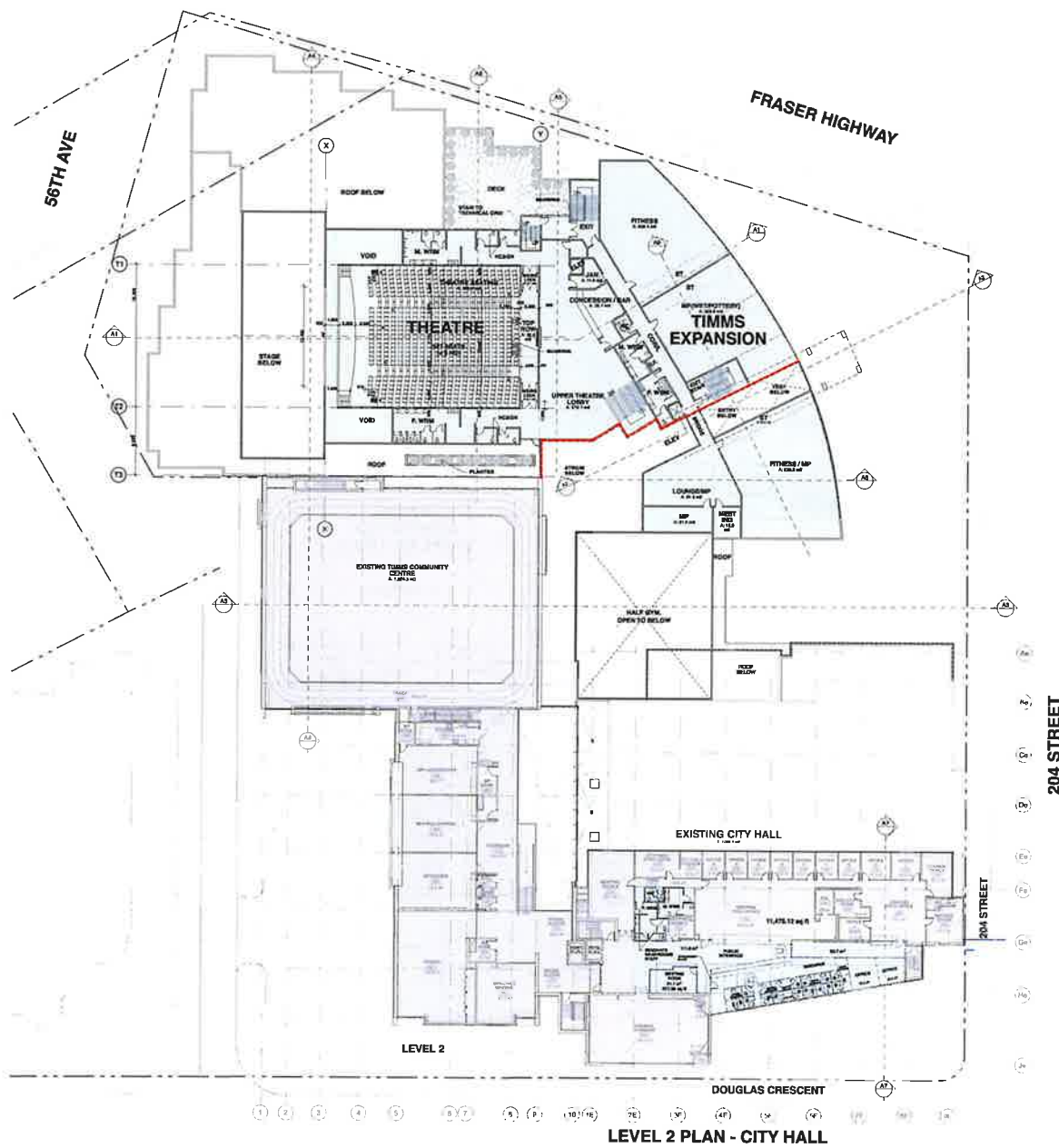
2025-12-10



AREA SUMMARY			
LEVEL	PAC	TIMMS EXP.	TOTAL
1	3513,3	1296,3	4809,6
2	1752,8	390,9	2143,7
3	385,1	---	385,1
4	565,5	---	565,5
TOTAL	6216,7	1687,2	7903,9

--- AREA BOUNDARY

LEGEND	
	- EXISTING
	- PROPOSED



LEGEND	
	- EXISTING
	- PROPOSED

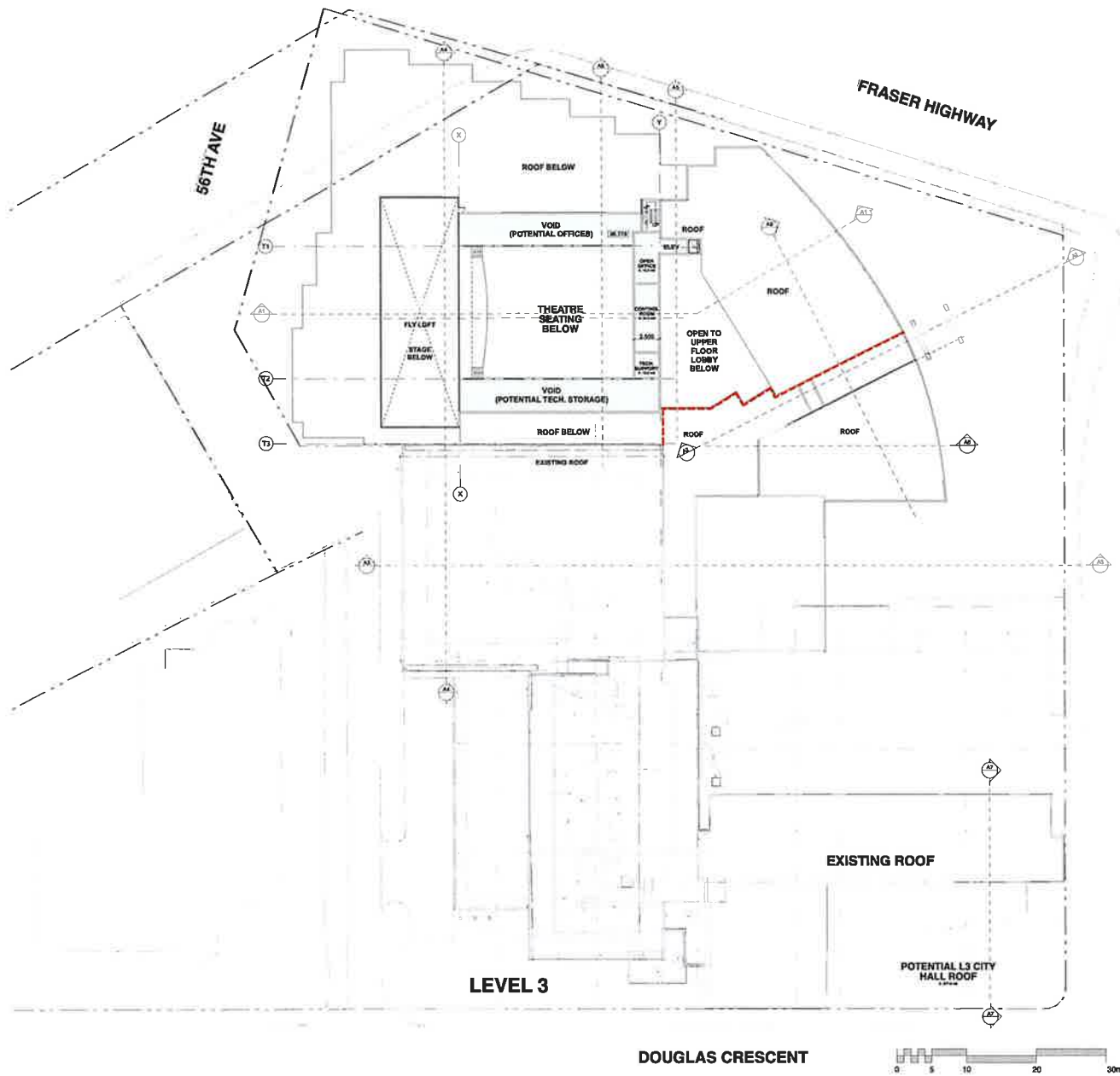

CIVIC PRECINCT EXPANSION
CONCEPTUAL DESIGN
 CITY OF LANGLEY



LEVEL 2

SCALE 1:200

2025-12-10




CIVIC PRECINCT EXPANSION
CONCEPTUAL DESIGN
 CITY OF LANGLEY

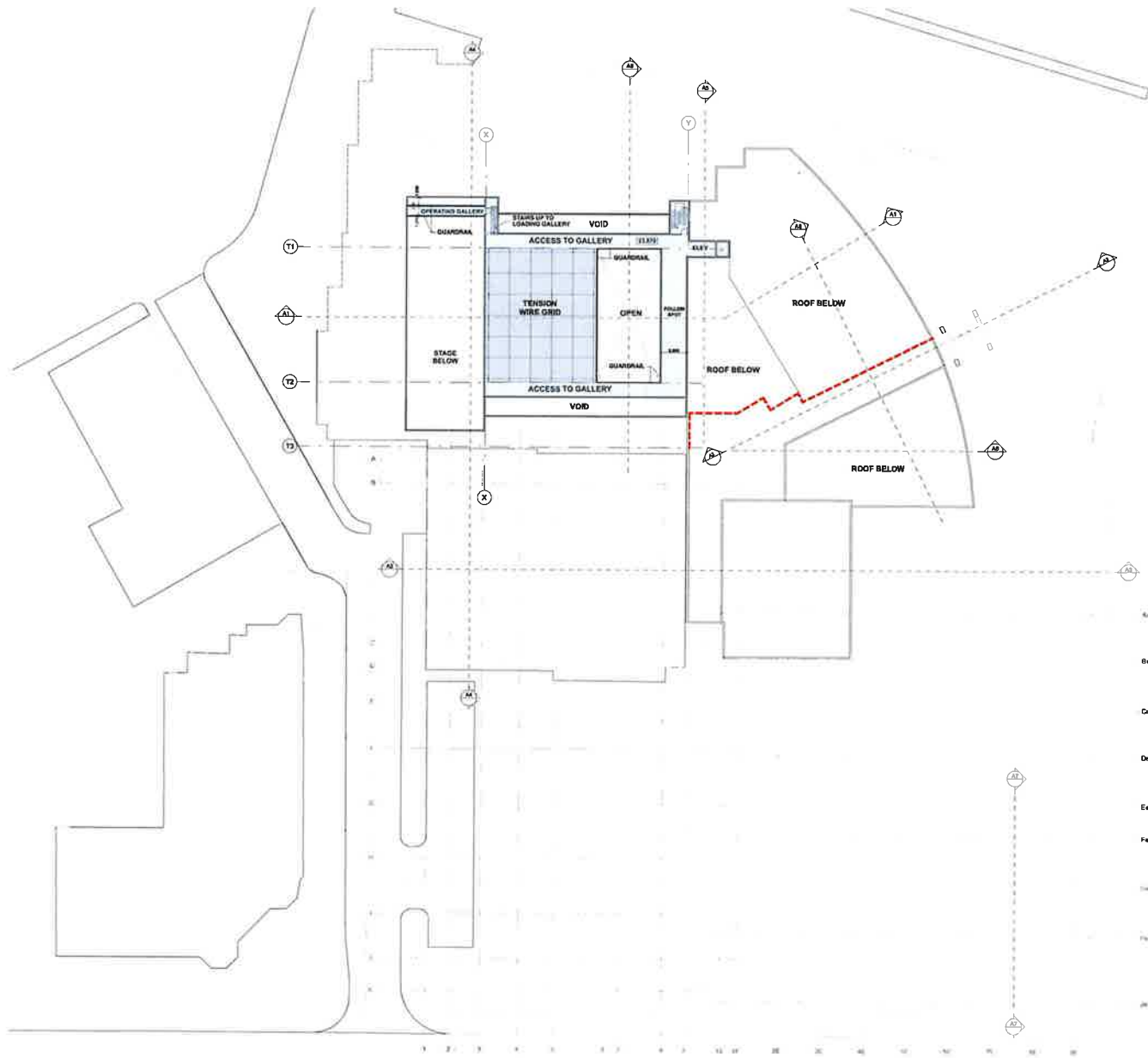


LEVEL 3

LEGEND	
	- PROPOSED

SCALE 1:300

2025-12-10



LEGEND	
	- PROPOSED

CIVIC PRECINCT EXPANSION
CONCEPTUAL DESIGN
 CITY OF LANGLEY



LEVEL 4

SCALE 1:300

2025-12-10



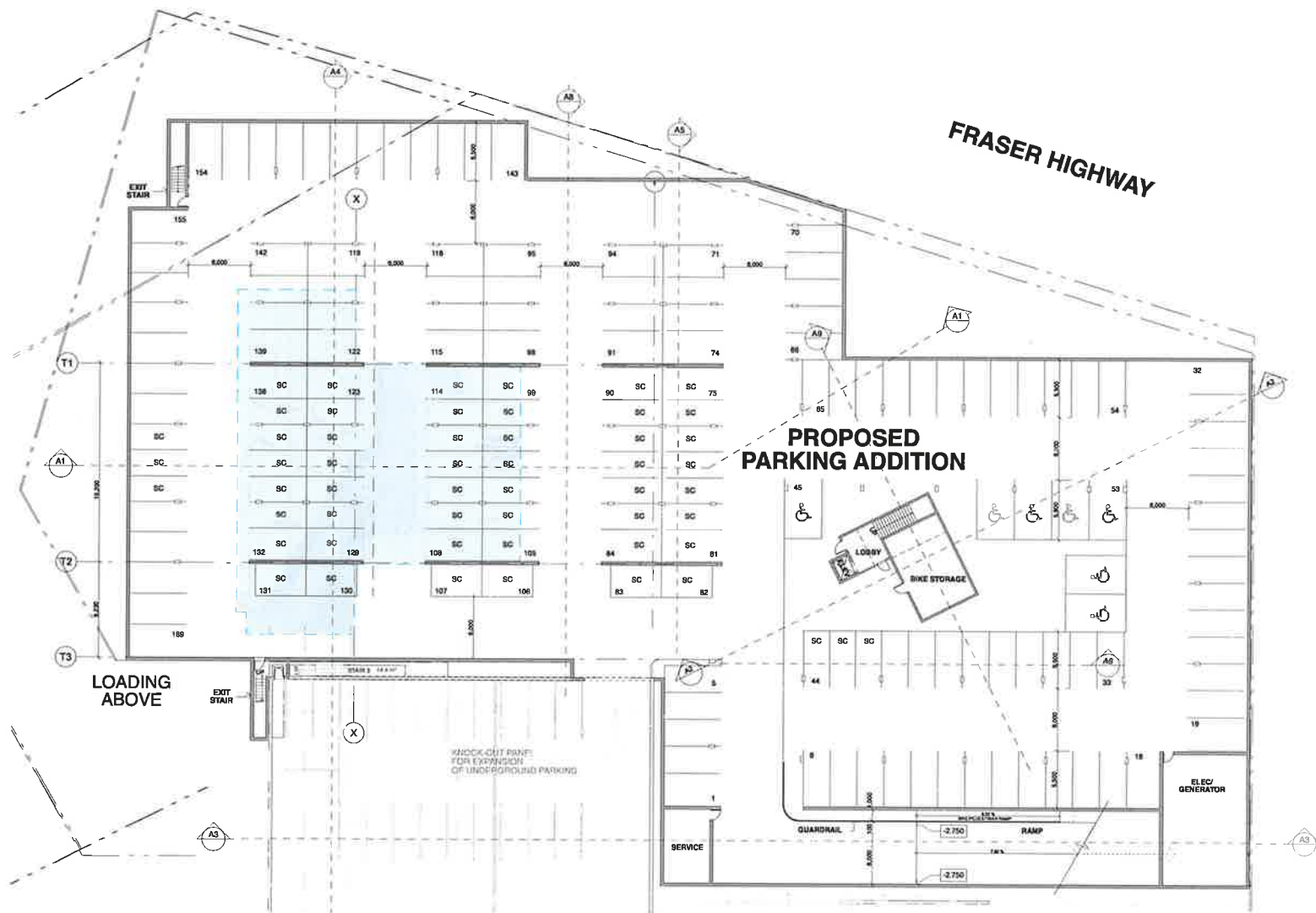

CIVIC PRECINCT EXPANSION
CONCEPTUAL DESIGN
 CITY OF LANGLEY



SITE PLAN

SCALE 1:500

2024-09-12



CITY OF LANGLEY
 CIVIC PRECINCT EXPANSION CONCEPTUAL DESIGN

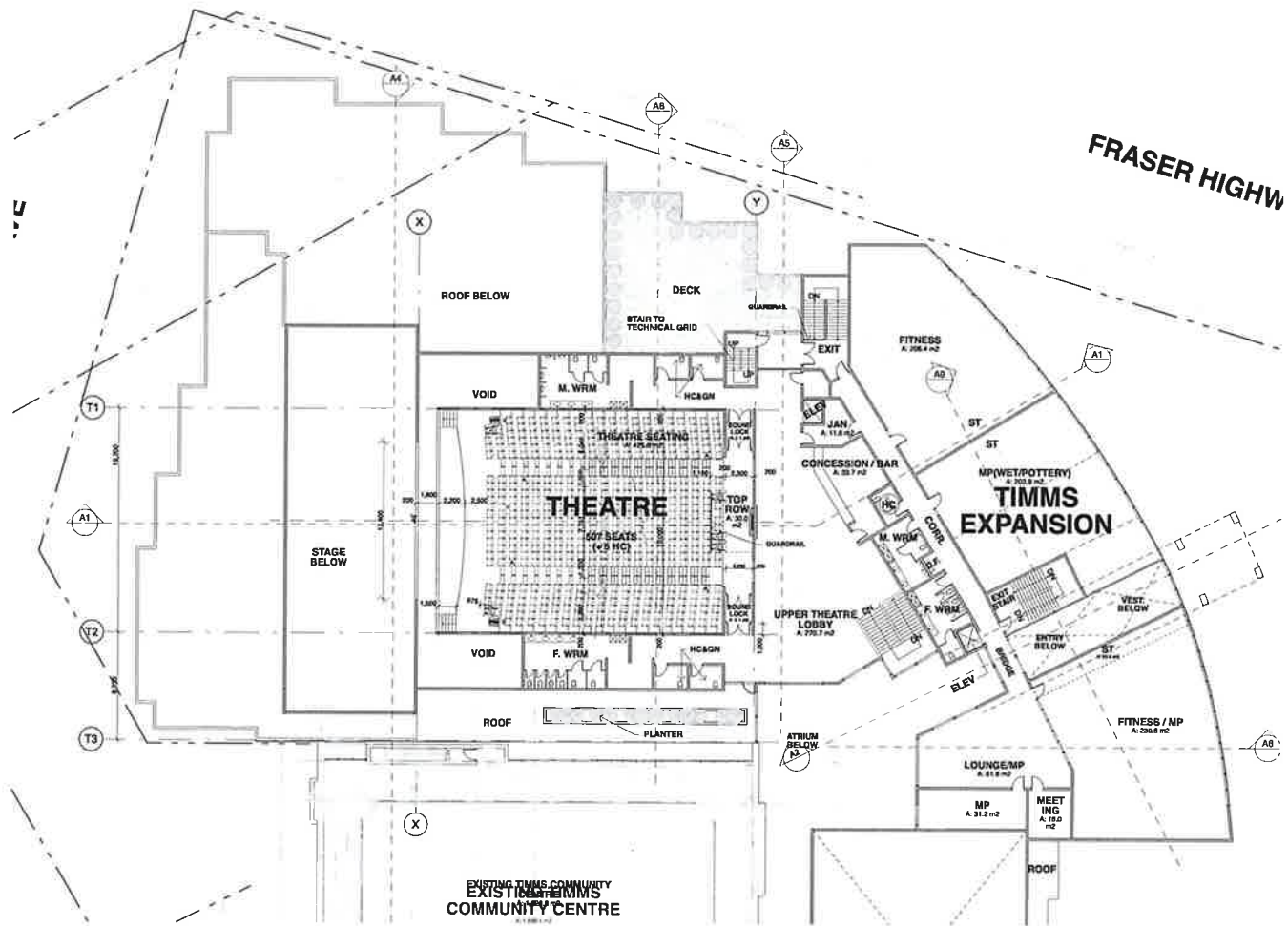



LEVEL P1 PROPOSED ADDITION

SCALE 1:200

2024-09-11





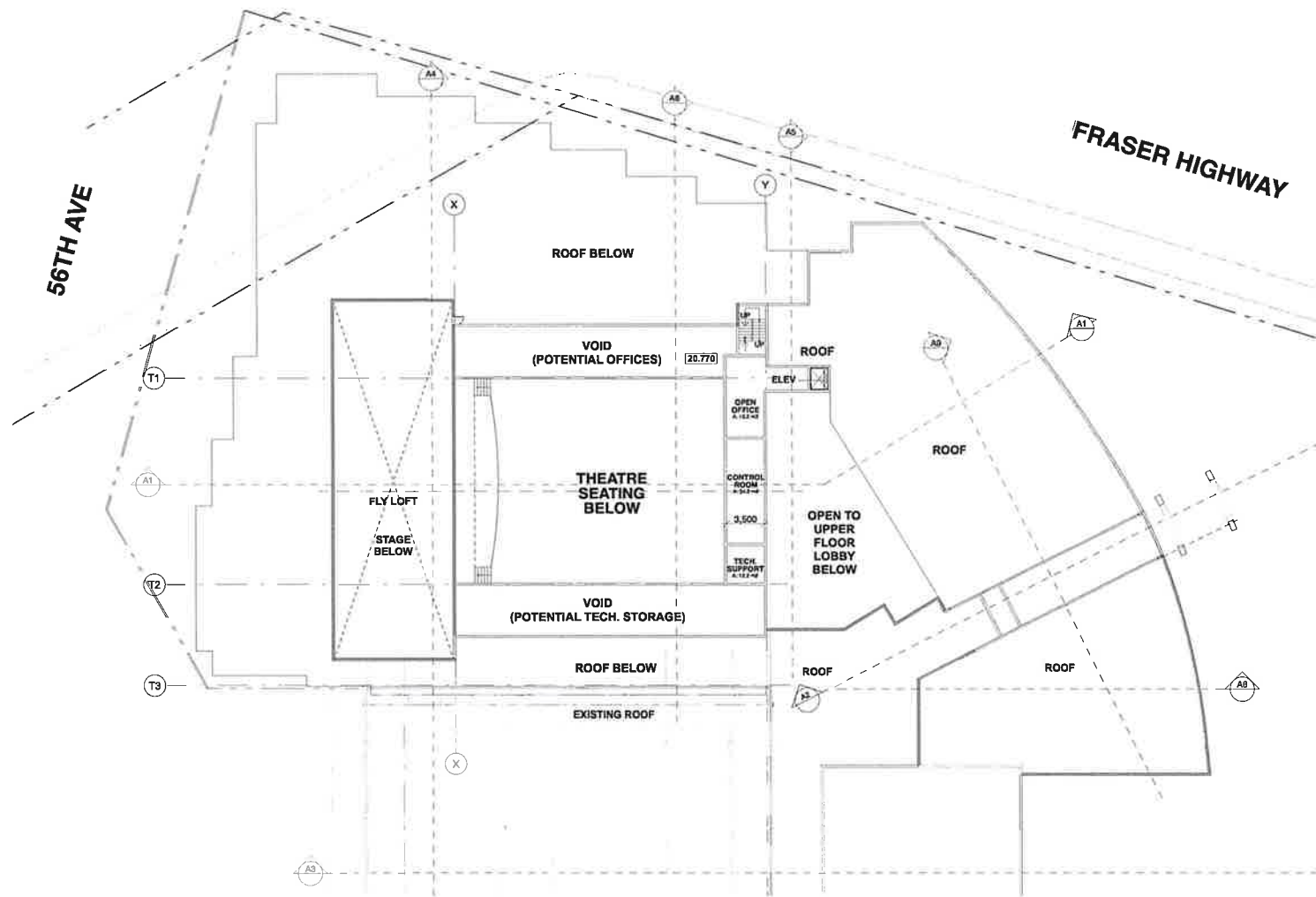

CIVIC PRECINCT EXPANSION
CONCEPTUAL DESIGN
 CITY OF LANGLEY



LEVEL 2
THEATRE

SCALE 1:200

2024-09-12



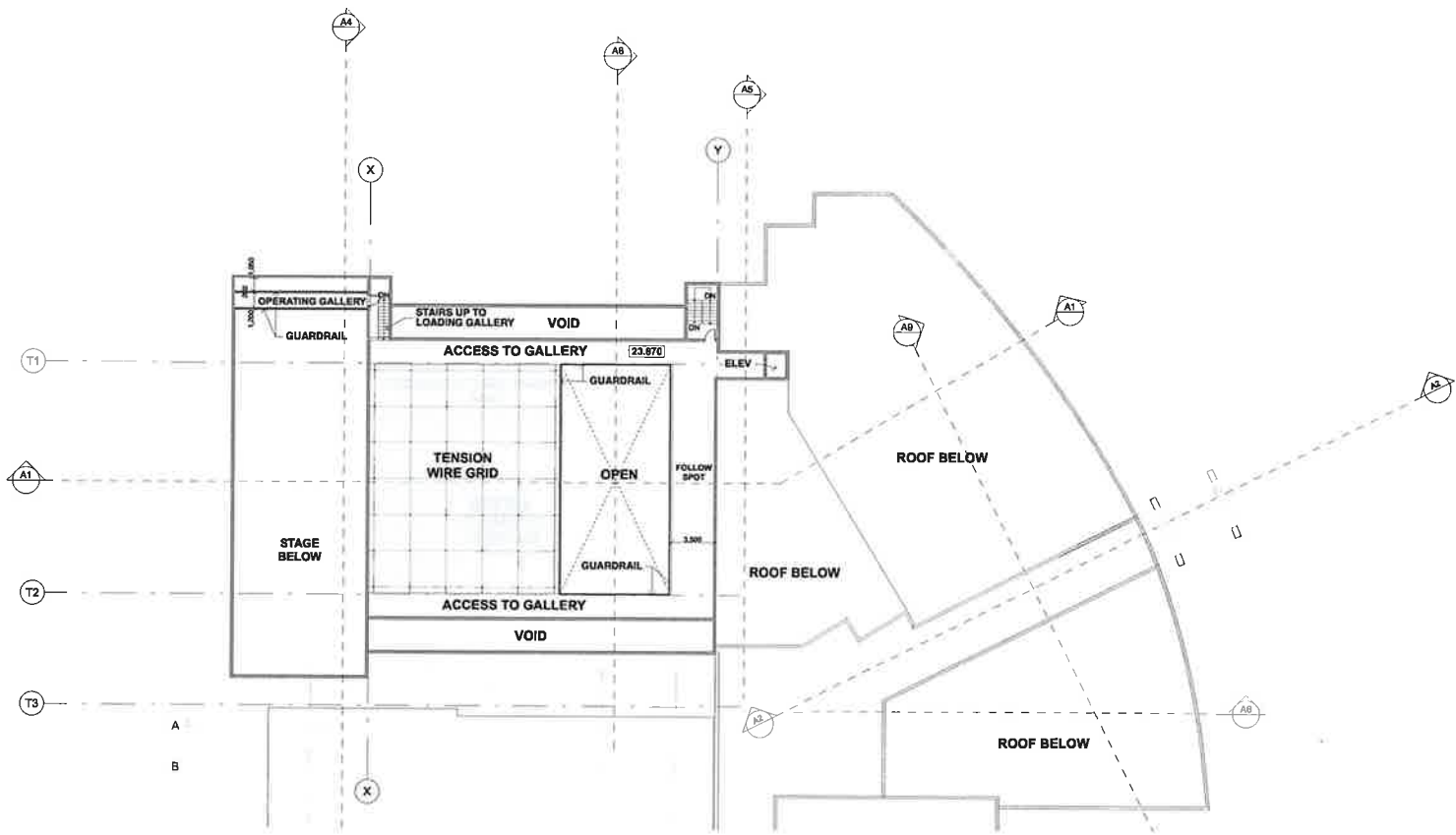
**CIVIC PRECINCT EXPANSION
CONCEPTUAL DESIGN
CITY OF LANGLEY**



**LEVEL 3
THEATRE**

SCALE 1:200

2024-09-12




CIVIC PRECINCT EXPANSION
CONCEPTUAL DESIGN
 CITY OF LANGLEY



**LEVEL 4
THEATRE**

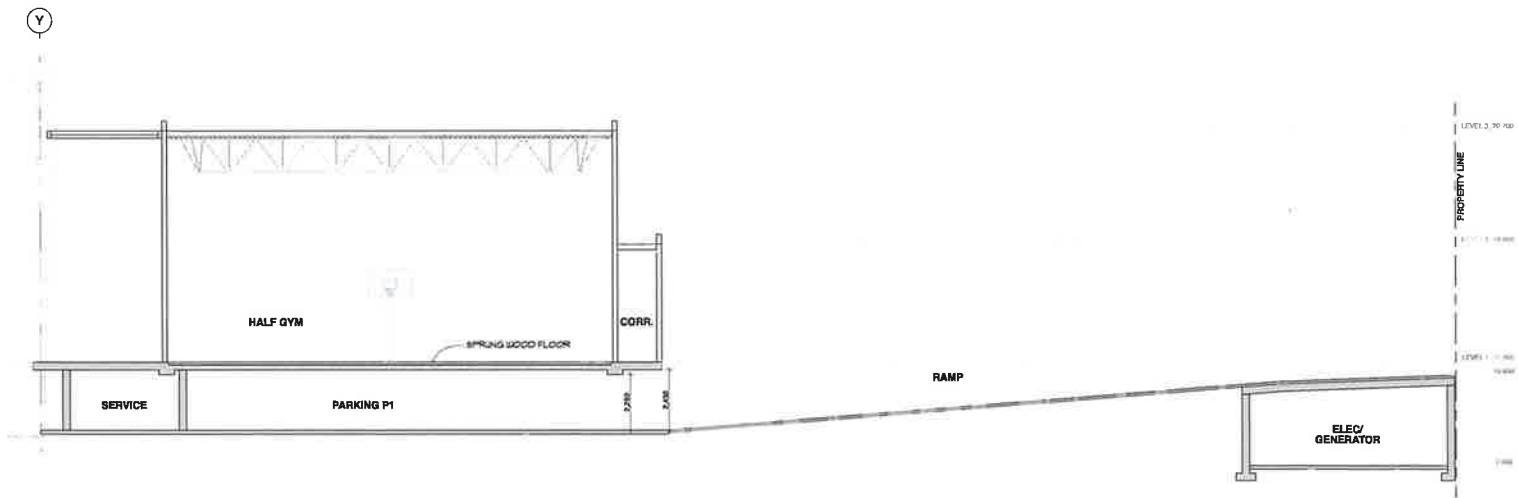
SCALE 1:200

2024-09-12



CITY
OF
LANGLEY

CIVIC
PRECINCT
EXPANSION
CONCEPTUAL
DESIGN



SECTION A3 - HALF GYM & PARKING RAMP
1:100

bingham hi
ARCHITECT
101-112 Main Street
Langley, BC V2Y 1C2
Tel: (604) 455-5181
Fax: (604) 455-5182

SECTION A3

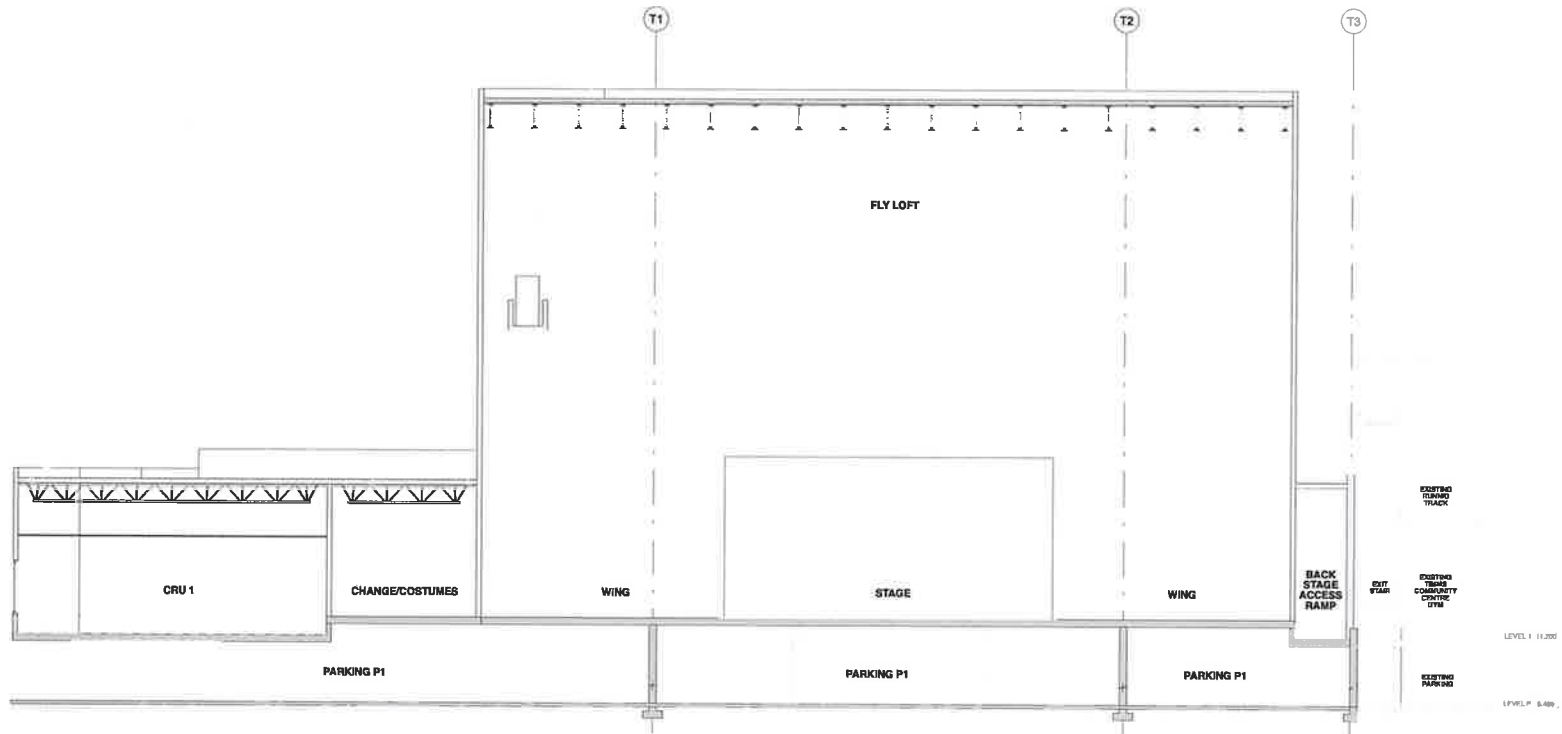
SCALE 1:100

2024-09-11



CITY
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LANGLEY

CIVIC
PRECINCT
EXPANSION
CONCEPTUAL
DESIGN



SECTION A4 - THEATRE STAGE (LONGITUDINAL)
1:100



SECTION A.

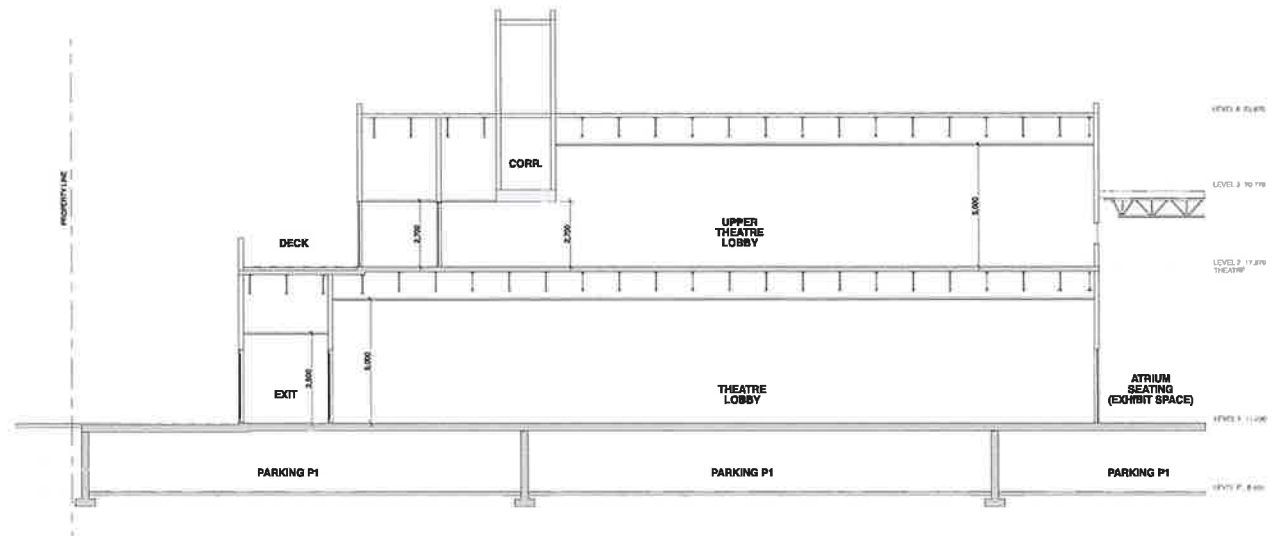
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2024-09-11



CITY
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CIVIC
PRECINCT
EXPANSION
CONCEPTUAL
DESIGN



SECTION A5
1:100



SECTION A:

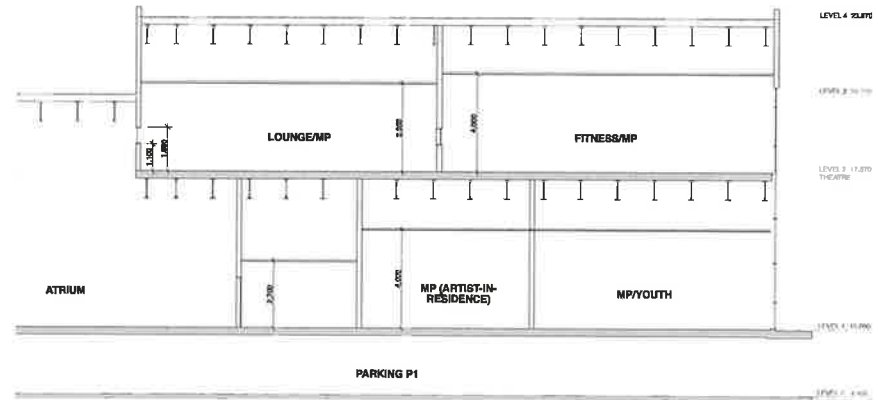
SCALE 1:100

2024 - 09 - 11



CITY
OF
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CIVIC
PRECINCT
EXPANSION
CONCEPTUAL
DESIGN



SECTION A6

1:100



SECTION A6

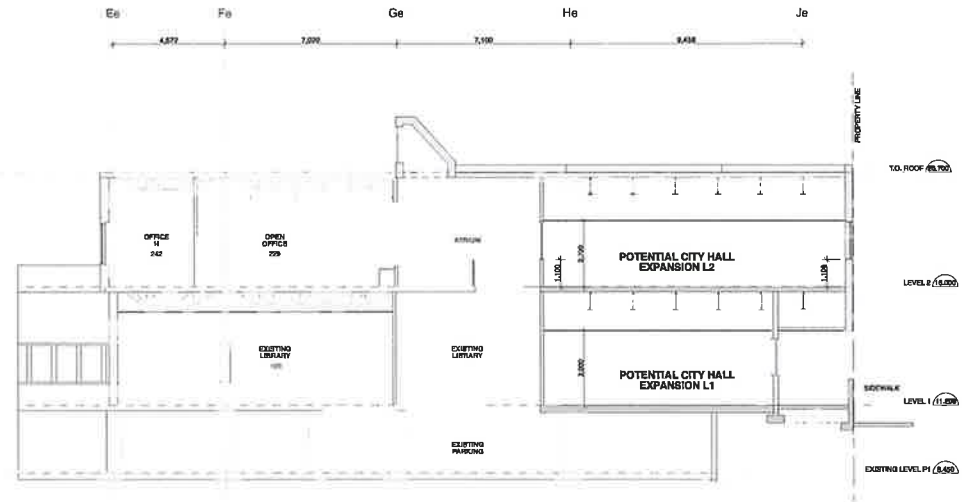
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2024-09-11



CITY
OF
LANGLEY

CIVIC
PRECINCT
EXPANSION
CONCEPTUAL
DESIGN



SECTION A7
1:100



SECTION A

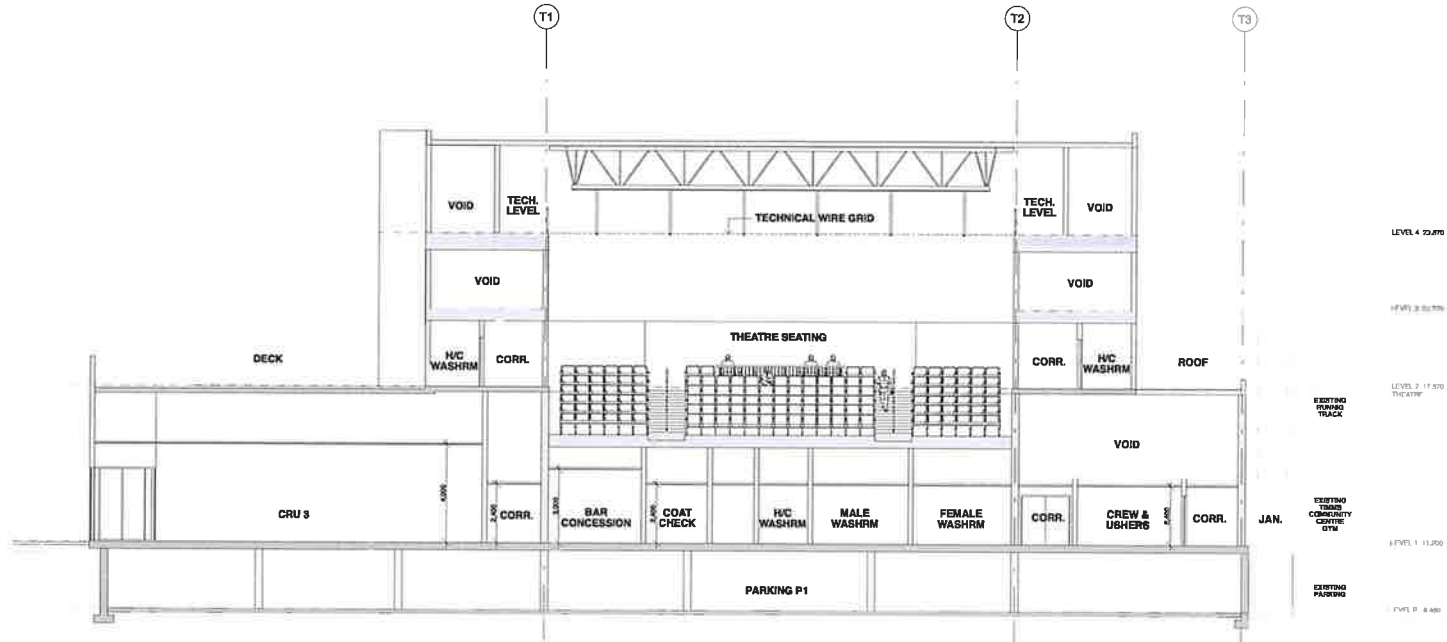
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2024-09-11



CITY OF LANGLEY

CIVIC PRECINCT EXPANSION CONCEPTUAL DESIGN



SECTION A8
1:100



SECTION A:

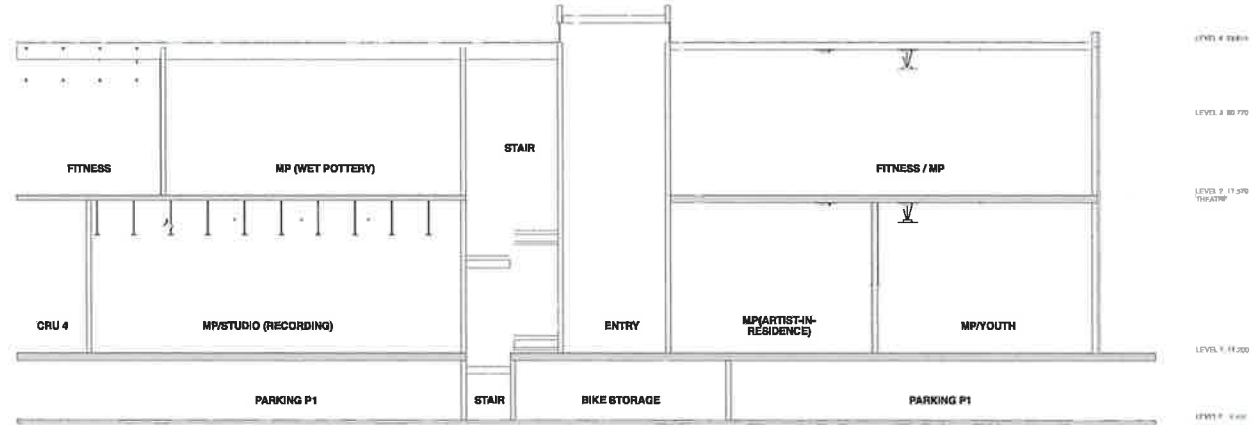
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2024-09-11



**CITY
OF
LANGLEY**

**CIVIC
PRECINCT
EXPANSION
CONCEPTUAL
DESIGN**



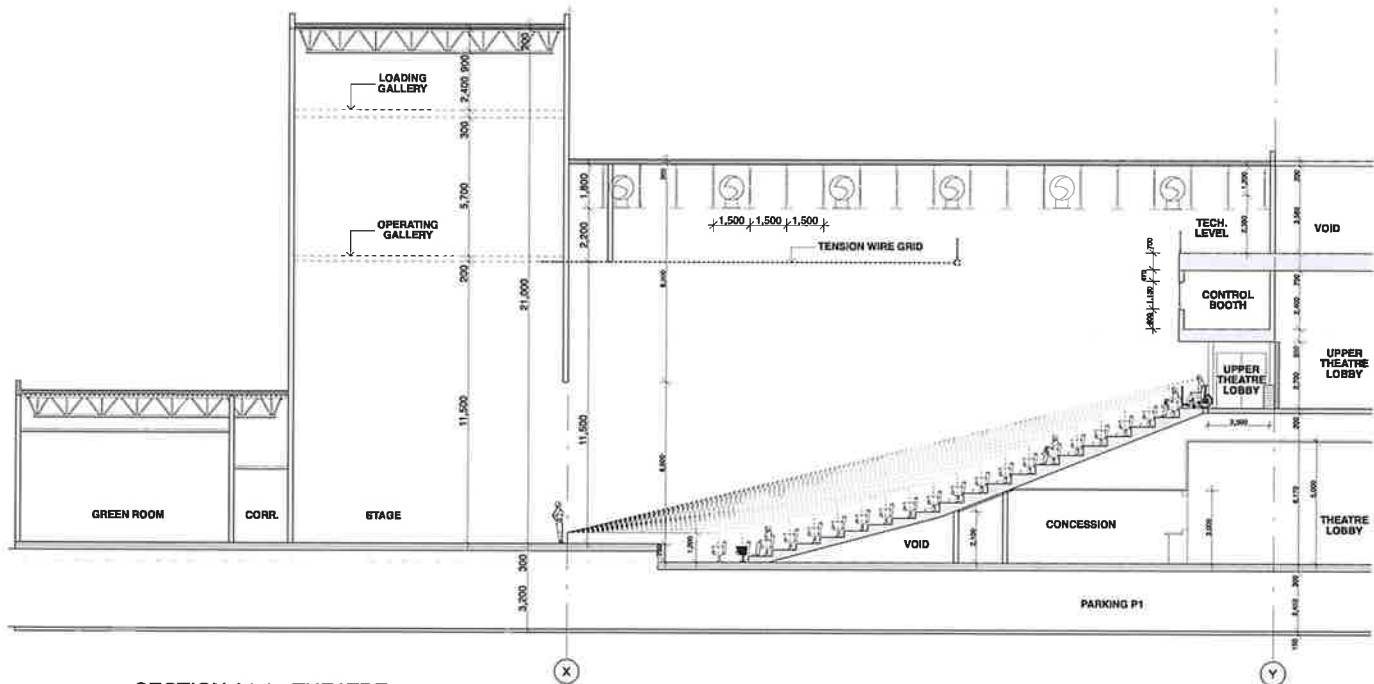
SECTION A9
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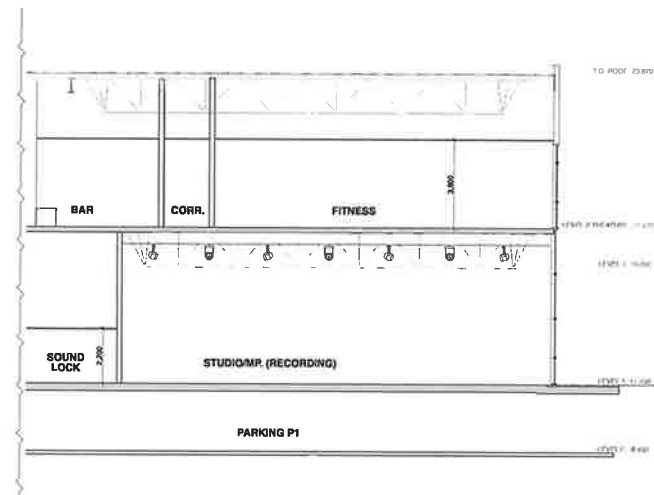
SECTION A:

SCALE 1:100

2024-09-11



SECTION A1.1 - THEATRE
1:100



SECTION A1.2 - STUDIO/MP.
1:100



CITY
OF
LANGLEY

CIVIC
PRECINCT
EXPANSION
CONCEPTUAL
DESIGN



SECTION
A1.1 & A1.2

SCALE 1:100

2024-09-17



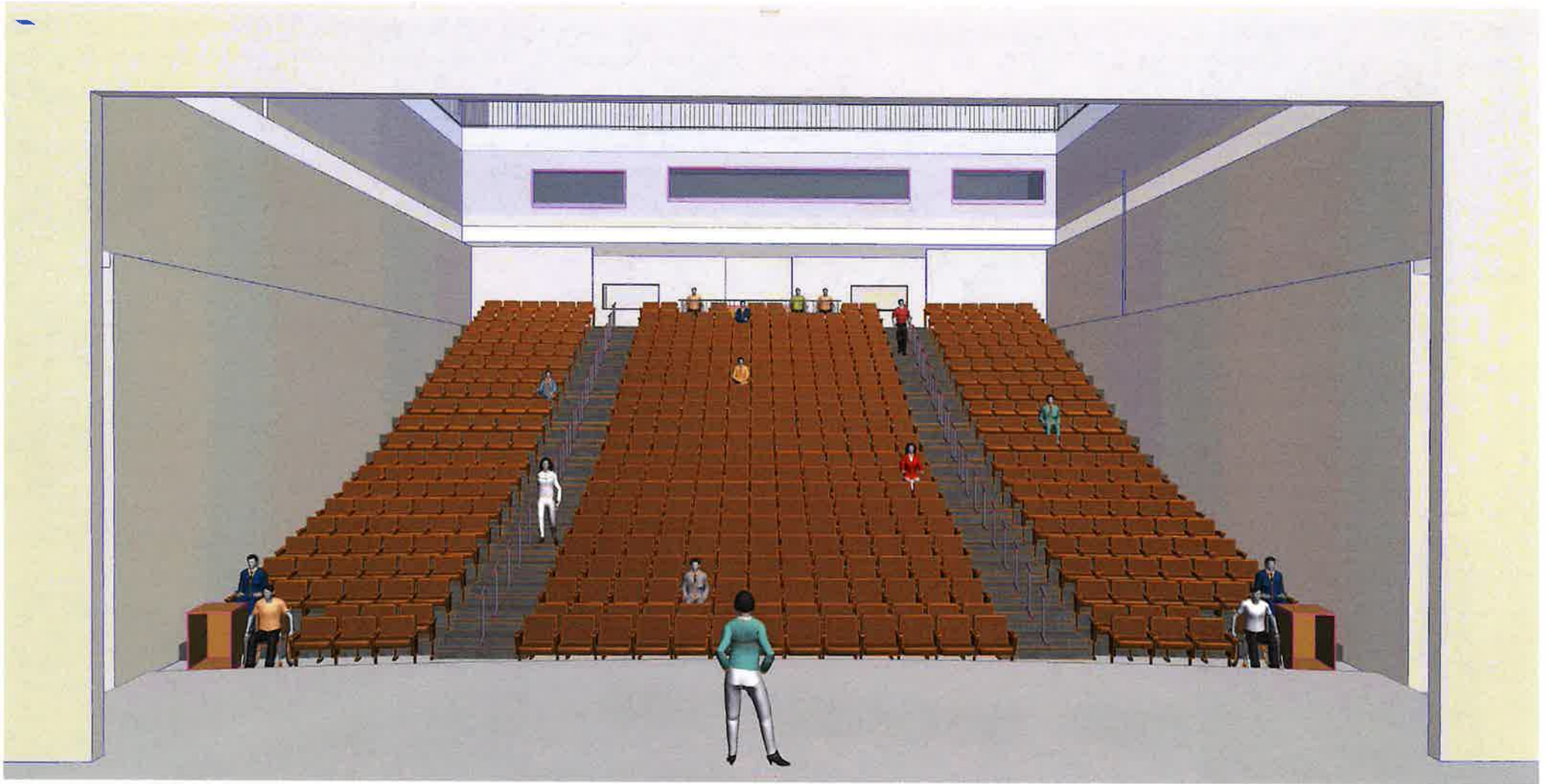


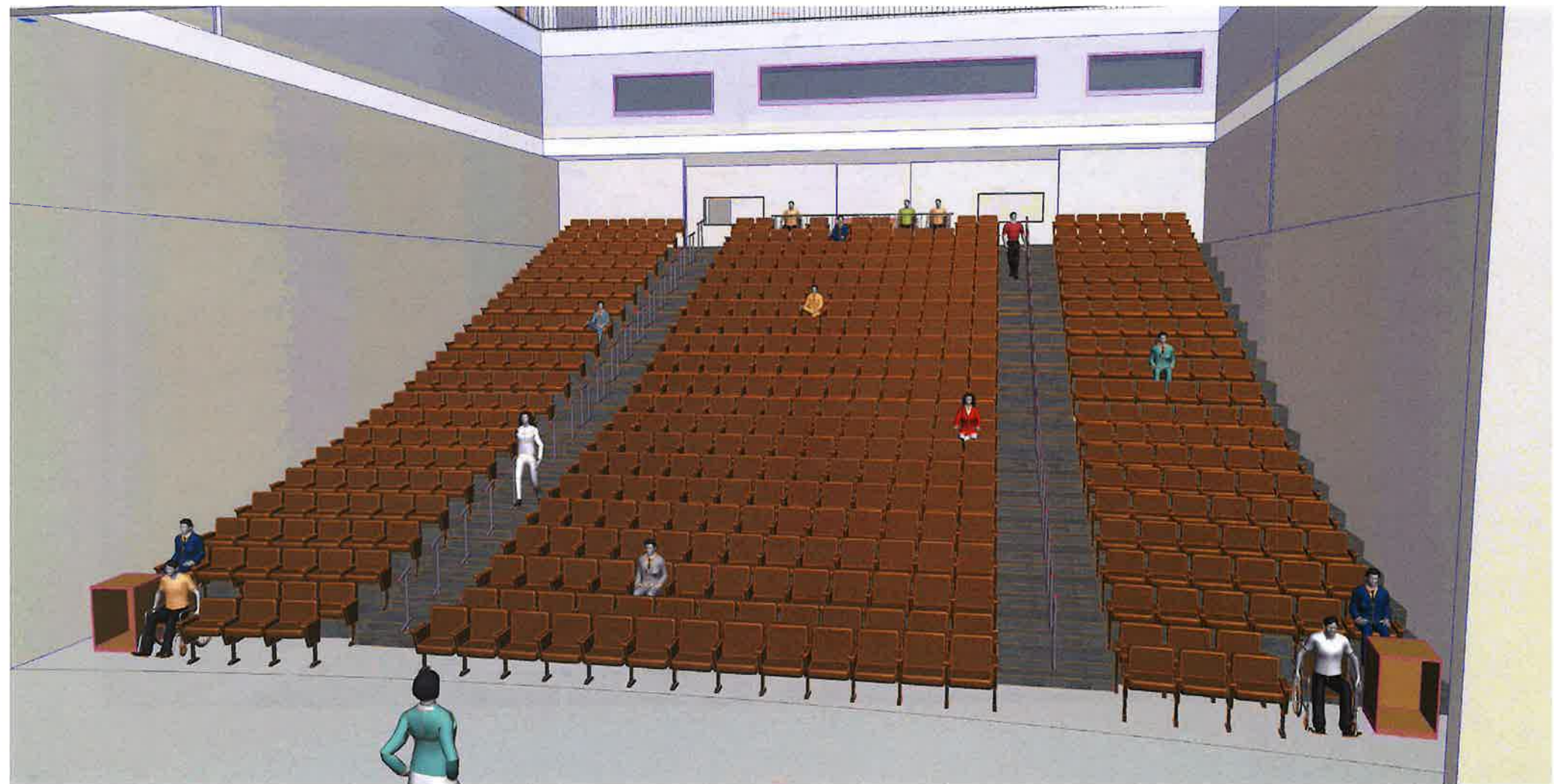


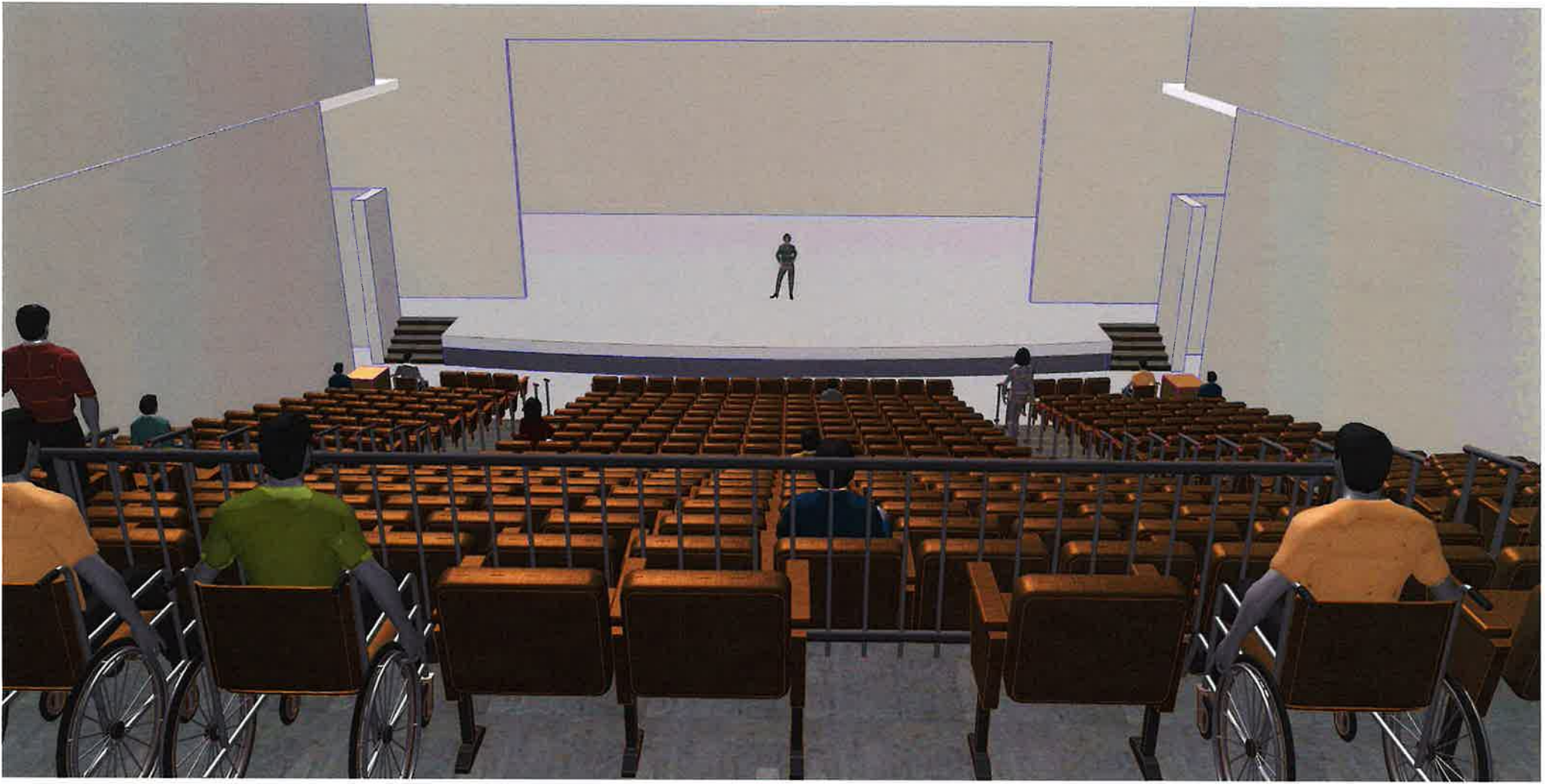














REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Request for Feedback on Proposed Metro 2050
Amendment Options

File #: [Required]

Doc #:

From: Carl Johannsen, RPP, MCIP
Director of Development Services

Date: March 18, 2026

RECOMMENDATION:

THAT Council direct staff to send the attached response letter titled "Comments Regarding Proposed Metro 2050 Amendment Options (in Response to South of Fraser Mayors' Request)", dated March 23, 2026, to Metro Vancouver.

PURPOSE:

This report provides a summary and response to a request for feedback from the Metro Vancouver Regional District (MVRD), regarding their proposed options that respond to a request from the Mayors of Delta, Surrey, and the Township of Langley to amend the 'Metro 2050' Regional Growth Strategy (RGS) to better accommodate residential and employment growth in these municipalities.

POLICY:

Metro 2050 (adopted February 2023) sets out regional land uses, an Urban Containment Boundary (UCB) and other policies that shape regional growth, and the Official Community Plans (OCPs) of Metro Vancouver member municipalities are to be consistent with Metro 2050, by way of including OCP land uses and urban containment boundaries that align with those in Metro 2050.

Member municipalities can request the MVRD Board to amend Metro 2050 to accommodate amendments within their OCPs, through these amendment processes (listed highest to lowest in RGS-change magnitude and Board voting threshold):

- Type 1: Requires an amendment bylaw passed by a 50% +1 weighted vote of the MVRD Board and unanimous acceptance by all affected local

governments. These typically apply to changes to RGS amendment processes or major changes such as deletion or amendment of RGS goals or strategies.

- Type 2: Requires an amendment bylaw passed by a two-thirds weighted vote of the MVRD Board. Generally applies to regional land use designation changes outside the UCB and changes to the UCB.
- Type 3: Requires an amendment bylaw passed by a 50% +1 weighted vote of the MVRD Board. Applies to specific designation changes as outlined in Metro 2050, such as identifying new Frequent Transit Development Areas (FTDAs) or redesignating Agricultural or Rural uses to Industrial, if they are contiguous or within the UCB and outside the Agricultural Land Reserve (ALR), and housekeeping updates to figures, tables, and maps, among others.

COMMENTS/ANALYSIS:

South of Fraser Mayor's Request and MVRD Response to Date

In a June 19, 2025 letter to the MVRD Board, the Mayors of Delta, Surrey, and Township of Langley requested three RGS policy changes they believe are important to better support growth and development in their municipalities:

1. Redefine the UCB to allow for targeted expansion for sites that are contiguous extensions outside of the Agricultural Land Reserve and ecologically sensitive areas, can be serviced with existing or committed infrastructure, and that support compact, transit-oriented complete communities;
2. Reclassify qualifying UCB amendment requests from Type 2 (two-thirds weighted vote of MVRD Board) to Type 3 (50% +1 weighted vote of MVRD Board); and
3. Introduce a minor realignment mechanism to permit site specific UCB adjustments that are consistent with local plans without requiring a full amendment.

In response to the Mayor's request, MVRD staff developed proposed RGS amendment options and have received the support of the MVRD Board to consult with member municipalities on these amendment options. Once the consultation with member municipalities is complete, MVRD staff will bring forward feedback received as well as potential RGS amendment bylaws for MVRD Board consideration.

The four potential amendment options developed by MVRD staff include:

1. Add new Special Study Areas (SSAs) in the requesting municipalities;
 - a. SSAs were identified in the previous Metro 2040 (SSAs are areas where future regional land use changes are identified but require further study prior to an amendment to the RGS can proceed), but Metro 2050 does not permit a process to include new SSAs. This proposed option would permit Surrey, Delta and the Township of Langley to identify new SSAs for inclusion in Metro 2050, through a lower voting threshold (Type 3);

2. Re-Classify amendments to lands with a Rural regional land use designation from Type 2 to Type 3 Amendments;
 - a. This option lowers the voting threshold, from Type 2 to 3, for regional land use designation changes and UCB adjustments from Rural to Industrial, Employment or General Urban;
3. Expand Amendment Opportunities for properties adjacent to the Urban Containment Boundary (and lower voting threshold to Type 3);
 - a. This option would permit the changing of Agricultural or Rural regional land uses to General Urban or Employment, if sites are UCB-contiguous, outside of Agricultural Land Reserve (ALR) and ecologically sensitive areas, and can be serviced with existing/committed infrastructure and support compact, transit-oriented development; and
4. Expand Use of the Flexibility Clause (RGS 6.2.7) for properties adjacent to the Urban Containment Boundary;
 - a. This option would permit regional land use changes, on UCB-contiguous sites and without a Metro 2050 amendment, if flexibility criteria are met.

Staff Analysis and Recommended Response

Following review of the South of Fraser Mayor's Request and the proposed options that MVRD has put forward in response it is clear that the proposed process options, to adjust regional land uses and the UCB and potentially making it easier for the MVRD Board to make these adjustments, are major proposed changes to the RGS and its primary and foundational growth management mechanisms.

While staff note there are existing SSAs that have been carried forward from Metro 2040 into Metro 2050, the request by the South of Fraser Mayors and proposed options put forward by MRVD staff go beyond the current policy and amendment framework of the RGS, which was established through a significant, comprehensive consultation and technical review process prior to the adoption of the current Metro 2050 RGS. Notably some of these options contemplate the reduction of MVRD Board voting thresholds to make major policy changes to the RGS. Based on this, and as described in the attached staff response letter (Attachment 2) staff recommend that the decisions on these proposed changes to Metro 2050 be postponed and instead advanced forward and considered as a part of the process to develop the next RGS.

BUDGET IMPLICATIONS:

None.

ALTERNATIVES:

1. Direct staff to amend the attached response letter according to Council direction and send to MVRD.
2. Direct staff to provide no comments to MVRD.

Respectfully Submitted,



Carl Johannsen, RPP, MCIP
Director of Development Services

Attachment(s):

1. Letter from Metro Vancouver Regional District titled "Consultation on Proposed Metro 2050 Amendment Options in Response to South of Fraser Mayor's Request."
2. Response letter from City of Langley titled "Comments Regarding Proposed Metro 2050 Amendment Options (in Response to South of Fraser Mayor's Request)."

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer

January 20, 2026

File: CP-11-01
Ref: RD 2025 11 28

Mayor Nathan Pachal and Council
City of Langley
20399 Douglas Crescent
Langley, BC V3A 4B3

VIA EMAIL: npachal@langleycity.ca; dmack@langleycity.ca; lwhite@langleycity.ca;
msolyom@langleycity.ca; palbrecht@langleycity.ca; rwallace@langleycity.ca;
tjames@langleycity.ca

Dear Mayor Nathan Pachal and Council:

**Consultation on Proposed *Metro 2050* Amendment Options
in Response to South of the Fraser Mayors' Request**

On November 28, 2025, the Metro Vancouver Regional District (MVRD) Board of Directors directed staff to initiate consultation on potential amendments to *Metro 2050*, the Regional Growth Strategy, in response to a letter to the Board Chair from three South of the Fraser Mayors. These municipalities have expressed that the current amendment framework is limiting their ability to accommodate the region's growing demand for housing, employment lands, and essential services.

In June 2025, the mayors of Surrey, Langley Township, and Delta submitted a joint letter outlining policy changes they believe are necessary to better support growth and development south of the Fraser. Informed by this request and subsequent discussions with municipal staff and the MVRD Board, Metro Vancouver has developed four amendment options for consideration. These options focus on improving flexibility for making adjustments to the Urban Containment Boundary and streamlining the amendment process while maintaining the integrity of regional growth management objectives.

The proposed amendment options are:

- 1. Type 3 amendment: Add new Special Study Areas in the requesting municipalities.**
Currently, *Metro 2050* does not allow the addition of new Special Study Areas (SSAs). SSAs are designated locations where future regional land use changes are anticipated but require further study before an amendment can proceed. This amendment would allow Surrey, Langley Township, and Delta to identify a limited number of new SSAs for inclusion in *Metro 2050*, enabling future land use changes in these areas to be considered under a lower voting threshold.

81367363

2. **Type 1 amendment: Re-Classify amendments to lands with a Rural regional land use designation from Type 2 to Type 3 amendments.**
Lower the voting threshold for designation changes from Rural to Industrial, Employment, or General Urban.
3. **Type 1 amendment: Expand amendment opportunities for properties adjacent to the Urban Containment Boundary.**
Lower the voting threshold for changes from Agricultural or Rural to General Urban or Employment, provided that the sites (a) are contiguous with the Urban Containment Boundary; (b) are outside the Agricultural Land Reserve and ecologically sensitive areas; (c) can be serviced with existing or committed infrastructure; and (d) support compact, transit-oriented, complete communities.
4. **Type 3 amendment: Expand use of the flexibility clause (6.2.7) for properties adjacent to the Urban Containment Boundary.**
Allow regional land use designations on sites contiguous to the Urban Containment Boundary to be changed without a *Metro 2050* amendment, if the change satisfies criteria outlined in the current flexibility clause (i.e. site size and cumulative usage).

Under *Metro 2050*, Type 1 amendments require a 50%+1 weighted vote of the MVRD Board plus unanimous acceptance by all affected local governments to pass. Type 3 amendments require a 50%+1 weighted vote of the MVRD Board to pass after an opportunity for comment from all affected local governments. More details about these amendment types is contained in Part F of *Metro 2050* ([Implementation](#)) and in the [Regional Growth Strategy Amendments Implementation Guide](#).

The MVRD Board cannot give initial readings to a *Metro 2050* amendment bylaw that affects local governments without first consulting with them. As an agency with a statutory role in the Regional Growth Strategy amendment process, we are seeking your feedback on these options, as detailed in the enclosed staff report. At this stage, we are not requesting formal consideration of any bylaw; all feedback received through this consultation will be summarized and provided directly to the Metro Vancouver Regional District Board when it considers the initial readings of any draft *Metro 2050* amendment bylaws. If the MVRD Board grants initial readings to any bylaw at that meeting, a formal referral and comment period of at least 60 days will be initiated.

To meet this timeline, we request that you provide any comments by **March 20, 2026**. Staff would be pleased to meet with your staff or present to your Council or Board to discuss the proposed options in more detail. To arrange this, or should you have any questions, please contact Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development, Regional Planning and Housing Services, by phone at 604-432-6391 or by email at jonathan.cote@metrovancouver.org.

Thank you for your attention to this matter and for your continued collaboration in shaping the region's growth.

Enclosed is a copy of the aforementioned staff report for your reference.

Yours sincerely,



Mike Hurley
Chair, Metro Vancouver Boards

MH/JC/ms

cc: Francis Cheung, Chief Administrative Officer, City of Langley
Kelly Kenney, Corporate Officer, City of Langley
Jerry Dobrovlny, Commissioner/Chief Administrative Officer, Metro Vancouver
Heather McNell, Deputy Chief Administrative Officer, Policy and Planning, Metro Vancouver

Encl: [MVRD Board Report dated November 14, 2025, titled "Proposed Metro 2050 Amendment in Response to South of the Fraser Mayors' Request" \(pg. 407\)](#)

81367363

March 23, 2026

Via Email jonathan.cote@metrovancover.org

Metro Vancouver Regional District
4515 Central Boulevard
Burnaby, BC
V5H 0C6

Attention: Jonathan Cote, Deputy General Manager, Regional Planning and Housing Development

Re: Comments Regarding Proposed Metro 2050 Amendment Options (in Response to South of Fraser Mayor's Request)

Dear Mr. Cote,

Thank you for the letter dated January 20, 2026 inviting the City of Langley to provide comment on the proposed Regional Growth Strategy (RGS) amendment options that Metro Vancouver Regional District (MVRD) staff have developed. These options respond to a request from the Mayors of Delta, Surrey and the Township of Langley to make policy changes to the Metro 2050 RGS in order to better support growth and development in their municipalities.

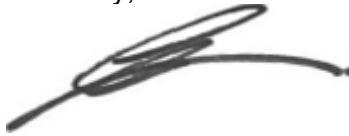
Following review of the South of Fraser Mayor's Request and the proposed options from MVRD it is clear that the proposed process options, to adjust regional land uses and the Urban Containment Boundary (UCB) and potentially making it easier for the MVRD Board to make these adjustments, are major proposed changes to the RGS and its primary and foundational growth management mechanisms.

While staff note there are existing Special Study Areas that have been carried forward from Metro 2040 into Metro 2050, the request by the South of Fraser Mayors and proposed options put forward by MRVD staff go beyond the current policy and amendment framework of the RGS, which was established through a significant, comprehensive consultation and technical review process prior to the adoption of the current Metro 2050 RGS (adopted February 2023). Notably some of these options contemplate the reduction of MVRD Board voting thresholds to make major policy changes to the RGS.

Based on this, the City of Langley recommends that the decisions on these proposed changes to Metro 2050 be postponed and instead advanced forward and considered as a part of the process to develop the next RGS.

Thank you for the opportunity to comment on the proposed RGS amendment options, and if you have any questions or would like to discuss further please contact the undersigned at 604.514.2815 or cjohannsen@langleycity.ca.

Sincerely,



Carl Johannsen, RPP, MCIP
Director of Development Services

- c. Mayor and Council
 - Francis Cheung, P.Eng., Chief Administrative Officer
 - Kelly Kenney, Corporate Officer
 - Roy Beddow, RPP, MCIP, Deputy Director of Development Services





CITY OF LANGLEY

MOTION

Project Black Feather Support - Councillor Leith White

WHEREAS Project Black Feather is a joint early-intervention partnership between the City of Langley, Township of Langley, and School District No. 35 that responds to youth disengagement, vulnerability, and exploitation through coordinated clinical and community supports, as defined in the School District's program documentation;

WHEREAS public reporting to Council and external summaries indicate that Project Black Feather has supported over 400 young people, with more than 150 experiencing positive changes such as addiction recovery and reduced gang-affiliated behaviour, demonstrating measurable impact on Langley youth;

WHEREAS the SD35 Board, in correspondence dated February 11, 2026, confirmed that federal Building Safer Communities Fund (BSCF) support for Project Black Feather is scheduled to sunset on March 31, 2026, and emphasized the need for continued funding to sustain proven outcomes, supported by an independent evaluation to be released;

THEREFORE BE IT RESOLVED that Council direct staff to work with School District 35 and the Township of Langley and report back with options for interim City support to Project Black Feather in 2026, including bridging funds or in-kind supports.

AND BE IT FURTHER RESOLVED that Council write letters of support to Prime Minister Carney, Premier Eby, relevant federal and provincial ministers and our local Member of Parliament, with copies to Public Safety Canada – Building Safer Communities Fund, advocating for the continuation of federal funding for Project Black Feather, recognizing its documented positive impact on vulnerable youth in Langley and the imminent lapse of the Building Safer Communities Fund on March 31, 2026.

(see background below)

Background:

Letters advocating for continuation of federal funding for Project Black Feather to be sent to the following:

Federal Government

- The Right Honourable Mark Carney
Prime Minister of Canada
- The Honourable Gary Anandasangaree
Minister of Public Safety Canada
- The Honourable François-Philippe Champagne
Minister of Finance
- The Honourable Rechie Valdez
Minister of Women and Gender Equality
- The Honourable Anna Gainey
Secretary of State (Children and Youth)
- Council of Ministers of Canada

Province of British Columbia

- The Honourable David Eby
Premier of British Columbia
- The Honourable Nina Krieger
Minister of Public Safety and Solicitor General
- The Honourable Lisa Beare
Minister of Education and Child Care
- The Honourable Sheila Malcolmson
Minister of Social Development and Poverty Reduction
- The Honourable Josie Osborne
Minister of Health
- Tamara Jansen, MP Cloverdale-Langley City

Cc Public Safety Canada – Building Safer Communities Fund