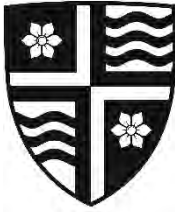


Township of
Langley



Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED: JUNE 27, 2022 - REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: OFFICIAL COMMUNITY PLAN AMENDMENT AND
REZONING APPLICATION NO. 100227 AND
DEVELOPMENT PERMIT APPLICATION NO. 100940
(QUALICO MITCHELL WILLIAMS LLP /
8000 – 8200 BLOCK OF 212 STREET)

REPORT: 22-68
FILE: 08-25-0103

PROPOSAL:

Application to amend the Williams Neighbourhood Plan and to rezone a 1.1 ha (2.7 ac) portion of land located in the Williams Neighbourhood Plan area to Residential Compact Lot Zone R-CL(A) with accompanying Development Permit to accommodate development of 22 single family lots.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaws No. 5791 and 5792 subject to 15 development prerequisites being completed prior to final reading; authorize issuance (at time of final reading of Bylaw No. 5792) of Development Permit No. 100940; and authorize staff to proceed with the public hearing.

RATIONALE:

The proposal is consistent with the overall objectives of the Willoughby Community Plan and Williams Neighbourhood Plan.



RECOMMENDATIONS:

That Council give first and second reading to Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 Amendment (Qualico Mitchell Williams LLP) Bylaw No. 5791 and Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Mitchell Williams LLP) Bylaw No. 5792 rezoning a 1.1 ha (2.7 ac) portion of land located in the Williams Neighborhood Plan area to Residential Compact Lot Zone R-CL(A) to accommodate development of 22 single family lots subject to the following development prerequisites being satisfied to the acceptance of the Township of Langley General Manager of Engineering and Community Development unless otherwise noted prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions including provision of dedications and rights of way in accordance with the Township's Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan;
2. Provision of a community stormwater management facility with associated amenities in accordance with the Township's Subdivision and Development Servicing Bylaw and the Williams Neighborhood Plan;
3. Provision of a sanitary lift station and force main in accordance with the Township's Subdivision and Development Servicing Bylaw and the Williams Neighborhood Plan;
4. Provision of neighborhood park and elementary school site in accordance with the Township's Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan;
5. Submission of an erosion and sediment control plan and provision of security in accordance with the Erosion and Sediment Control Bylaw;
6. Provision of road dedications, widenings, and necessary traffic improvements including realignment of the intersection of 80 Avenue with 212 Street in accordance with the Township's Master Transportation Plan, the Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan;
7. Provision of a layout demonstrating the development potential of 21214 – 82 Avenue layout (and a restrictive covenant to secure an interim access condition) and incorporation of revisions and/or security as needed;
8. Provision of greenways (83 Avenue), Watercourse Compensation Area, Neighbourhood Landmark, public art location, and pedestrian links in accordance with the Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan;
9. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with Subdivision and Development Servicing Bylaw (Schedule I - Tree Protection);
10. Provision of utility box wraps in accordance with the Williams Neighbourhood Plan;
11. Receipt of final approval from the Ministry of Transportation and Infrastructure;
12. Registration of restrictive covenants:
 - a. Prohibiting development of the eastern lot until such time as the lands are rezoned and Development Permits are issued by Council and requiring implementation of applicable policies of the Williams NP in the design of the townhouse sites in addition to the applicable development permit area guidelines;
 - b. Prohibiting clearing and grading of the eastern lot until such time as a final tree management plan is accepted incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection); and
 - c. Prohibiting the tandem parking spaces on the proposed northern lots from being developed for purposes other than the parking of vehicles;

OFFICIAL COMMUNITY PLAN AMENDMENT AND
REZONING APPLICATION NO. 100227 AND
DEVELOPMENT PERMIT APPLICATION NO. 100940
(QUALICO MITCHELL WILLIAMS LLP /
8000 – 8200 BLOCK OF 212 STREET)
Page 3 . . .

13. Demolition of existing buildings and structures;
14. Compliance with the Neighbourhood Park Land Policy, Community Amenity Contributions Policy, Willoughby Arterial Road Completion Amenity Program Policy and the Williams Amenity Zoning Policy including payment of applicable amenity fees; and
15. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges;

That Council consider that Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 Amendment (Qualico Mitchell Williams LLP) Bylaw No. 5791 is consistent with the Township's Five Year Financial Plan as updated annually and with Metro Vancouver's Integrated Liquid Waste Resource Management Plan and Integrated Solid Waste Resource Management Plan, Housing Needs Report, and with the consultation requirement of Official Community Plan Consultation Policy (07-160);

That Council at time of final reading of Rezoning Bylaw No. 5792 authorize issuance of Development Permit No. 100940 for the proposed single family lots, subject to the following conditions:

- a. An exterior design control agreement shall be entered into for all lands zoned Residential Compact Lot Zones R-CL(A) ensuring that building design and site development standards are high quality, consistent and compatible with other lots and development, incorporates relevant design provisions from the Williams Neighbourhood Plan including porches, tree planting and parking, and in accordance with Willoughby Community Plan Development Permit Area guidelines; and
- b. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place; and further

That Council authorize staff to schedule the required public hearing for Bylaws No. 5791 and 5792 with accompanying Development Permit No. 100940.

EXECUTIVE SUMMARY:

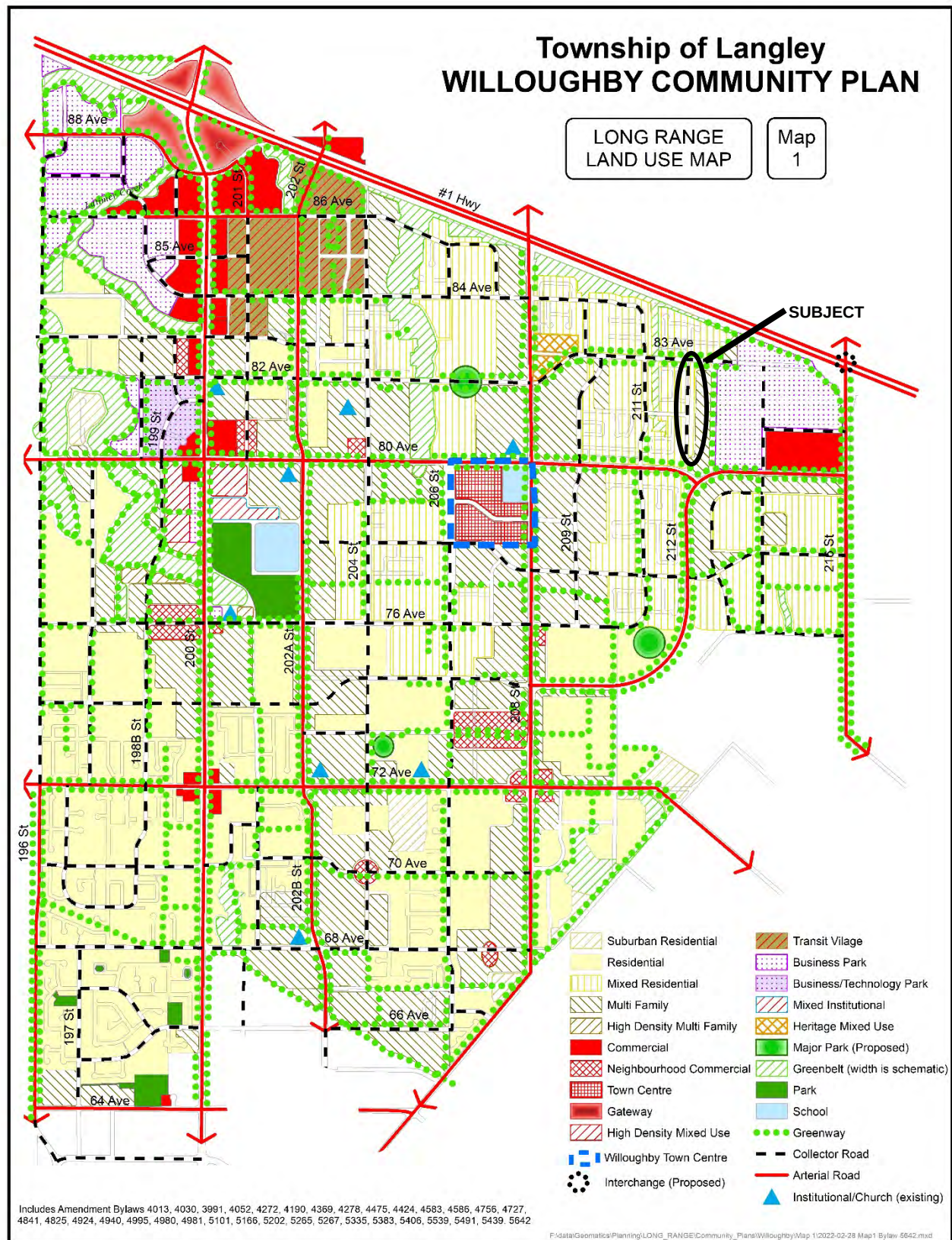
Qualico Mitchell Williams LLP has applied on behalf of the property owners to amend the Williams Neighbourhood Plan (Williams NP) and rezone a 1.1 ha (2.7 ac) portion of land located on the east side of 212 Street between 80A Avenue and 83 Avenue to Residential Compact Lot Zone R-CL(A) with an accompanying Development Permit to accommodate development of 22 single family lots. The proposed Williams NP amendment allows for consideration of the applicant's proposed parking configuration to accommodate additional parking in support of secondary suites.

The proposal is consistent with the overall objectives of the Willoughby Community Plan and Williams NP. Staff recommend that Council consider the Williams NP amendment and rezoning requests, subject to the completion of 15 development prerequisites and authorize issuance of Development Permit No. 100940 at time of final reading of Bylaw No. 5792.

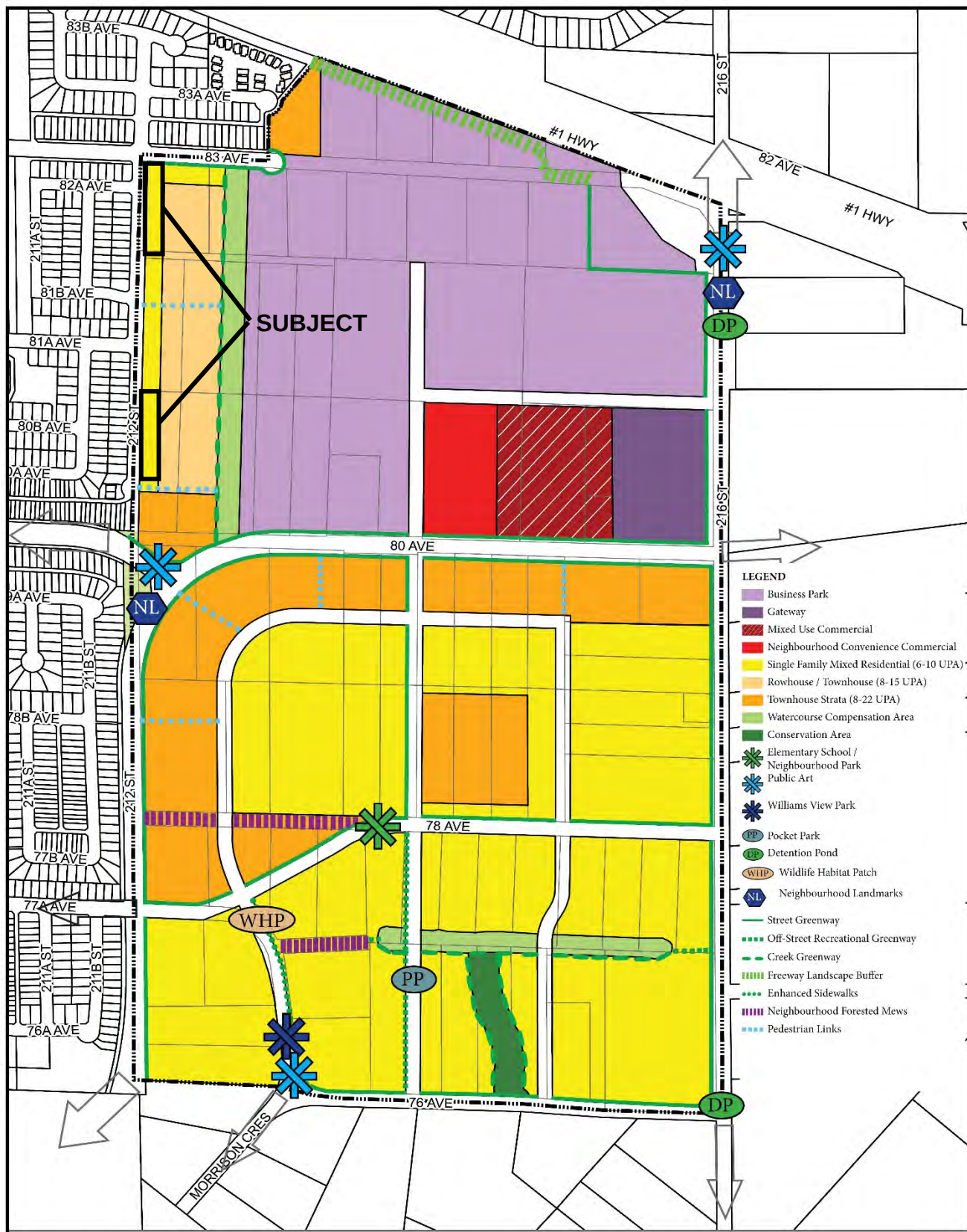
PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Williams Neighbourhood Plan Amendment Bylaw No. 5791, Rezoning Bylaw No. 5792, and Development Permit No. 100940.

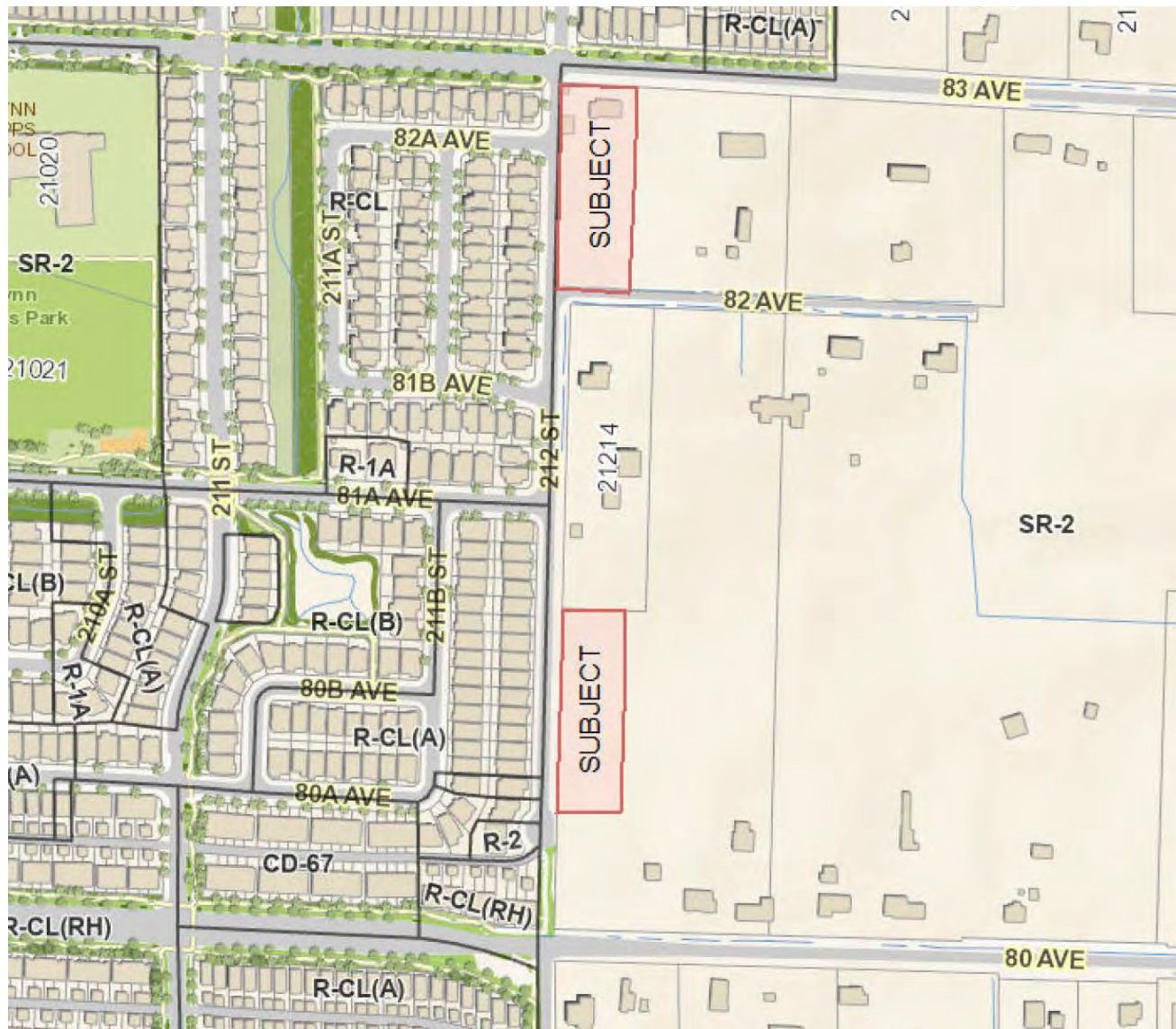
OFFICIAL COMMUNITY PLAN AMENDMENT AND
 REZONING APPLICATION NO. 100227 AND
 DEVELOPMENT PERMIT APPLICATION NO. 100940
 (QUALICO MITCHELL WILLIAMS LLP /
 8000 – 8200 BLOCK OF 212 STREET)
 Page 4 . . .



OFFICIAL COMMUNITY PLAN AMENDMENT AND
 REZONING APPLICATION NO. 100227 AND
 DEVELOPMENT PERMIT APPLICATION NO. 100940
 (QUALICO MITCHELL WILLIAMS LLP /
 8000 – 8200 BLOCK OF 212 STREET)
 Page 5 . . .

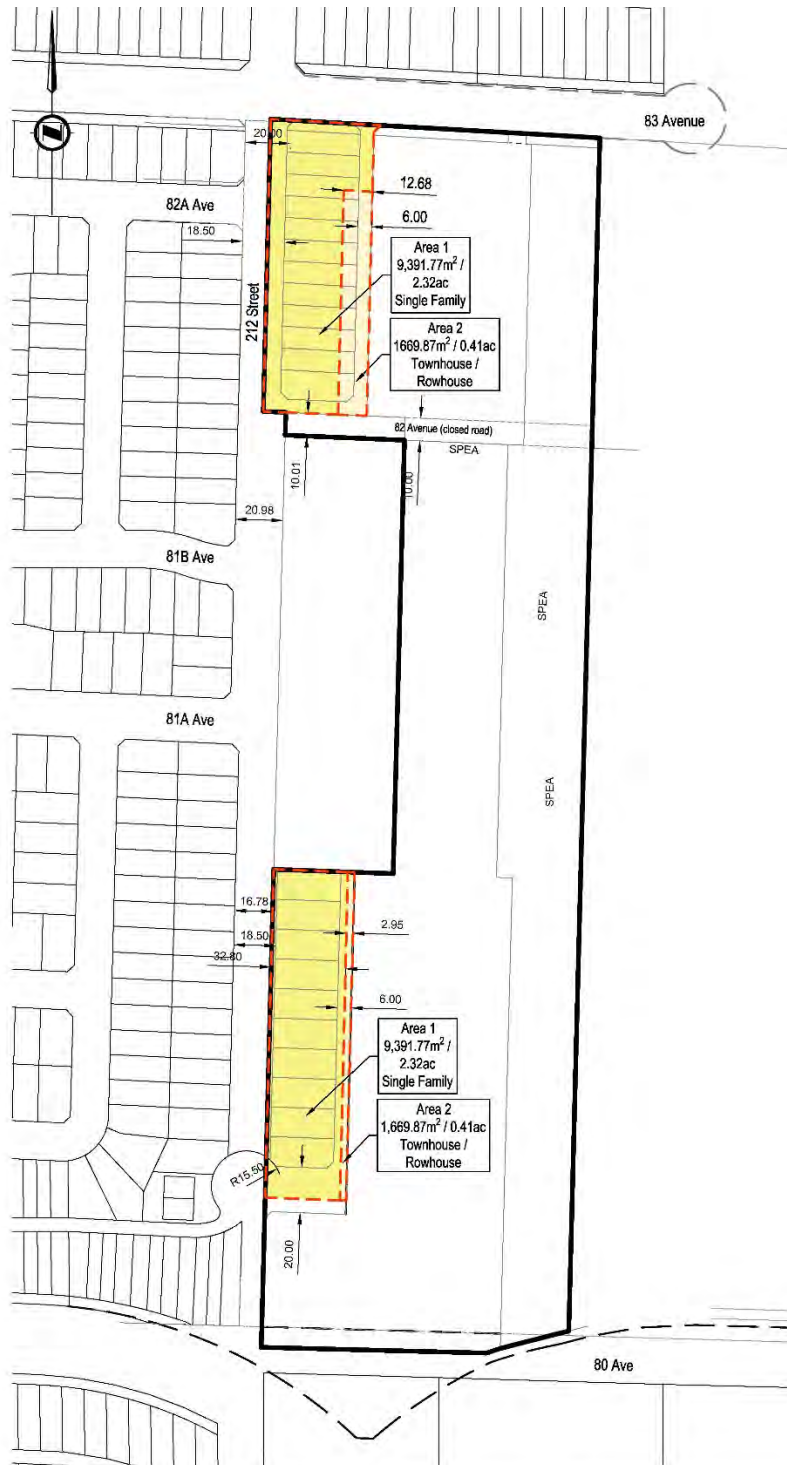


OFFICIAL COMMUNITY PLAN AMENDMENT AND
 REZONING APPLICATION NO. 100227 AND
 DEVELOPMENT PERMIT APPLICATION NO. 100940
 (QUALICO MITCHELL WILLIAMS LLP /
 8000 – 8200 BLOCK OF 212 STREET)
 Page 6 . . .



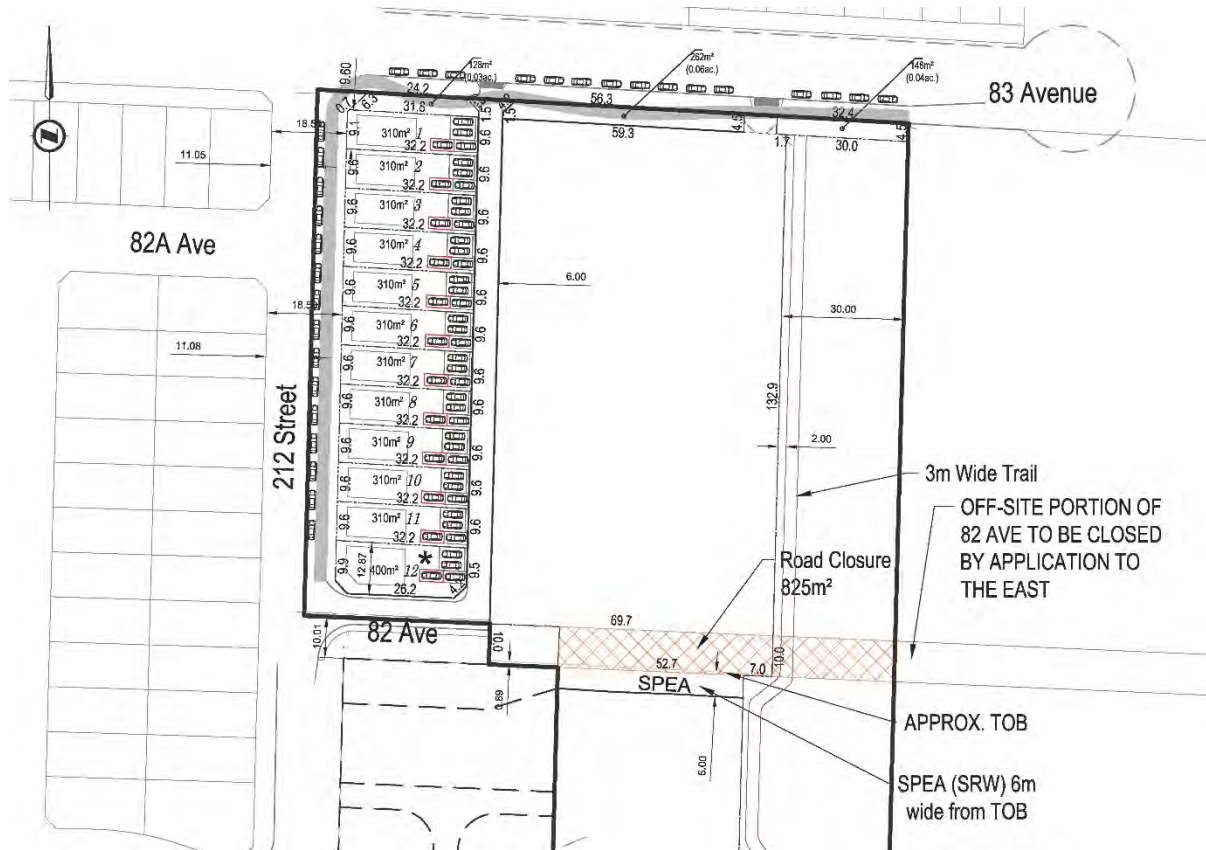
ZONING BYLAW NO. 2500

OFFICIAL COMMUNITY PLAN AMENDMENT AND
 REZONING APPLICATION NO. 100227 AND
 DEVELOPMENT PERMIT APPLICATION NO. 100940
 (QUALICO MITCHELL WILLIAMS LLP /
 8000 – 8200 BLOCK OF 212 STREET)
 Page 7 . . .

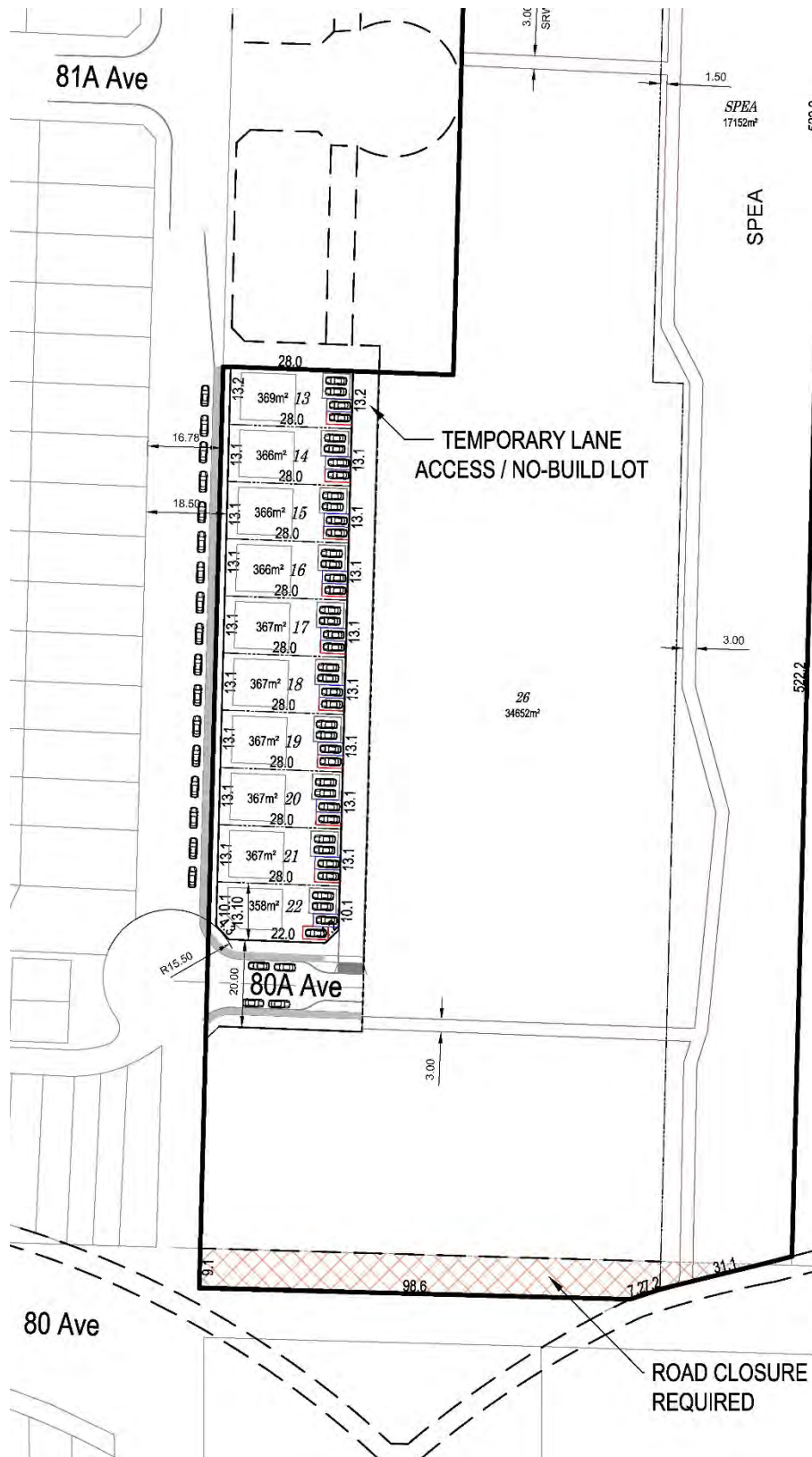


Area	Gross Developable Area (ac. / ha.)	*Net Developable Area (ac. / ha.)	NP Designation Area	Permitted Density / Acre / Hectare	Permitted Yield	Proposed Lot Yield (units)	Proposed Density (upa / upha)
Area 1	2.32 ac. / 0.94 ha.	2.32 ac. / 0.94 ha.	Single Family	6 - 10 upa / 15 - 25 upha	13.92-23.20	22	9.48 upa / 23.40 upha
Area 2	0.41 ac. / 0.17 ha.	0.41 ac. / 0.17 ha.	Townhouse / Rowhouse	8 - 15 upa / 20 - 37 upha	3.28-6.15	0	n/a
Total	2.73 ac. / 1.10 ha.	2.73 ac. / 1.10 ha.	n/a	n/a	17.2-29.35	22	8.06 upa / 20.00 upha

* Net developable area excludes area below top of bank (not applicable to Area 1 or Area 2)



OFFICIAL COMMUNITY PLAN AMENDMENT AND
 REZONING APPLICATION NO. 100227 AND
 DEVELOPMENT PERMIT APPLICATION NO. 100940
 (QUALICO MITCHELL WILLIAMS LLP /
 8000 – 8200 BLOCK OF 212 STREET)
 Page 9 . . .



OFFICIAL COMMUNITY PLAN AMENDMENT AND
 REZONING APPLICATION NO. 100227 AND
 DEVELOPMENT PERMIT APPLICATION NO. 100940
 (QUALICO MITCHELL WILLIAMS LLP /
 8000 – 8200 BLOCK OF 212 STREET)
 Page 10 . . .

REFERENCE:

Owner:	1102827 BC Ltd. and 1117488 BC Ltd. 201, 6525 – 177B Street Surrey, BC V3S 5N4
Agent:	Qualico Mitchell Williams LLP 201, 6525 – 177B Street Surrey, BC V3S 5N4
Legal Description:	Portion of Lot 1 Section 25 Township 8 New Westminster District Plan EPP86150
Location:	East side of 212 Street between 80A Avenue and 83 Avenue
Area:	Total lot size: 6.2 ha (15.3 ac) Portion to be rezoned: 1.1 ha (2.7 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Residential Compact Lot Zone R-CL(A)
Williams Neighbourhood Plan:	Single Family Mixed Residential and Rowhouse / Townhouse

BACKGROUND / HISTORY:

The Williams NP was adopted by Council in 2018 and the subject application is one of the first residential proposals to advance for consideration in the Williams NP area. The proposed development site is currently zoned Suburban Residential Zone SR-2 and designated Single Family Mixed Residential and Rowhouse / Townhouse in the Williams NP.

The Ministry of Transportation and Infrastructure (MOTI) opened a new interchange to Highway 1 at 216 Street in 2020. To support the new highway infrastructure, realignment of the intersection of 212 Street with 80 Avenue is a condition of the subject application. MOTI approval will be required for the subject proposal.

DISCUSSION / ANALYSIS:

The applicant has applied to amend the Williams NP and to rezone the subject 1.1 ha (2.7 ac) site from Suburban Residential Zone SR-2 to Residential Compact Lot Zone R-CL(A) to accommodate development of 22 single family lots. The proponent's application includes a form and character Development Permit for the single family lots, a subdivision application, and a greenhouse gas emission reduction and energy conservation development permit.

Site Description:

The site, which slopes downwards from 212 Street to the east, was previously used for large lot suburban residential and agricultural uses and was comprised of a number of separate lots. A yellow coded watercourse is located in the ditch on the south side of the 82 Avenue dedication. Most of the

existing buildings have been removed from the subject site except for a single family house and associated buildings at 21225 80 Avenue at the south end of the subject site. Removal of all buildings is a condition of rezoning.

Adjacent Uses:

North: 83 Avenue beyond which are lots zoned Residential Compact Lot Zone R-CL and R-CL(A) in the Yorkson Neighbourhood Plan area;

South: 80 Avenue beyond which are lands zoned Suburban Residential Zone SR-2, designated Townhouse Strata and Single Family Mixed Residential in the Williams NP currently under application (ToL Project 08-24-0085);

East: The remainder of the subject lands and lands beyond zoned Suburban Residential Zone SR-2, designated Single Family Mixed Residential, Rowhouse/Townhouse, Watercourse Compensation Area and Business Park in the Williams NP. The application to rezone the Business Park lands was considered by Council July 26, 2021 (ToL Project 08-25-0098); and

West: 212 Street beyond which are lands zoned Residential Zone R-1A, Residential Zone R-2, and Residential Compact Lot Zones R-CL, R-CL(A), R-CL(B) in the Yorkson Neighbourhood Plan area.

Williams Neighbourhood Plan:

As the subject proposal is one of the first residential applications to advance for consideration by Council in the Williams NP area, the applicant is responsible for satisfying the following prerequisites prior to final reading. Below each point, staff have provided the status of each item.

- The required joint elementary school and neighbourhood park site to serve the area must be secured and located to the acceptance of the Township of Langley and the Langley School District.
 - o TOL Project 08-24-0085 currently being considered by Council includes 2 ha (5 ac) of land for an elementary school site and 2 ha (5 ac) of land for a neighbourhood park site. The Township of Langley and the Langley School District have indicated preliminary acceptance of the proposed site. The lands are required to be dedicated prior to final reading of the rezoning bylaw.
- The required community stormwater management facility to serve that area must be secured and located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering and Community Development.
 - o The applicant for ToL Project 08-25-0098 (third reading granted July 26, 2021) is advancing design of a community stormwater management facility with associated amenities as per the Williams NP at the southwest corner of the intersection of Highway 1 and 216 Street. The stormwater management facility is required to be dedicated and construction secured prior to final reading of the subject rezoning bylaw.
- Major roads and engineering services including drainage, water, and sanitary sewer, stormwater management facilities, and road dedications, widenings and rights-of-way must be provided and extended (at no cost to the Township) to accommodate the proposed development.
 - o The applicant for ToL Project 08-25-0098 (third reading granted July 26, 2021) is advancing design of a sanitary lift station southeast of the proposed stormwater

management facility as well as associated forcemain infrastructure to connect to the system at 83 Avenue in the Yorkson Neighbourhood Plan area. The sanitary infrastructure is required to be dedicated and construction secured prior to final reading of the subject rezoning bylaw.

- o The applicant is advancing all roadworks and greenway works fronting the site on 212 Street, 80A Avenue, 82 Avenue and 83 Avenue to support the subject development. A condition of the subject development proceeding includes the realignment of the intersection of 80 Avenue with 212 Street and provisions of associated amenities with the offsite works and services.

Williams Neighborhood Plan Amendment:

The Williams NP includes a number of specific policies related to parking. With regards to single family lots, the Williams NP requires the provision of an additional, non-tandem parking space on a single family lot to support a secondary suite. The subject lots are proposed to be zoned R-CL(A) which requires three parking spaces per lot (two side by side in an enclosed garage plus one outdoor space). To align with the policy in the Williams NP, the applicant is required to design the lot to accommodate a total of four parking spaces to support secondary suites. To accommodate the additional parking space in a side by side configuration, the applicant is proposing wider lots for the southern 10 lots.

The applicant is requesting a plan amendment to allow the additional parking space on the northern 12 lots to be accommodated in a tandem configuration. To offset the request for the tandem configuration, the applicant is proposing deeper lots than required by the Zoning Bylaw (32 m instead of 28 m) and committing to registration of a restrictive covenant to identify the space for parking purposes. Each lot is provided with four parking spaces and the rear loaded nature of the proposed lots provides additional street parking opportunities on the east side of 212 Street and the flanking streets. Attachment B is the applicant's parking rationale including information for the subject application as well as the adjacent townhouse site.

Official Community Plan Consultation Policy:

In accordance with the Official Community Plan Consultation Policy (07-160), the Langley School District was consulted during the early stages and throughout the Official Community Plan (OCP) amendment application process. The School District provided the number of students estimated for the development and noted that students would be accommodated in the district. Staff recommends that Council consider the consultation complete consistent with the requirements of the Official Community Plan Consultation Policy (07-160) noting securing the elementary school site is required prior to final reading.

The Official Community Plan Consultation Policy also requires Council to consider the OCP amendment in conjunction with the financial plan, Housing Needs Report, and any applicable waste management plan. Staff recommend that Council consider the proposed OCP amendment consistent with the Township's financial plans (both operating and capital) and Metro Vancouver's Waste Management Plans as the development site is located in the urban area and designed to accommodate service requirements. Consistent with the Housing Needs Report, the proposed amendment to the Williams NP maintains the yield of housing in the area in forms consistent with the land use plan.

Zoning Amendment:

Bylaw No. 5792 proposes to rezone the western 1.1 ha (2.7 ac) of the subject lot from Suburban

OFFICIAL COMMUNITY PLAN AMENDMENT AND
 REZONING APPLICATION NO. 100227 AND
 DEVELOPMENT PERMIT APPLICATION NO. 100940
 (QUALICO MITCHELL WILLIAMS LLP /
 8000 – 8200 BLOCK OF 212 STREET)
 Page 13 . . .

Residential Zone SR-2 to Residential Compact Lot Zone R-CL(A) to allow for the development of 22 rear loaded lots. The proposed density of the 22 single family lots is 20 units per hectare / 8 units per acre as permitted by the Williams NP Single Family Mixed Residential land use designation which provides for a density range of 15 to 25 units per hectare / 6 to 10 units per acre.

Policy within the Williams NP emphasizes development that supports the pedestrian realm through the development of rear-loaded lots and homes that include functional porches. The proposed single family lots are accessed from a new rear lane consistent with the Williams NP. The Exterior Design Control Agreement will be drafted to require porches as defined in the Williams NP.

As the subject application does not include 21214 – 82 Avenue the applicant has provided a preliminary layout that aligns generally with the provisions of the Williams NP and includes extension of 81A Avenue to serve the future townhouse development east of the proposed lane. Depending on how development of 21214 – 82 Avenue proceeds, the lane south of 21214 – 82 Avenue may require a permanent connection to 212 Street or a permanent turnaround. Accordingly, finalization of the preliminary layout (and a restrictive covenant to secure an interim access condition) is included as a development prerequisite.

Public Consultation:

Policy 07-164 requires the subject application hold a Public Information Meeting prior to proceeding to Council. In accordance with the current Policy, the applicant hosted a virtual Public Information Meeting April 5, 2022. A summary of the Public Information Meeting is included as Attachment C to this report.

Development Permit (Form and Character):

The Williams NP area is designated as a mandatory Development Permit area in the Willoughby Community Plan. The subject site is located in “Development Permit Area ‘B – Residential” which establishes objectives and guidelines for the form, character, and siting of residential development. The primary objective of the development permit area designation is to encourage the development of attractive and safe residential areas and reduce conflict with adjacent land uses.

The specific development permit area guidelines outlined in the Willoughby Community Plan related to single family residential development are attached to this report (Attachment D). For the single family residential lots, the Development Permit guidelines are implemented by a Development Permit requirement that the proponent enter into an exterior design control agreement at the time of subdivision. The exterior design control agreement typically addresses the form, character and siting of individual single family homes constructed in a development. The exterior design control agreement will include provisions with regards to porches, parking, and trees consistent with policies in the Williams NP. Development Permit No. 100940 is included as Attachment A to this report.

Greenhouse Gas (GHG) Development Permit:

The subject site is located in Development Permit Area “O” of the Willoughby Community Plan, which establishes objectives to promote energy conservation and reduction of greenhouse gas emissions through the issuance of a development permit. Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Energy Conservation and GHG Emissions Development Permits to the delegated official (defined in the Bylaw as the General Manager, Engineering and Community Development or Approving Officer, or designates). Staff note that the Energy Conservation and GHG Emissions Permit is being processed concurrently and its issuance is required prior to subdivision and building permit. Future Energy Conservation and GHG Emission Reduction Development Permits will accompany the townhouse Development Permit applications.

OFFICIAL COMMUNITY PLAN AMENDMENT AND
 REZONING APPLICATION NO. 100227 AND
 DEVELOPMENT PERMIT APPLICATION NO. 100940
 (QUALICO MITCHELL WILLIAMS LLP /
 8000 – 8200 BLOCK OF 212 STREET)
 Page 14 . . .

Subdivision:

Staff are concurrently considering a subdivision application to create the proposed lots and provide the required dedications, including the watercourse compensation area. The subdivision application will also create a lot on the east side of the site currently under application for development as townhouses (ToL Project 08-25-0120). The subdivision plan aligns with the proposed rezoning.

Tree Protection / Replacement:

The tree management plans submitted by the applicant for that portion of the site proposed to be rezoned indicate that two significant trees exist on the subject site and that no trees are proposed to be retained. Staff note that tree retention opportunities reflect the form of development and the nature of the existing tree resource. In accordance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection), a total of 81 replacement trees are required to be planted over the full extents of the lands proposed to be rezoned. Final tree retention, protection, and replacement plans are subject to the final acceptance of the Township. This requirement has been included in the list of development prerequisites to be completed prior to final reading of the rezoning bylaw.

Staff note the development prerequisites include a restrictive covenant prohibiting tree clearing until such time as a development permit is issued for the proposed townhouse lot east of the 22 lots. Tree management plans for the east lot will be reviewed in conjunction with the rezoning and development permit applications on the lands.

Williams Neighbourhood Plan Amenities:

As a condition of rezoning, the applicant is required to dedicate and construct a 4.5 m wide street greenway on 83 Avenue as well as pedestrian links providing connections across the townhouse sites to a watercourse compensation area. The pedestrian links will be constructed as sidewalks for the single family portion of the development (on 80A Avenue and 82 Avenue). At the realigned intersection of 80 Avenue with 212 Street, the Williams NP requires construction of a neighbourhood landmark including space and utilities for public art.

A condition of rezoning is acceptance of landscape and servicing plans for the above noted required amenities, dedication of the required lands and construction of the works to the acceptance of the Township as well as compliance with the Williams Amenity Zoning Policy.

Adaptable Housing:

In accordance with Section 5.3.9. of the Williams NP a minimum of 5% of the single family and townhouse units in any residential development shall provide adaptable housing. Council has chosen to implement this provision through the adoption and implementation of the Adaptable Housing Requirements. The adaptable units are to be identified and secured by restrictive covenant prior to final reading noting that the single family portion of the development is proposed to include one adaptable housing unit in keeping with this requirement.

Community Amenity Contributions:

Staff note that the Community Amenity Contributions (CAC) Policy (adopted by Council on July 23, 2018 and revised October 18, 2021) is applicable to the subject residential rezoning application. The policy specifies target contribution amounts based on unit types. The applicant has reviewed the policy and has agreed to provide the current target contribution amounts specific to this development which are \$6,808 per single family lot for a total of \$149,776.

OFFICIAL COMMUNITY PLAN AMENDMENT AND
REZONING APPLICATION NO. 100227 AND
DEVELOPMENT PERMIT APPLICATION NO. 100940
(QUALICO MITCHELL WILLIAMS LLP /
8000 – 8200 BLOCK OF 212 STREET)
Page 15 . . .

Environmental Considerations:

Further to the conditions and particulars of the previously noted streamside development permit, the Township's Sustainability Charter includes environmental objectives to protect and enhance rivers, streams, wildlife habitats and environmentally sensitive areas in the Township. These environmental objectives are supported by policy and guidance outlined in the Township's Environmentally Sensitive Areas Study, Wildlife Habitat Conservation Strategy, Schedule 3 of the OCP, Erosion and Sediment Control Bylaw, and Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) which promote sound environmental management practices and outline Township environmental performance expectations. The provision of stormwater management and sediment control measures and compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) satisfies the objectives of the Sustainability Charter.

School Sites:

School District 35 has provided comments (Attachment E) and anticipates that the proposed development will generate approximately 10 new students for Richard Bulpitt Elementary (located approximately 650 m southwest of the site), three new students for Yorkson Creek Middle School (located approximately 1.2 km northwest of the site) and six students for RE Mountain Secondary School (located approximately 2.1 km southwest of the site).

Parks:

The closest existing parks are Richard Bulpitt Neighbourhood Park and Lynn Fripps Neighbourhood Park located approximately 650 m southwest and 350 m west of the subject site. A condition of development is provision of a neighbourhood park site in the Williams NP area currently proposed to be provided by another application

Servicing:

Prior to final reading, the applicant is required to enter into a Servicing Agreement to secure works and services including road works, greenways, tree replacement, and utility upgrades and extensions to the acceptance of the Township. Road dedications, closures, widening, and necessary traffic improvements (both on-site and off-site) (212 Street, the lane, and 80, 80A, 82 and 83 Avenues) will be required in accordance with the Subdivision and Development Servicing Bylaw and the Williams NP. The applicant will also be required to provide erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw, to the acceptance of the Township. Additionally, a condition of rezoning is compliance with the Willoughby Arterial Road Completion Amenity Program Policy.

Staff note that should construction of the community stormwater management facility and associated amenity as well as the sanitary lift station and force main not be completed by others when the subject application is ready to advance to final reading, they will be required to be provided by the applicant.

Transit:

Transit service is currently provided along 208 Street via the 595 bus route and along Glover Road via the C62/807 bus route.

Policy Considerations:

Qualico Mitchell Williams LLP have applied on behalf of the owners to amend the Williams Neighbourhood Plan and to rezone a 1.1 ha (2.7 ac) portion of land located in the Williams

OFFICIAL COMMUNITY PLAN AMENDMENT AND
REZONING APPLICATION NO. 100227 AND
DEVELOPMENT PERMIT APPLICATION NO. 100940
(QUALICO MITCHELL WILLIAMS LLP /
8000 – 8200 BLOCK OF 212 STREET)
Page 16 . . .

Neighbourhood Plan to Residential Compact Lot Zone R-CL(A) with an accompanying Development Permit to accommodate development of 22 single family lots. The proposed development is in keeping with the land use provisions of the Willoughby Community Plan and Williams NP. Staff recommend that Council consider the requested amendments to the Williams NP and rezoning request. Staff also recommend that Council authorize issuance, at time of final reading of Bylaw No. 5792, of Development Permit No. 100940.

Respectfully submitted,

Teresa Hanson
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A	Development Permit No. 100940 (Single Family Form and Character)
ATTACHMENT B	Parking Rationale
ATTACHMENT C	Public Information Meeting Summary
ATTACHMENT D	Excerpt from Development Permit Area B Guidelines
ATTACHMENT E	SD 35 Comments

ATTACHMENT A

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 100940

This Permit is issued this _____ day of _____, 2022 to:

1. Name: Qualico Mitchell Williams LLP

Address: 201, 6525 – 177B Street
Surrey, BC V3S 5N4

2. This permit applies to and only to those lands within the Municipality described as follows and to any and all buildings, structures and other development thereon:

LEGAL DESCRIPTION: Portion of Lot 1 Section 25 Township 8 New Westminster
District Plan EPP86150

CIVIC ADDRESS: Portion of lands on the east side of 212 Street between 80A
Avenue and 83 Avenue

3. This Permit is issued subject to compliance with all of the Bylaws of the Municipality of Langley applicable thereto, except as specifically varied or supplemented by this permit and subject to the following conditions being satisfied to the acceptance of the General Manager of Engineering and Community Development:

- a. An exterior design control agreement shall be entered into for all lands zoned Residential Compact Lot Zones R-CL(A) ensuring that building design and site development standards are high quality, consistent and compatible with other lots and development, incorporates relevant design provisions from the Williams Neighbourhood Plan including porches, tree planting and parking, and in accordance with Willoughby Community Plan Development Permit Area guidelines; and
- b. Written confirmation from owner and landscape architect or arborist that the tree protection fencing identified in the tree management plan is in place.

4. The land described herein shall be developed strictly in accordance with the terms, conditions and provisions of this Permit and any plans and specifications attached as a Schedule to this Permit which shall form a part hereof.

This Permit is not a Building Permit.

All developments forming part of this Development Permit shall be substantially commenced within two years after the date the Development Permit is issued.

This permit shall have the force and effect of a restrictive covenant running with the land and shall come into force on the date of an authorizing resolution passed by Council.

It is understood and agreed that the Municipality has made no representations, covenants, warranties, guarantees, promises or agreement (verbal or otherwise) with the developer other than those in this Permit.

DEVELOPMENT PERMIT NO. 100940
(QUALICO MITCHELL WILLIAMS LLP
8000 TO 8200 BLOCK OF 212 STREET)
Page 2 . . .

This Permit shall enure to the benefit of and be binding upon the parties hereto and their respective heirs, executors, administrators, successors and assigns.

AUTHORIZING RESOLUTION PASSED BY COUNCIL THIS ____ DAY OF _____, 2022.

2111-03859-01

June 7, 2022

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

Attn: Teresa Hanson and Ruby Sandher

Parking Rationale – Williams Neighbourhood Project Nos. 08-25-0103 & 08-25-0120

POLICY CONTEXT

Based on the Williams Neighbourhood Plan (NP) the overall (6.38 ha 15.77 ac) subject site is split into 3 designations: Single Family Mixed Residential, Rowhouse Townhouse Residential and Townhouse Strata. It appears the intent of the Williams NP for this area is to accommodate a transition of land use and built form between the established single family neighbourhood to the west (Yorkson NP) and the future employment lands to the east. The policies respecting the provision of additional parking are different for each designation. This analysis of policy compliance has been separated by designation.

The subject site is proceeding as two independent rezoning applications separating the Single Family Mixed Residential and Rowhouse/Townhouse Residential plus Townhouse Strata designated lands (refer to Figure 1).



Figure 1

SINGLE FAMILY MIXED RESIDENTIAL

The Williams (NP) policy context is provided by Policy 5.4(2) which states:

“Foster the development of accessory housing including secondary suites or coach homes (R-1 and R-CL(CH); defined in the Township of Langley Zoning Bylaw) with a single family home, along with the provision of an additional, non-tandem parking space on the lot for a secondary suite or coach home”

Interpretation and Response

The policy is clear in that it is set up as a desired objective rather than a requirement through the utilization of the word “foster”. Furthermore, the policy identifies the R-1(A) and R-CL(CH) zones specifically, which clearly suggests that these 2 zones are appropriate uses upon which secondary suites and/or coach houses are to be based. This policy does not specify any locational preferences as to when or where accessory housing should be employed.

The proposal presented does not include either of these zones for the express reason that the detached single family lots form part of the defined “Transition District” area which intends to provide a linear “band of single family forms or residential development along 212 Street” (Williams Neighbourhood Plan, Section 4.1, pg. 32). The existing land use context along the west side of 212 Street is R-CL(A) zoned single family detached lots. This is a well-established residential interface which logically suits a matching land use of R-CL(A) lots as proposed. The ‘fostering’ of accessory dwelling units within the proposed new lots would require additional on-lot parking to support this Plan objective. The proposed subdivision and development concept submitted includes the provision of an additional on-lot parking stall per Williams NP Policy 5.4(2)

In order to address the objective of fostering accessory dwelling unit opportunities, the submitted development concept for the 22 rear loaded (R-CL(A) Zone) lots have been designed to accommodate an additional parking stall on-lot by way of two design methods as described below:

1. The northern block of 12 lane loaded lots (Figure 2, below) are noted as having a longer lot depth (approx. 32m) relative to the minimum zoning requirement. This additional lot depth provides for an opportunity to include an additional outdoor visitor parking stall in the backyard of the lot in a tandem configuration supplemental to the outdoor parking stall required by the Zoning Bylaw. Tandem parking is a common arrangement for frontloaded lot configurations where 2 exterior parking stalls are typically placed in a tandem configuration in front of the two-car garage. Though provision for a tandem parking arrangement is not specifically provided for within the Williams NP, rezoning application 08-24-0103 proposes an amendment to the Williams NP to permit this arrangement on lots 1 to 12 at the north portion of the development site. Effectively this approach represents a tandem condition impacting one exterior parking

stall compared to impacting two garage parking stalls for front loaded dwellings as is permitted in the Zoning Bylaw.

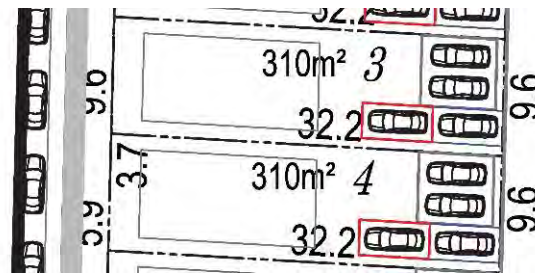


Figure 2

- The remaining 10 lane loaded lots at the south portion of the site (Figure 3, below) are designed with additional width to accommodate an additional exterior parking stall in compliance with the William NP as shown on figure 4). It is noted that due to the asymmetric geometry of the parent parcel, the 10 south lane loaded lots are less deep, precluding the ability to consider a tandem outdoor parking stall arrangement.

The unusually long 212 Street block length, ranging from 123m – 131m, affords 32 immediate on-street parking spaces for these lane-loaded lots (approximately 1.3 spaces per lot), which also supports the intent of policy 5.4(2) to provide additional parking opportunities.



Figure 3

ROWHOUSE/TOWNHOUSE POLICY CONTEXT

The majority of the development covering the eastern portion of the parent lots is proceeding under a separate rezoning application process (08-25-0120). The lands are designated Rowhouse/Townhouse and Townhouse Strata in the Williams NP as indicated in figure 1. The Williams NP includes specific parking parameters for lands designated for Rowhouse/Townhouse and Townhouse Strata. There is a significant difference in the parking requirements for the Rowhouse/Townhouse designation in that, in comparison to the Townhouse Strata designation, the Rowhouse/Townhouse designation requires approximately double the parking rate per unit.

Consistent with the Williams NP, the east portion of this site is proposed to be developed in the form of a Townhouse development that will be based on a Strata form of land tenure – exactly the same as is expected on lands designated Townhouse Strata elsewhere in the William NP area. The proposed development consists of 143 units under the Rowhouse / Townhouse

designation and 29 units under the Townhouse Strata designation. Please note that the attached architectural site plan (Williams Phase 1 – Parking Plan, May 27, 2022) and the attached parking analysis (Bunt and Associates, April 22, 2022), are based on the Williams NP land use designation boundaries. The Williams NP designates the northern portion of the subject site as “Single Family Mixed Residential”; however, an NP Amendment to develop this portion of the site as Rowhouse / Townhouse is being applied for. Therefore, for the purposes of this rationale letter, the single family unit and parking counts shown on the attachments have been added to the Rowhouse / Townhouse counts.

The Rowhouse / Townhouse designation requires 4 parking stalls per unit, whereas the Townhouse Strata designation requires 4 parking stalls only for units along an arterial road and follows the Township Zoning Bylaw requirements of 2 stalls per unit for all other units (aside from visitor parking). The doubling of unit parking rate from 2 to 4 parking stalls per unit for the Rowhouse / Townhouse designation represents a significant departure from the standard Zoning bylaw rates and far in excess of Institute of Transportation Engineers (ITE) parking demand ranges for this use type (see also analysis prepared by Bunt and Associates dated April 22, 2022 appended to this memo).

A planning-focused rationale regarding parking requirements identified in the Williams NP in relation to the impacts on the Rowhouse/Townhouse designation are set forth as follows:

Interpretation and Response

Lands identified for Rowhouse/Townhouse use are located on the eastern portion of this linear site. Williams NP Policy 5.5.1(4b) for Rowhouse / Townhouse states:

“Off-street parking for the dwelling units shall be accessed from a rear lane or internal strata road. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem”.

The Williams NP policy 5.5.1(4b) represents a significant increase in parking supply relative to the *Zoning Bylaw Part 107.3* requirements, which would require 2 stalls per unit plus 0.2 stalls per unit for visitor parking. The Williams NP policy 5.5.1(4b) requires 4 parking spaces per unit, representing a 100% increase in parking supply for any Rowhouse/Townhouse designated project aside from visitor parking. The Township Zoning Bylaw parking requirements are understood to be based on a variety of data sources such as regional standards and Transportation Association of Canada guidelines. It is not clear how the Williams parking requirement was determined; however, the attached parking analysis prepared by Bunt & Associates Engineering Ltd. notes that the average parking demand rate for comparable townhouse sites in the Metro Vancouver area is 1.8 parking spaces per unit (see attached).

The Williams NP designates the southerly portion of the subject site for “Townhouse Strata” use specifying as slightly higher density compared to the Rowhouse/Townhouse and Single Family Mixed designations. The Williams NP generally locates this use along major Arterial roads.

Policy 5.5.2(3b) for Townhouse Strata states:

“Off-street parking for the dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwellings units. All parking spaces within a building shall be non-tandem.”

The proposal includes 29 units located in the Townhouse Strata designated lands. Nine (9) of these units are located to ‘front’ an arterial street and these units provide for 4 off street parking stalls per unit. The policy appears to be specific to units that ‘front’ an arterial road, so units not fronting such a road do not appear to be captured by this policy.

Aside from visitor parking, a total of 77 off-street parking stalls is proposed for this Townhouse Strata designated portion of the site. Based on the 4 stalls for 9 units fronting an arterial road and 2 stalls for the remaining 20 units, the Townhouse Strata requires 76 parking spaces. Based on this interpretation the parking provided meets and exceeds the policy expectation and certainly exceeds the bylaw requirement.

The proposal involves a total 172 strata townhouse units (refer to ‘Williams Phase 1 – Parking Plan, May 27, 2022’). The Township of Langley bylaw standard requires 2.2 parking spaces per unit, including visitor parking, which equals 378 parking spaces. The proposal includes 482 on-site parking spaces which equates to 2.8 stalls per unit which represents a 27% increase over the Township of Langley bylaw standard.

Street parking has not been included in the calculation of total parking but will be available along 83rd Avenue and 80A Avenue. Thus, the parking demand generated by the strata units represent the occupants and visitors. The proposed 2.8 parking spaces per unit is believed to be adequate and a significant increase of parking supply relative to the Zoning Bylaw.

CONCLUDING REMARKS

It is noteworthy that the policy wording between Williams NP Sections 5.5.1.4b and 5.5.2.3b is different, specifically identifying a locational aspect to the parking provision for the Townhouse Strata designation. It is not clear why this is the case, however it appears that the intent of the Williams Plan was to provide for additional parking for new development along arterial roads given the on-street parking restrictions for this classification of road. With respect to the Single Family Mixed Residential designation, the Williams NP policy intends to accommodate opportunities for accessory housing when and where possible.

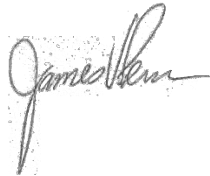
The proposal provides for an enhanced level of off-street parking (relative to the Zoning requirements) within the townhouse portion of the site and a robust amount of off and on street parking for the transitional single-family portion of the site. This approach is supported by the parking analysis completed by Bunt & Associates Engineering Ltd (attached), which concluded that the average observed parking demand for nearby townhouse sites is approximately 1.8 parking spaces per unit. In conclusion, the Bunt analysis found that the proposed parking rate of 2 residential parking stalls per townhouse unit would be sufficient, and that the 4 residential parking stalls included on the proposed 143 Rowhouse / Townhouse units will likely result in an oversupply of parking. The proposed 482 parking spaces exceeds the 378 parking spaces as required by the Township of Langley Zoning Bylaw. In effect, this proposed approach to parking supply is put forward as an alternative parking solution that balances the minimum requirements specified in the Township Zoning Bylaw and observed patterns, and meets the understood

objectives of the Williams NP policies to ensure an adequate or enhanced supply of on-site parking for Townhouse projects.

Should you have any questions, please do not hesitate to contact this office.

Sincerely,

McElhanney Ltd.

A handwritten signature in black ink, appearing to read 'James Pernu', with a stylized flourish at the end.

James Pernu M.Sc

Division Manager

jpernu@mcelhanney.com

Attachments:

- Williams Neighbourhood Phase 1 Parking Review (Bunt & Associates Engineering Ltd., April 22, 2022)
- Williams Phase 1 – Parking Plan, May 27, 2022 (WA Architects, May 27, 2022)



December 21, 2020
04-20-0416

Mark McCann
Development Manager
StreetSide Developments
201-6525 177B Street
Surrey, BC
V3S 5N4

VIA E-MAIL: mark.mccann@qualico.com

Dear Mark:

**Re: Williams Neighbourhood Phase 1 Parking Review
Proposal for Consulting Services**

Bunt & Associates Engineering Ltd. (Bunt) has completed the following Parking Opinion Letter in support of Phase 1 of the proposed Williams Neighbourhood development, located at 21213-80 Avenue within the Township of Langley, BC.

This Opinion Letter has documented findings from available parking demand data and provided a review of Zoning Bylaw parking requirements for neighbouring municipalities before finally recommending an appropriate parking supply rate.

We are pleased to have the opportunity to work with StreetSide Developments on this project and trust that our input will be sufficient to move the planning and design work forward in an efficient manner.

Yours truly,
Bunt & Associates

A handwritten signature in black ink, appearing to read "L. Kenny", with a horizontal line extending from the end.

Luke Kenny, B.Sc.
Transportation Analyst

A handwritten signature in black ink, appearing to read "James Lee", with a stylized, flowing script.

James Lee, P.Eng., MBA, PMP
Associate, Senior Transportation Engineer

1. INTRODUCTION

StreetSide Developments is proposing a new townhouse project referred to as the Williams Neighbourhood Phase 1 development, which will be located at 21213-80 Avenue within the Township of Langley (ToL), BC.

The existing site comprises a number of dispersed single family homes and is bordered by 83 Avenue to the north, 212 St to the west, and 80 Avenue to the south. In total, the approximate area of the site is 13 acres. The proposed scheme seeks to redevelop this site to provide a total of 175 townhouse units, comprised of 139 rowhouse/townhouse units, 30 townhouse strata units, and a further 6 single family homes.

Vehicular access to the site will be provided via four locations; three accesses connecting with 212 Street and one tying into 83 Avenue. In terms of pedestrian and cyclist connectivity, a 3m-wide shared use trail will bisect the site in an east-west direction, linking 212 Street to the west and the proposed Creek Greenway to the east. The Creek Greenway is also proposed as a 3m-wide shared use trail that travels north-south, joining 83 Avenue to the north with 80 Avenue to the south.

The development will be supported by 454 standard residential parking stalls and 35 visitor parking stalls, resulting in a total provision of 489 vehicle parking stalls. This provision results in a shortfall of 234 residential parking stalls when compared with the requirement; only 2 stalls per rowhouse/townhouse are provided for 117 of the proposed units, rather than the requirement of 4 stalls per rowhouse/townhouse unit as outlined within the Williams Neighbourhood Plan (WNP). The contents of the WNP are described in more detail in Section 2 of this Letter.

This Parking Opinion Letter has provided a rationale to support the proposed parking relaxation based on findings from available parking demand data and a review of the Zoning Bylaw parking requirements for neighbouring municipalities.

2. VEHICLE PARKING REQUIREMENTS & PROPOSED SUPPLY

Details on the calculation of the proposed parking requirements and the corresponding supply are provided in the following section. Both the ToL Zoning Bylaw parking requirements, as well as the specific requirements of the WNP are summarized below. Given the location of the site within the Williams Neighbourhood, the development should adhere to the WNP requirements where these are provided; however, the Township requirements are included for comparison.

2.1 Township of Langley Zoning Bylaw

The Zoning Bylaw for the Township outlines the parking requirements for residential townhouses within the municipality and these are summarized as follows:

[For Townhouses]

- 2 spaces per dwelling unit

- 2.3 spaces per dwelling unit if parking is provided by tandem parking, but no more than 40% of all dwelling units in a townhouse development may have tandem parking spaces
- 1 dedicated visitor parking space per 5 dwelling units

2.2 Williams Neighbourhood Plan

The WNP was adopted in 2018 and provides the vision, goals, and policies for development within the neighbourhood over the subsequent 20 year period. Of relevance to this project are Sections 5.5.1 and 5.5.2 of the Plan, which provide the following (equivalent) policy on townhouse parking supplies:

Design buildings and dwelling units [...] to include: Off-street parking for the [rowhouse/townhouse] dwelling units that is accessed from a rear lane or internal strata road, for those units that front an arterial street. Provide a minimum of four (4) off-street parking spaces for these dwelling units. All parking spaces within a building shall be non-tandem.

2.3 Parking Calculations

The review of the parking requirements showed that the WNP requirements are, at least for standard parking arrangements, double those outlined within the Zoning Bylaw. The Bylaw requirements per the WNP are outlined below along with the proposed parking supply.

In the case of the townhouses/rowhouses, the developer proposes to apply more than one parking rate per housing sub-category and additional rows have been provided to reflect this.

Table 2.1: Williams Neighbourhood Plan Parking Requirements and Proposed Supply

HOUSING SUB-CATEGORY	QUANTITY	BYLAW REF.	BYLAW REQUIREMENT		PROPOSED SUPPLY		NET DIFFERENCE
			REQUIREMENT	STALLS	SUPPLY	STALLS	
Rowhouse / Townhouse	97 units	WNP (5.5.1.4b)	4 stalls/unit	388	2 stalls/unit	194	-194
	42 units		4 stalls/unit	168	4 stalls/unit	168	0
Townhouse Strata	10 units	WNP (5.5.2.3b)	4 stalls/unit	40	4 stalls/unit	40	0
	20 units		4 stalls/unit	80	2 stalls/unit	40	-40
Single Family Home	6 units	ZB (107.3a.i)	2 stalls/unit	12	2 stalls/unit	12	0
Visitor Parking (1)	169 units	ZB (107.3a.ii)	1 stall/5 units	34	1 stall/5 units	35	0
TOTAL			-	722	-	488	-234

1 – Visitor parking not required for single family housing.

Table 2.1 shows that the proposed supply of 488 stalls would result in a shortfall of 234 stalls when compared with the parking requirement for 722 stalls.

3. BUNT DATABASE PARKING COUNTS

Bunt has access to an extensive in-house database of parking demand data collected for previous Bunt projects, which includes count data for a number of townhouse sites. This data has been used to estimate an appropriate townhouse parking supply rate for the proposed development. Included within the database is parking demand data for seven residential townhouse sites within Maple Ridge, BC. This data was obtained from Insurance Corporation of British Columbia (ICBC), who provided the number of actively insured vehicles for the selected townhouse complexes. In the context of this review, each owned vehicle was assumed to represent one vehicle of parking demand.

These sites are considered comparable to the proposed development, particularly from a connectivity perspective; all sites are distant from SkyTrain connections and, although the closest bus stops to the survey sites range in proximity from 100m-700m, no bus stops operate services with a frequency greater than 1 service every 30 minutes. A summary of the parking demand count data is provided below in **Table 3.1**.

Table 3.1: Summary of Bunt Database Parking Demand

LOCATION	UNITS	BUS STOP PROXIMITY (1)	DISTANCE TO SKYTRAIN	PARKING DEMAND	
				STALLS	RATE
22865 Telosky Avenue, Maple Ridge	73	300m	>800m	113	1.5
11255 232 Street, Maple Ridge	26	700m	>800m	52	2.0
11125 232 Street, Maple Ridge	27	330m	>800m	57	2.1
22950 116 Avenue, Maple Ridge	36	100m	>800m	76	2.1
11229 232 Street, Maple Ridge	51	600m	>800m	73	1.4
23343 Kanaka Way, Maple Ridge	44	500m	>800m	74	1.7
23281 Kanaka Way, Maple Ridge	47	600m	>800m	90	1.9
WEIGHTED AVERAGE	304	-	-	535	1.8

1 – Bus stops identified for sites do not operate with a frequency better than 1 service every 30 minutes.

Table 3.1 demonstrates that, across the seven sites, the weighted average parking demand rate is 1.8 parking spaces per unit. The 85th percentile result for the same data has been calculated as a demand rate of 2.1 spaces per unit.

This observed demand corresponds with the requirements outlined within the ToL Zoning Bylaw but falls substantially below the requirements of the WNP.

4. NEIGHBOURING COMMUNITY AND MUNICIPAL PARKING REQUIREMENTS

Forming part of this study is a review of parking requirements for neighbouring communities and municipalities. The following section summarizes the findings of this exercise, which focusses first on reviewing potential variation from the ToL Zoning Bylaw for neighbouring communities within the same municipality followed by a review of other municipalities including the City of Langley, Surrey, Maple Ridge, Pitt Meadows, and Abbotsford.

4.1 Township of Langley Community and Neighbourhood Plans

While a number of the community and neighbourhood plans that have been adopted within the Township of Langley provide no guidance on parking supply outside of the Zoning Bylaw, those that differ in any capacity are included and summarized below.

Township of Langley Official Community Plan

The Official Community Plan lays out a thirty-year vision up to 2043 for the Township of Langley. Section 2.3 discusses ‘*Urban Community Structure and Centres*’, which does not include Williams neighbourhood but does include the adjacent Willoughby community. However, the redevelopment of the Williams neighbourhood will convert it into a more urban setting, consistent with that of Willoughby immediately to the west.

Policy 2.3.13 of the OCP states: ‘*Encourage transit improvements in all centres and Frequent Transit Development Areas. As transit service improves in these areas, consider reducing parking requirements for residential and commercial uses based on a review of parking needs.*’

The 595 bus service operates along 208 Street, which runs parallel to 212 Street approximately 800m to the west. This service currently operates with a 30-minute frequency at present. It is not unreasonable to believe that future residents may occasionally make use of this service, given that it is located approximately 10-minute walking distance from the western perimeter of the site.

Willoughby Community Plan

The Willoughby community is situated immediately west of the Williams neighbourhood. This Community Plan does not deviate from the Zoning Bylaw in terms of parking requirements for any residential townhouse developments.

Jericho Sub-Neighbourhood Plan

Further west of Willoughby, the Jericho neighbourhood encourages the provision of parking in a manner that balances the need for auto storage and convenient access for neighbourhood businesses, while encouraging compact development, alternative means of transportation, and an urban form that is not dominated by rows of parked vehicles. In contrast to the Williams Neighbourhood Plan, reductions are permitted for portions of the neighbourhood including through shared parking and co-op parking.

4.2 Neighbouring Municipalities

Municipalities with a similar composition of urban and suburban communities, as well as those with a similar level of transit accessibility, have been considered within this section.

City of Langley

Section E.4 of the Zoning Bylaw outlines parking requirements for new development. A separate rate is not provided for townhouses; however, single family residential uses are required to provide 2 spaces per dwelling unit, plus 1 space per secondary suite. In this case, a secondary suite refers to a dwelling unit which is accessory to a single family residential use and is contained within the principal building.

City of Abbotsford

Within the Zoning Bylaw (Section 150.11 – Table 4) adopted by the City of Abbotsford, there is a requirement for townhouses to provide 2 spaces per dwelling unit, of which one shall be located in a garage or underground parking area, plus a further 0.2 visitor parking spaces per dwelling unit.

City of Surrey

The City of Surrey's Zoning Bylaw (Section 5, Table C.1) requires that multiple unit ground-oriented dwellings are required to provide 2 spaces per dwelling plus 0.2 parking spaces per unit for visitors.

City of Maple Ridge

The Off-Street Parking and Loading Bylaw No. 4350 (1990) outlines the parking requirement in Schedule A for one family residential use as 2 spaces per dwelling unit.

City of Pitt Meadows

Section 7-1 of the Pitt Meadow's Zoning Bylaw addresses parking requirements. Within Table 7.1, the parking requirement for townhouses is outlined as 1.75 spaces per dwelling unit, plus a further 0.2 visitor parking spaces per unit.

5. SUMMARY AND RECOMMENDATIONS

5.1 Summary

The following provides a summary of the findings presented in this Opinion Letter:

- The development will be supported by 454 standard residential parking stalls and 35 visitor parking stalls, resulting in a total provision of 489 vehicle parking stalls.
- This provision results in a shortfall of 234 residential parking stalls when compared with the requirement; only 2 stalls per rowhouse/townhouse are provided for 117 of the proposed units, rather than the requirement of 4 stalls per rowhouse/townhouse unit as outlined within the WNP.

- Data held by Bunt demonstrates that the weighted average parking demand rate observed across 7 sites within Maple Ridge is approximately 1.8 parking spaces per unit. The 85th percentile result for the same data is equal to 2.1 spaces per unit.
- The neighbourhoods and communities referenced in this memo are similar to the Williams Neighbourhood, in so much as they are located on the periphery of the City of Langley and benefit from a similar level of accessibility. In contrast to the WNP, the various neighbourhood and community plans broadly follow the parking requirements of the Zoning Bylaw and, in the case of the Jericho Sub-Neighbourhood Plan, permit certain reductions when calculating the parking supply.
- Neighbouring municipalities listed within this letter consistently require lower parking rates for townhouse developments, typically recommending 2 spaces (or less) per townhouse unit demonstrating consistency with the Township of Langley Zoning Bylaw.
- These sources of data indicate that the proposed parking rate of 2 residential parking stalls per unit would be sufficient to meet the expected parking demand for the 117 applicable dwelling units. Further, the 4 residential stalls per unit for the remaining 52 dwelling units would likely result in an oversupply of parking.

5.2 Recommendation

Based on the findings of this Opinion Letter, which is strictly based on an exercise that considers parking demand for townhouse units, it is our recommendation that a rate of 2 residential stalls per townhouse should continue to be proposed, and that the ToL should consider accepting this supply rate.

COPYRIGHT RESERVED. ALL RIGHTS OF THIS DRAWING ARE RESERVED. NO PART OF THIS DRAWING MAY BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, WITHOUT THE WRITTEN PERMISSION OF THE ARCHITECT. THE ARCHITECT'S FIRM AND ALL SUBSIDIARIES SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE INFORMATION PROVIDED BY THE CONTRACTOR.



STREETSIDE DEVELOPMENTS

02 - REAL NOTES

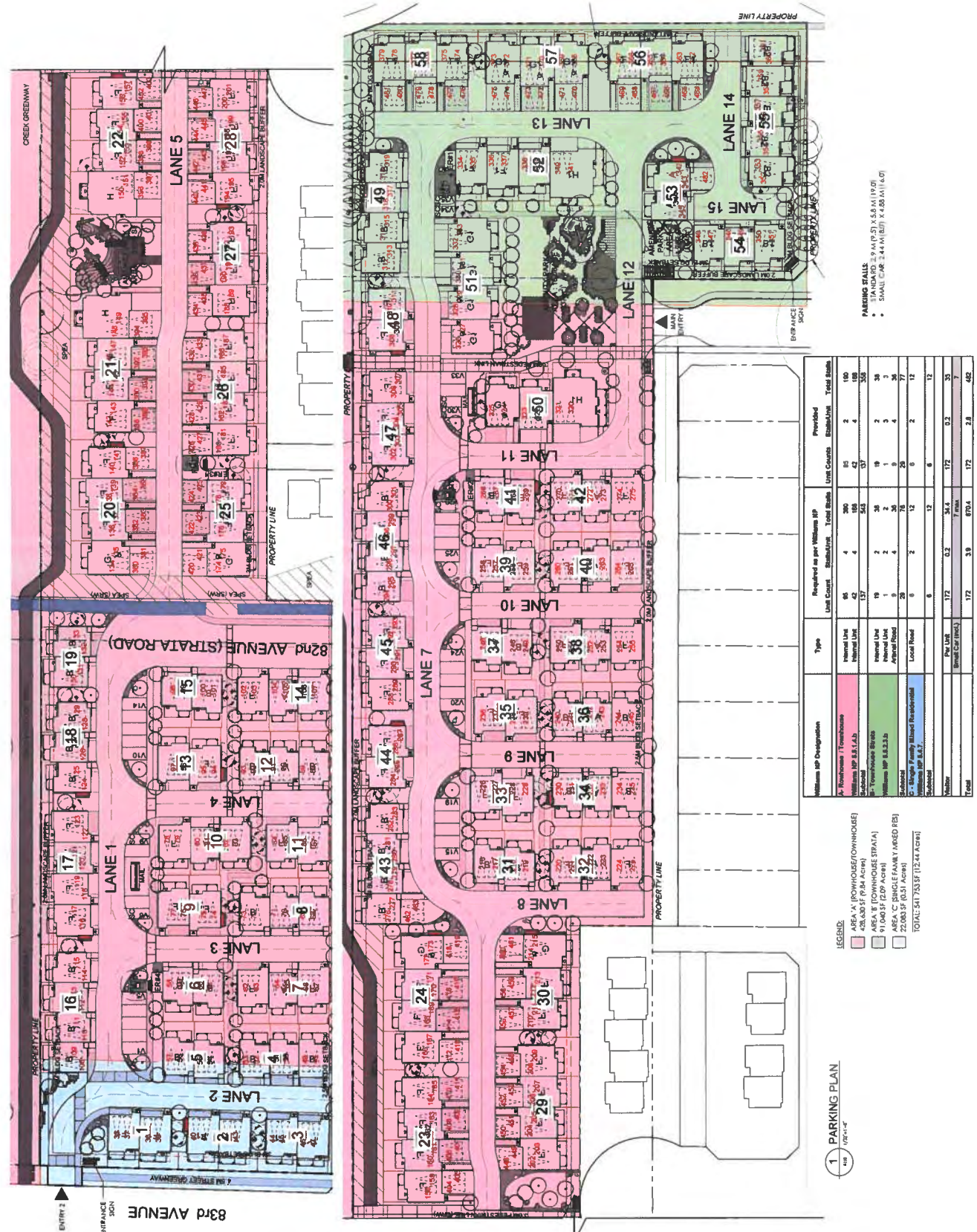
1	16.0000 100 SF	10.00.07
2	16.0000 100 SF	10.00.07
3	16.0000 100 SF	10.00.07
4	16.0000 100 SF	10.00.07
5	16.0000 100 SF	10.00.07
6	16.0000 100 SF	10.00.07
7	16.0000 100 SF	10.00.07
8	16.0000 100 SF	10.00.07
9	16.0000 100 SF	10.00.07
10	16.0000 100 SF	10.00.07
11	16.0000 100 SF	10.00.07
12	16.0000 100 SF	10.00.07
13	16.0000 100 SF	10.00.07
14	16.0000 100 SF	10.00.07
15	16.0000 100 SF	10.00.07
16	16.0000 100 SF	10.00.07
17	16.0000 100 SF	10.00.07
18	16.0000 100 SF	10.00.07
19	16.0000 100 SF	10.00.07
20	16.0000 100 SF	10.00.07
21	16.0000 100 SF	10.00.07
22	16.0000 100 SF	10.00.07
23	16.0000 100 SF	10.00.07
24	16.0000 100 SF	10.00.07
25	16.0000 100 SF	10.00.07
26	16.0000 100 SF	10.00.07
27	16.0000 100 SF	10.00.07
28	16.0000 100 SF	10.00.07
29	16.0000 100 SF	10.00.07
30	16.0000 100 SF	10.00.07
31	16.0000 100 SF	10.00.07
32	16.0000 100 SF	10.00.07
33	16.0000 100 SF	10.00.07
34	16.0000 100 SF	10.00.07
35	16.0000 100 SF	10.00.07
36	16.0000 100 SF	10.00.07
37	16.0000 100 SF	10.00.07
38	16.0000 100 SF	10.00.07
39	16.0000 100 SF	10.00.07
40	16.0000 100 SF	10.00.07
41	16.0000 100 SF	10.00.07
42	16.0000 100 SF	10.00.07
43	16.0000 100 SF	10.00.07
44	16.0000 100 SF	10.00.07
45	16.0000 100 SF	10.00.07
46	16.0000 100 SF	10.00.07
47	16.0000 100 SF	10.00.07
48	16.0000 100 SF	10.00.07
49	16.0000 100 SF	10.00.07
50	16.0000 100 SF	10.00.07
51	16.0000 100 SF	10.00.07
52	16.0000 100 SF	10.00.07
53	16.0000 100 SF	10.00.07
54	16.0000 100 SF	10.00.07
55	16.0000 100 SF	10.00.07
56	16.0000 100 SF	10.00.07
57	16.0000 100 SF	10.00.07
58	16.0000 100 SF	10.00.07
59	16.0000 100 SF	10.00.07
60	16.0000 100 SF	10.00.07
61	16.0000 100 SF	10.00.07
62	16.0000 100 SF	10.00.07
63	16.0000 100 SF	10.00.07
64	16.0000 100 SF	10.00.07
65	16.0000 100 SF	10.00.07
66	16.0000 100 SF	10.00.07
67	16.0000 100 SF	10.00.07
68	16.0000 100 SF	10.00.07
69	16.0000 100 SF	10.00.07
70	16.0000 100 SF	10.00.07
71	16.0000 100 SF	10.00.07
72	16.0000 100 SF	10.00.07
73	16.0000 100 SF	10.00.07
74	16.0000 100 SF	10.00.07
75	16.0000 100 SF	10.00.07
76	16.0000 100 SF	10.00.07
77	16.0000 100 SF	10.00.07
78	16.0000 100 SF	10.00.07
79	16.0000 100 SF	10.00.07
80	16.0000 100 SF	10.00.07
81	16.0000 100 SF	10.00.07
82	16.0000 100 SF	10.00.07
83	16.0000 100 SF	10.00.07
84	16.0000 100 SF	10.00.07
85	16.0000 100 SF	10.00.07
86	16.0000 100 SF	10.00.07
87	16.0000 100 SF	10.00.07
88	16.0000 100 SF	10.00.07
89	16.0000 100 SF	10.00.07
90	16.0000 100 SF	10.00.07
91	16.0000 100 SF	10.00.07
92	16.0000 100 SF	10.00.07
93	16.0000 100 SF	10.00.07
94	16.0000 100 SF	10.00.07
95	16.0000 100 SF	10.00.07
96	16.0000 100 SF	10.00.07
97	16.0000 100 SF	10.00.07
98	16.0000 100 SF	10.00.07
99	16.0000 100 SF	10.00.07
100	16.0000 100 SF	10.00.07

WMA ARCHITECTS

**WILLIAMS PHASE 1
RESIDENTIAL**

PROJECT ADDRESS
3015-10 AVENUE
LANLEY, BRITISH COLUMBIA
V4S 1A1
DRAWN BY: JLM

PARKING PLAN
PROJECT NO: 1004
SCALE: AS NOTED
DRAWN BY: JLM
REVIEWED BY: JLM
DATE: 01/04/2024



Minimum SP Designation	Type	Unit Count	Required as per Williams RP	Unit Count	Provided
		Standard	Yield	Standard	Yield
A - Rowhouse / Townhouse	Rowhouse Unit	65	4	260	85
B - Single Family Attached	Rowhouse Unit	42	4	168	42
C - Single Family Detached	Rowhouse Unit	137	2	548	137
D - Single Family Semi-Attached	Single Family Attached	19	2	38	19
E - Single Family Detached	Single Family Attached	1	2	2	1
F - Single Family Detached	Single Family Attached	25	2	100	25
G - Single Family Detached	Single Family Attached	6	2	12	6
H - Single Family Detached	Single Family Attached	6	2	12	6
I - Single Family Detached	Single Family Attached	172	0.2	68.8	172
J - Single Family Detached	Single Family Attached	172	3.8	683.4	172
K - Single Family Detached	Single Family Attached	172	0.2	68.8	172
L - Single Family Detached	Single Family Attached	172	0.2	68.8	172
M - Single Family Detached	Single Family Attached	172	0.2	68.8	172
N - Single Family Detached	Single Family Attached	172	0.2	68.8	172
O - Single Family Detached	Single Family Attached	172	0.2	68.8	172
P - Single Family Detached	Single Family Attached	172	0.2	68.8	172
Q - Single Family Detached	Single Family Attached	172	0.2	68.8	172
R - Single Family Detached	Single Family Attached	172	0.2	68.8	172
S - Single Family Detached	Single Family Attached	172	0.2	68.8	172
T - Single Family Detached	Single Family Attached	172	0.2	68.8	172
U - Single Family Detached	Single Family Attached	172	0.2	68.8	172
V - Single Family Detached	Single Family Attached	172	0.2	68.8	172
W - Single Family Detached	Single Family Attached	172	0.2	68.8	172
X - Single Family Detached	Single Family Attached	172	0.2	68.8	172
Y - Single Family Detached	Single Family Attached	172	0.2	68.8	172
Z - Single Family Detached	Single Family Attached	172	0.2	68.8	172

LEGEND:
AREA A (ROWHOUSE/TOWNHOUSE)
428,635 SF (9.84 Acres)
AREA B (ROWHOUSE/TOWNHOUSE)
91,540 SF (2.09 Acres)
AREA C (SINGLE FAMILY LARGED PDS)
22,003 SF (0.51 Acres)
TOTAL: 541,178 SF (12.44 Acres)

1 PARKING PLAN
1/20-1/24

May 2, 2022

Our File: 2111-03859-01

Township of Langley
Community Development Division
20338 65 Avenue
Langley, BC V2Y 3J1

Attention: Teresa Hanson, Planner

Summary Report - Public Information Meeting

Proposed Williams Neighbourhood Plan Development, Township of Langley Project No. 08-25-0103

INTRODUCTION

This report is submitted to the Township of Langley in accordance with the Developer Held Public Information Meetings Policy (07-164). The policy was amended in May 2021 to include guidelines for conducting virtual Public Information Meetings (PIM) in response to concerns for public health and safety due to COVID-19. The organization and logistics for this PIM are in accordance with this amended policy.

The PIM for development application 08-25-0103 was held on Tuesday, April 5, 2022. The project represented a portion of the unaddressed property located at 212 St between 80 Avenue and 83 Avenue. The legal description for the subject property is Lot 1, Section 25, Township 8, NWD Plan EPP86150 (see Figure 1 below).

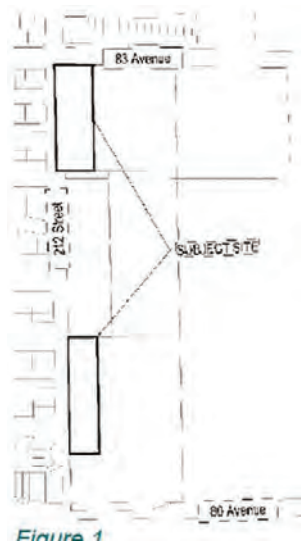


Figure 1

The purpose of the meeting was to introduce the project and project team, present the development plans, and obtain feedback from the community via an online live chat mediated by the project presenters.

NOTIFICATION

The public was notified in two (2) ways (*Attachment 1*):

1. Direct mail-out to neighbouring properties

207 mail-out invites mailed on March 23, 2022, 13 days prior to scheduled PIM.

2. Two (2) advertisements in the local newspaper (Langley Advanced Times)

March 24 and March 31, 2022.

Township of Langley staff generated and provided a mail-out map and prepared mailing labels. One (1) invitation was returned as undeliverable at the time of this report.

The notification and newspaper advertisements provided general information, including an overall description of the development and website for the PIM, as well as the subject site. A site location map was included to provide spatial context. Contact information and website access information was provided on the invitation, allowing community members unable to attend the meeting to submit questions, comments and inquiries directly to the project team.

INFORMATION MEETING LOGISTICS

Due to virtual PIM policies, the logistics are slightly different from in-person PIMs, with certain information and materials made available to the wider public earlier than would be for an in-person PIM.

Project Website

The project website serves as the main hub for the various activities that distribute information about the project site once residents receive notice or are aware of the PIM.

The website became publicly available on March 23rd, 2022 with the access QR code and website address being provided via notification letter and newspaper advertisements. The website presented an overview of the proposed project and invited those who are interested to register for the PIM meeting, or to provide early comments to the consultant contact. It was also noted on the website that a questionnaire would be made available starting from the day of the meeting. The deadline to complete the questionnaire was also noted on the website. The project website provided more in-depth information at an earlier point compared to an in-person PIM. This allowed interested residents the opportunity to browse the information on their own time and provided various methods for submitting comments and feedback.

Online Meeting

The PIM was held online in a webinar format over Zoom. The meeting was scheduled for 1.5 hours, from 7:00pm – 8:30pm on Tuesday, April 5, 2022. A representative from the Township of Langley Development Services Department, and representatives of the proponents (Qualico Developments and Mitchell Group) were in attendance to observe the PIM.

The consulting team in attendance included the following individuals:

James Pernu <i>Senior Planner – McElhanney</i>	Raymond Sull <i>Senior Engineer – McElhanney</i>
Victoria Salisbury <i>Planner – McElhanney</i>	Jori Porter <i>Arborist – McElhanney</i>
Ian Whyte <i>Biologist – Envirowest Consultants</i>	

PUBLIC INFORMATION MEETING DETAILS

A total of 17 people registered for the event between March 23rd and April 5th. Of the 17 registrants, there were 9 attendees (*Attachment 2*).

The meeting was organized as follows:

- 5 min registration
- 25 min live presentation
- 1 hr Question & Answer (Q&A) session

A total of 21 slides were presented at the PIM (*Attachment 3*). Attendees were informed that all questions submitted will be answered during the Q&A period, and that they are able to utilize either “Raise Hand” to ask question verbally, or to submit a text through the Q&A box provided on Zoom.

The following display boards were presented via PowerPoint in the meeting space in the following information categories:

Introduction

Welcome & Housekeeping (1)

Welcome & Housekeeping (2)

Virtual Engagement Guidelines

Project Team

Presentation Agenda

Project Overview

Williams Neighbourhood Plan

Site Plan – North

Site Plan (South)

Parking Plan – North

NP Amendment for Parking

Parking Plan - South

Sample Single Family Design

Tree Management Plan - North

Tree Management Plan – South

Servicing – North

Servicing – South

Questions and Answers

Comments and Feedback (2)

Contact

An online questionnaire was also made available starting in the afternoon of the meeting, and attendees were directed to the questionnaire during and at the end of the meeting to provide their inputs.

PUBLIC INFORMATION MEETING RESULTS

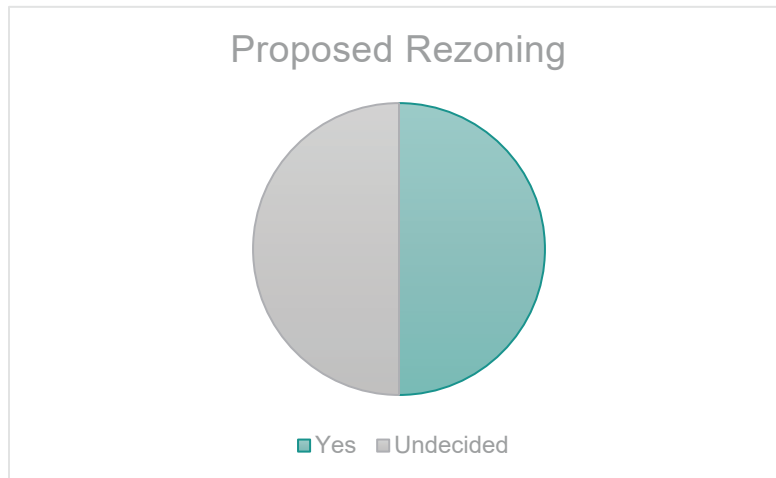


A questionnaire was prepared to gather public input on the proposed development. The questionnaire included two (2) questions that pertain to the development, including an opportunity to provide additional comments.

The information collected from the questionnaires is summarized below for the two (2) questions. Please note that additional questions pertaining to the collection of personal information were included on the questionnaire but are not included in the summary below as they do not relate to project feedback. The complete questionnaires are included in the appendix of this report (*Attachment 4*).

Question 5

Do you support the proposed rezoning of the subject site from Suburban Residential SR-2 to Compact Residential Lot zone R-CL(A)?



Respondents were given the following options to choose from: Yes, No, and Undecided.

Both participants who filled out a questionnaire responded to this question. One respondent indicated that they were undecided, while the other responded indicated that they do support the proposed rezoning.

COMMENTS SECTION

The second question pertaining to the development invited respondents to indicate questions or comments on the project. Additional comments were provided on one (1) of the questionnaires. The below comment is a direct quote from participants' questionnaire:

Participant Comment 1: I'm curious to know if the new development of the homes will continue to have the drop of elevation. My concern is the developers not committing to this. Thanks!

Response 1: The subject lands will be regraded to accommodate drainage flow away from the houses towards stormwater catch basins located in the front and/or rear yards that will connect to the municipal drainage system in 212 St. The intent is to create a similar grading relationship as is found on the west side of 212 St with the existing dwellings.

In addition to comments and feedback received through the online questionnaire, McElhanney Ltd. answered several questions during the virtual meeting Question and Answer period. One attendee questioned if construction traffic could be directed from 80 Avenue to avoid large trucks using 83 Avenue to access the site as 83 Avenue is used by many residents with children and is also home to a school.

Following the PIM, an area resident contacted McElhanney to advise that they were unable to attend the PIM Session. McElhanney arranged for a virtual call to provide a summary of the presentation information and to provide responses to questions regarding project timing, parking and separation of residential and employment lands traffic. The resident was provided information on the website including the presentation slides and questionnaire.

DISCUSSION

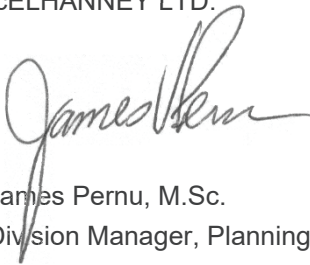
Based on the comments, the primary questions and concerns voiced were related to construction traffic and the elevation of the future homes. The positive response to Question 5 on the questionnaire indicates that the respondent appears to be ultimately supportive of the proposed developments.

CONCLUSION

The completed questionnaires indicated a majority of support for the proposed development applications. If you have questions about this report, please do not hesitate to contact me.

Yours truly,

McELHANNEY LTD.

A handwritten signature in black ink, appearing to read 'James Pernu', with a stylized, flowing script.

James Pernu, M.Sc.

Division Manager, Planning

jpernu@mcelhanney.com

Attachments:

1. Mail out, Newspaper Advertisement & Returned Invitation
2. Registration and attendance data
3. PowerPoint slides
4. Questionnaire responses

Attachment 1

Mail Out Invitation & Newspaper Ads



PUBLIC INFORMATION MEETING INVITATION

Township of Langley Project 08-25-0103

McElhanney Project 2111-03589-01

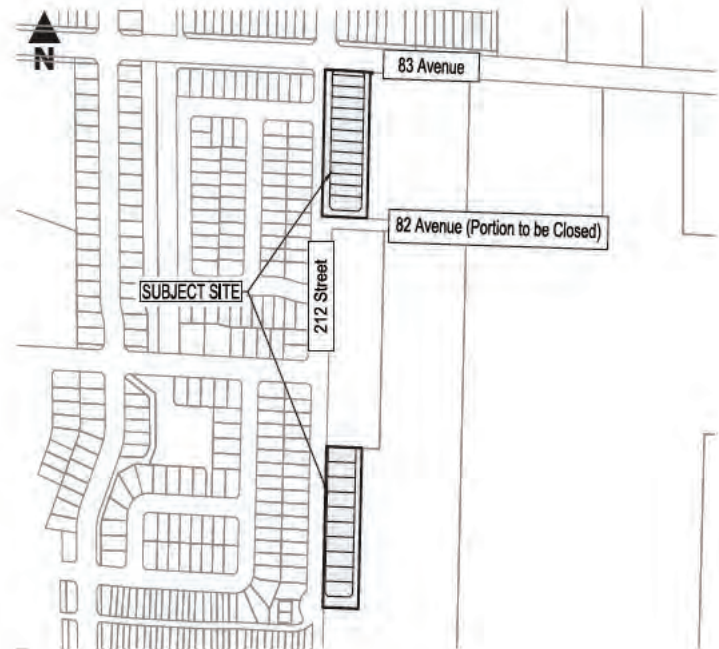
Located at 212 St between 83 Ave & 80 Ave, Township of Langley

For more project details and access to the virtual public meeting please visit our project website as shown on the reverse.

You are invited to attend an online Public Information Meeting to review and discuss the proposed development project in the Williams Neighbourhood in the Township of Langley.

Project Location: 212 Street between 83 Avenue and 80 Avenue

Proposal: Rezone 1.09 ha (2.69 ac) site from SR-2 zone to Residential Compact Lot Zone R-CL(A) to permit development of 22 Single Family Residential lots.



Project Location Map

THIS IS NOT A NOTICE OF PUBLIC HEARING



PUBLIC INFORMATION MEETING INVITATION

Township of Langley Project 08-25-0103

McElhanney Project 2111-03589-01

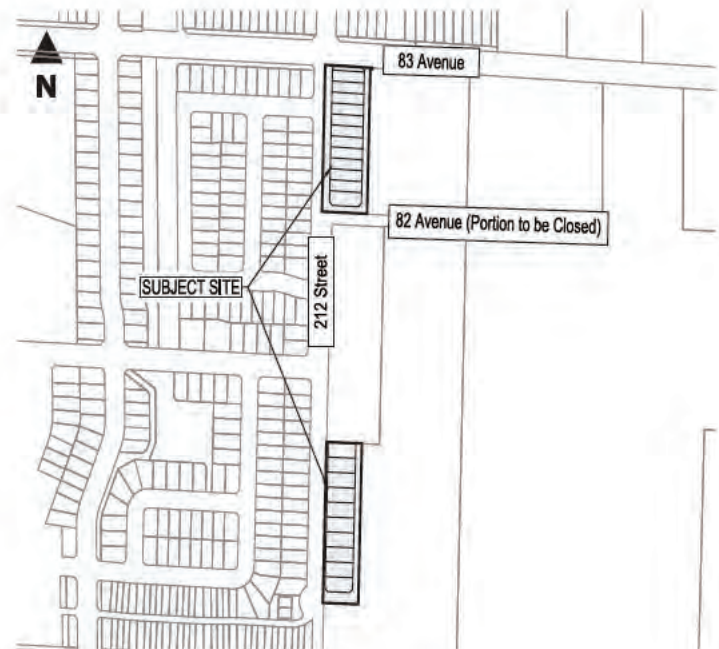
Located at 212 St between 83 Ave & 80 Ave, Township of Langley

For more project details and access to the virtual public meeting please visit our project website as shown on the reverse.

You are invited to attend an online Public Information Meeting to review and discuss the proposed development project in the Williams Neighbourhood in the Township of Langley.

Project Location: 212 Street between 83 Avenue and 80 Avenue

Proposal: Rezone 1.09 ha (2.69 ac) site from SR-2 zone to Residential Compact Lot Zone R-CL(A) to permit development of 22 Single Family Residential lots.



Project Location Map

THIS IS NOT A NOTICE OF PUBLIC HEARING



McElhanney

Suite 2300, Central City Tower
13450 102 Avenue
Surrey, BC V3T 5X3

F.1

PUBLIC INFORMATION MEETING INVITATION



Tuesday April 5, 2022
7:00pm - 8:30 pm



Project Website
<https://arcg.is/0u4KD9>



For more information contact:



James Pernu
Project Manager/Planner
(604)-424-4889
jpernu@mcelhanney.com

THIS IS NOT A NOTICE OF PUBLIC HEARING



McElhanney

Suite 2300, Central City Tower
13450 102 Avenue
Surrey, BC V3T 5X3

PUBLIC INFORMATION MEETING INVITATION



Tuesday April 5, 2022
7:00pm - 8:30 pm



Project Website
<https://arcg.is/0u4KD9>



For more information contact:



James Pernu
Project Manager/Planner
(604)-424-4889
jpernu@mcelhanney.com

THIS IS NOT A NOTICE OF PUBLIC HEARING



PUBLIC INFORMATION MEETING INVITATION



Tuesday April 5, 2022
7:00pm - 8:30 pm



Project Website
<https://arcg.is/0u4KD9>

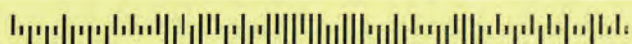


For more information contact:



James Pernu
Project Manager/Planner
(604)-424-4889
jpernu@mcelhanney.com

RECEIVED MAR 28 2021
↑ ? RT5



ADDRESS INCOMPLETE // ADRESSE INCOMPLETE
RETURN TO SENDER
RENOI A L'EXPEDITEUR
V3T 5X3

THIS IS NOT

Tax season a busy time for Salvation Army

Gateway of Hope volunteers have already filmed more than 130 returns this year

Tanmay Ahluwalia
news@langleyadvancetimes.com

Volunteers at the local non-profit are getting busy as bees with the deadline to file taxes approaching.

Those with not so much love for numbers, or those who can't afford to hire an accountant, there might be an alternative thanks to volunteers at Langley's Gateway of Hope.

A lot of people get anxious about filing, said family services co-ordinator Andrea Voss.

"It's nice that we are here to help those individuals and ease their anxiety," she said.

Through its community volunteer income tax program, the local Salvation Army is helping low-income families

and individuals report their earnings and receive the benefits for which they qualify.

Those interested in the free service can contact Gateway of Hope directly and will be connected to Voss, who is currently leading a team of eight volunteers to serve a growing number of clients.

The annual program runs throughout the year, but the size of the team shrinks significantly during the off-season, when Voss herself and just one volunteer are sufficient to cater to the community needs.

March 1 to April 30 is the busiest time of the year for Voss, and this year, too, doesn't appear to be any different.

Her team has filed about 130 income taxes this year, so far. More than 600 income tax



Hermes Michelini is one of the volunteers at Gateway of Hope helping the public receive free tax services. (Special to Langley Advance Times)

reports were filed through the program last year.

On average, about 500 taxes are filed every year.

Voss shared that most of the clients are refugees from other

countries.

Since tax filings often determine whether or not an individual will receive GST benefit, child care benefit, PharmaCare, housing support, and

Guaranteed Income Support benefit, among many other benefits, reporting earnings becomes crucial, said Voss.

During COVID, when many of the services at the local non-profit had to be temporarily shut down, Voss – knowing the relief timely tax filing can offer to people – decided to launch a drop-off service for clients.

Throughout 2020 and 2021, people could drop off their forms for volunteers to process.

Currently, both in-person and drop-off income tax filing services are available for people.

She said people from all walks of life join hands to help the community.

The program was started 10

years ago. Voss and her team applied for and received the Canada Revenue Agency's Community Volunteer Income Tax Program grant.

"We are excited to be amongst one of the recipients of the grants," Voss said.

The grant helped Gateway of Hope with administration and supply expenses associated with running the program.

There's various criteria for those wanting help. For example, individuals with an annual family income of \$35,000 or less are eligible to seek community support help. A family of two adults with an income of \$45,000 or less is also eligible.

For screening or to book an appointment, people can call Gateway at 604-514-7375.

Developer Led PUBLIC INFORMATION MEETING

Township of Langley Project # 08-26-0213

This meeting will be held virtually with details posted on the website listed below.

IOM Property Group has applied to the Township of Langley for a rezoning and development permit application for the northern portion of a property located at 20264 - 86th Avenue. It is proposed that the property be rezoned from Suburban Residential (SR-2) zone to a Comprehensive Development (CD) zone to accommodate two 5 storey buildings and one 6 storey building for a total of 203 condominium apartments, and 5 commercial/retail units.

20264 - 86 Avenue



You are invited to attend a virtual public information meeting to view the development proposal and provide comments and feedback prior to the Township's consideration of this application.

Tuesday, April 12, 2022

6:00 - 7:30 PM

Details of the project and the agenda of the virtual meeting will be posted here: www.tinyurl.com/ycku4daw

The Zoom meeting link for the virtual Public Information Meeting is found here: www.tinyurl.com/3jmucen9

Development consultants and representatives will be available virtually at the meeting to answer questions from the public.

For further information, please contact:

IOM Property Group - Brent Tedford - 604.535.1628
Brent.Tedford@IOMPropertygroup.com

DEVELOPER LED PUBLIC INFORMATION MEETING

Township of Langley Project No. 08-25-0103



Tuesday April 5, 2022
7:00pm - 8:30pm

Project Website
Please scan QR Code above or
use: <https://arcg.is/0u4KD9>

Due to COVID-19 and concerns for public health and safety,
engagement will be conducted virtually.

Meeting Schedule

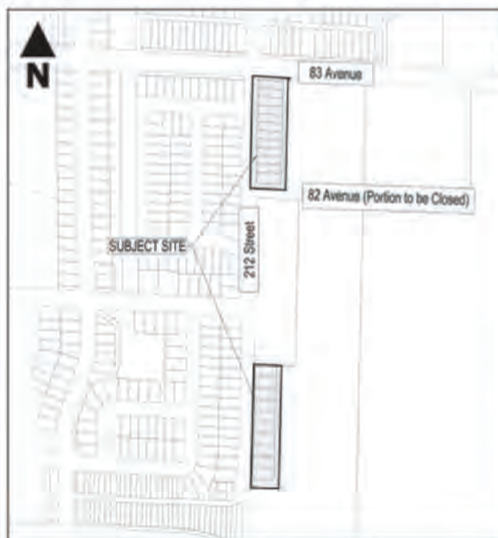
7:00pm - 7:05pm - Welcome

7:00pm - 7:30pm - Presentation

7:30pm - 8:30 pm - Q&A

The proponent has submitted an application to rezone a portion of property on 212 Street between 80 Avenue and 83 Avenue to Residential Compact Lot Zone R-CL(A) for development of 22 single family lots.

For more information, please visit our project website, or contact James Pemu at 604-424-4889, or by email at jpernu@mcclhanney.com.



www.BCBOTTLEDEPOT.com

7 Days a Week

WALNUT GROVE

8 - 20280 97th Ave.

604-513-0420

9am to 6pm

LANGLEY CITY

20137 Industrial Ave.

604-534-0171

8:30am to 5:30pm

Paint, Electronics, Fluorescent Bulbs, Light Bulbs,
Smoke Alarms, Styrofoam, Card Board, Batteries,
Plastic Bags and Newspapers.

REGISTER TODAY FOR EXPRESS

www.bcbottledepot.com

EXPRESS

NO SORTING!

NO WAITING!

NO BAG LIMIT

Call or visit us for details

FULL DEPOSIT REFUND

ON ALL BEVERAGE CONTAINERS INCLUDING
BEER, WINE & SPIRITS, AND SOFT DRINKS

WE PAY MORE
for beer cans and bottles

10¢ ea.
BEER CANS &
BOTTLES

Deposit
Refund on
MILK
CONTAINERS

YOUR SOURCE
FOR
LOCAL NEWS

LANGLEY
Advance Times

www.langleyadvancetimes.com

f b i Black Press Media

Technology put through grinder

Most household electronics and accessories can be recycled



Jeff Baker brought old memory storage for recycling. (Heather Colpitts/Langley Advance Times)

Heather Colpitts
heather.colpitts@langleyadvancetimes.com

Jeff Baker stopped by last Thursday's electronics recycling event in Langley with old hardware he was no longer using.

"I had two computers and an iPhone," he explained.

But once he met with the event organizers from the Electronic Recycling Association (ERA) and Better Business Bureau (BBB), he realized he would have to make a second trip to their pop-up display at New Trendz on the Langley Bypass.

So in the afternoon, he came back with relics of a bygone age – floppy discs, compact

discs, and other outdated memory products that most people assume need to end up in the landfill.

"I think some of those are probably 25 years old," he said.

Last week's event was a joint effort by the BBB and the recycling association with the purpose of not only destroying old data on electronics and various devices, but also to help the public understand that most technology can be recycled.

As people showed up with laptops, computers, and even pressure washers, association team members such as Jaskirat Chahal would dismantle and sort the various components for recycling.

Computer hard drives were

put through a crusher in front of the owners so they knew any data still remaining was destroyed.

Then the ground pieces are sent for sorting and recycling because technology contains precious metals.

But as precious as thieves can be the information people leave on technology that they then toss.

That's why the BBB was on hand to explain about identity theft protection related to technology and recycling.

The recycling association and BBB hold these events in communities around the Lower Mainland during spring, and specifically March – which is fraud prevention month.



Jaskirat Chahal, with the Electronics Recycling Association, ground computer hard drives to destroy any data. (Heather Colpitts/Langley Advance Times)

Developer Led PUBLIC INFORMATION MEETING

Township of Langley Project # 08-26-0213

This meeting will be held virtually with details posted on the website listed below.

IOM Property Group has applied to the Township of Langley for a rezoning and development permit application for the northern portion of a property located at 20264 – 86th Avenue. It is proposed that the property be rezoned from Suburban Residential (SR-2) zone to a Comprehensive Development (CD) zone to accommodate two 5 storey buildings and one 6 storey building for a total of 203 condominium apartments, and 5 commercial/retail units.

20264 – 86 Avenue



You are invited to attend a virtual public information meeting to view the development proposal and provide comments and feedback prior to the Township's consideration of this application.

Tuesday, April 12, 2022

6:00 – 7:30 PM

Details of the project and the agenda of the virtual meeting will be posted here: www.tinyurl.com/ycku4daw

The Zoom meeting link for the virtual Public Information Meeting is found here: www.tinyurl.com/3jmucen9

Development consultants and representatives will be available virtually at the meeting to answer questions from the public.

For further information, please contact:

IOM Property Group – Brent Tedford - 604.535.1628
Brent.Tedford@IOMPropertygroup.com

DEVELOPER LED PUBLIC INFORMATION MEETING

Township of Langley Project No. 08-25-0103



Tuesday April 5, 2022
7:00pm - 8:30pm

Project Website
Please scan QR Code above or use: <https://arcg.is/0u4KD9>

Due to COVID-19 and concerns for public health and safety, engagement will be conducted virtually.

Meeting Schedule

7:00pm - 7:05pm - **Welcome**

7:00pm - 7:30pm - **Presentation**

7:30pm - 8:30 pm - **Q&A**

The proponent has submitted an application to rezone a portion of property on 212 Street between 80 Avenue and 83 Avenue to Residential Compact Lot Zone R-CL(A) for development of 22 single family lots.

For more information, please visit our project website, or contact James Pemu at 604-424-4889, or by email at jperm@mcclhanney.com.



Shearing event adds market

Kensington Prairie opens farm gates this weekend

Imagine losing 10 pounds in one sitting.

Well that's on tap for more than 100 alpacas and three llamas this weekend, when Kensington Prairie Farm in Aldergrove hosts a massive public shearing event. And new this year, they've added in a vendors market, live entertainment, facepainting, and even food trucks to round out the experience.

Now dubbed their Spring Shearing Market, the events runs 10 a.m. to 5 p.m. on Saturday and Sunday, and if the last event held two years ago (missed in 2019 and '20 due to COVID) is any indication the family farm expects more than 1,000 visitors.



Shearing is a requirement for good alpaca husbandry, explained Dee Milton, the farm manager and the granddaughter of owners Jim Dales and Catherine Simpson.

"Personally, I love seeing how happy the animals are post-shear... They often can be seen skipping and 'pronging' in the field afterwards due to delight," Milton said, getting excited about this weekend's two-day event.

It was about a decade ago now that Kensington opened the shearing session to the public for the purpose of education. And for the first time, they're adding a market component to the event, with more than a dozen artisan vendors from throughout the Valley.

Admission for the event is \$7.50 per person, with children five years and younger admitted free. Proceeds go to the farm's alpaca rescue efforts plus a children's charity in Peru (Quechua Benefit) that Kensington has supported.

The farm is located at 1736 248th St. And more info online at kensingtonprairie.ca.



Attachment 2

Registrants & Attendees

Topic	Webinar ID	Start Time	Duration (Min.)	# Registered
Public Information Meeting (08-25-0103)	832 8105 1117	4/5/2022 18:22	141	17
Project Team Attendees				
User Name (Original Name)	User Email	Join Time	Leave Time	Attended (yes / no)
Victoria Salisbury	vsalisbury@mcelhanney.com	4/5/2022 18:22	4/5/2022 20:42	Yes
Teresa Hanson	thanson@tol.ca	4/5/2022 18:55	4/5/2022 20:42	Yes
Raymond Sull	rsull@mcelhanney.com	4/5/2022 18:58	4/5/2022 20:42	Yes
Sarah Yusuf	sarah.yusuf@qualico.com	4/5/2022 18:50	4/5/2022 18:51	Yes
Sarah Yusuf	sarah.yusuf@qualico.com	4/5/2022 18:55	4/5/2022 20:35	Yes
Jori Porter	jporter@mcelhanney.com	4/5/2022 18:45	4/5/2022 20:42	Yes
James Pernu	jpernu@mcelhanney.com	4/5/2022 18:29	4/5/2022 20:42	Yes
Ian Whyte	whyte@envirowest.ca	4/5/2022 18:59	4/5/2022 20:16	Yes
Danielle DeCosse	danielle@mitchellgroup.ca	4/5/2022 19:02	4/5/2022 20:42	Yes
Jacilyn O'Shea	jacilyn@mitchellgroup.ca	4/5/2022 19:02	4/5/2022 20:16	Yes
Filip Christiaanse	filip.christiaanse@qualico.com	4/5/2022 18:49	4/5/2022 20:42	Yes
Monique Wang (Filip Christiaanse)	filip.christiaanse@qualico.com	4/5/2022 18:55	4/5/2022 20:42	Yes
Filip Christiaanse	filip.christiaanse@qualico.com	4/5/2022 18:59	4/5/2022 19:26	Yes
Filip Christiaanse	filip.christiaanse@qualico.com	4/5/2022 19:26	4/5/2022 19:28	Yes
Filip Christiaanse	filip.christiaanse@qualico.com	4/5/2022 19:28	4/5/2022 20:16	Yes
Community Resident Registrants				
User Name (Original Name)	Email	Join Time	Leave Time	Attended (yes / no)
FOIPPA s. 22(1)				Yes
				Yes
				Yes
				Yes
				Yes
				Yes
				Yes
				Yes
				No
				No
				No
				No

	--		--	No
	--		--	No
	--		--	No
	--		--	No
	--		--	No



FOIPPA s. 22(1)

Attachment 3

PIM Presentation

ToL No. 08-25-0103

DEVELOPER-LED
PUBLIC INFORMATION
MEETING

April 5, 2022
7:00pm – 8:30pm

WELCOME & HOUSEKEEPING

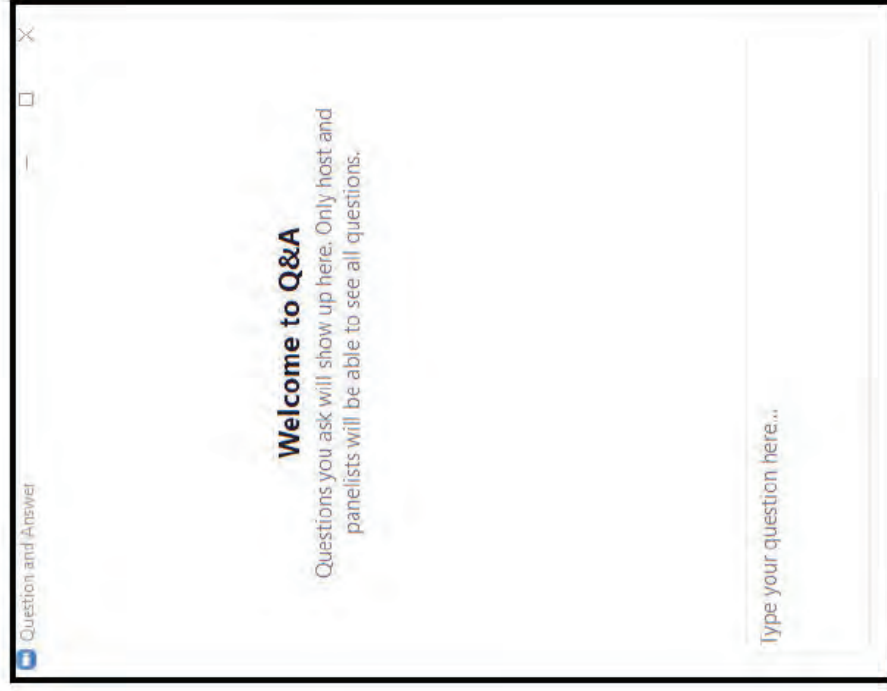
SCHEDULE

7:05pm – 7:25pm Presentation

7:25pm – 8:30pm Q&A

There will be a question period at the end of the presentation.

Please submit your questions to the moderator via the Q&A box.



WELCOME & HOUSEKEEPING

SCHEDULE

7:05pm – 7:25pm Presentation

7:25pm – 8:30pm Q&A

If you'd like to present your question verbally, please click Raise Hand  in webinar controls.

We will take all questions during the Q&A period.



VIRTUAL ENGAGEMENT GUIDELINES

- ✓ Comments, questions, and feedback on the proposed development
- ✓ Respecting the views of fellow community members, staff, and the project team
- ✗ Zero tolerance for profane language, harassment, and discrimination of others

Comments and/or participants that do not respect our guidelines will be removed at the discretion of the moderator. Thank you for taking part in shaping your community!

PROJECT TEAM

DEVELOPERS



BUILDERS



CONSULTANT



PRESENTATION

- Project Overview
- Site Context
- Site Plan
- Parking Plan
- Tree Management
- Servicing
- Community Feedback



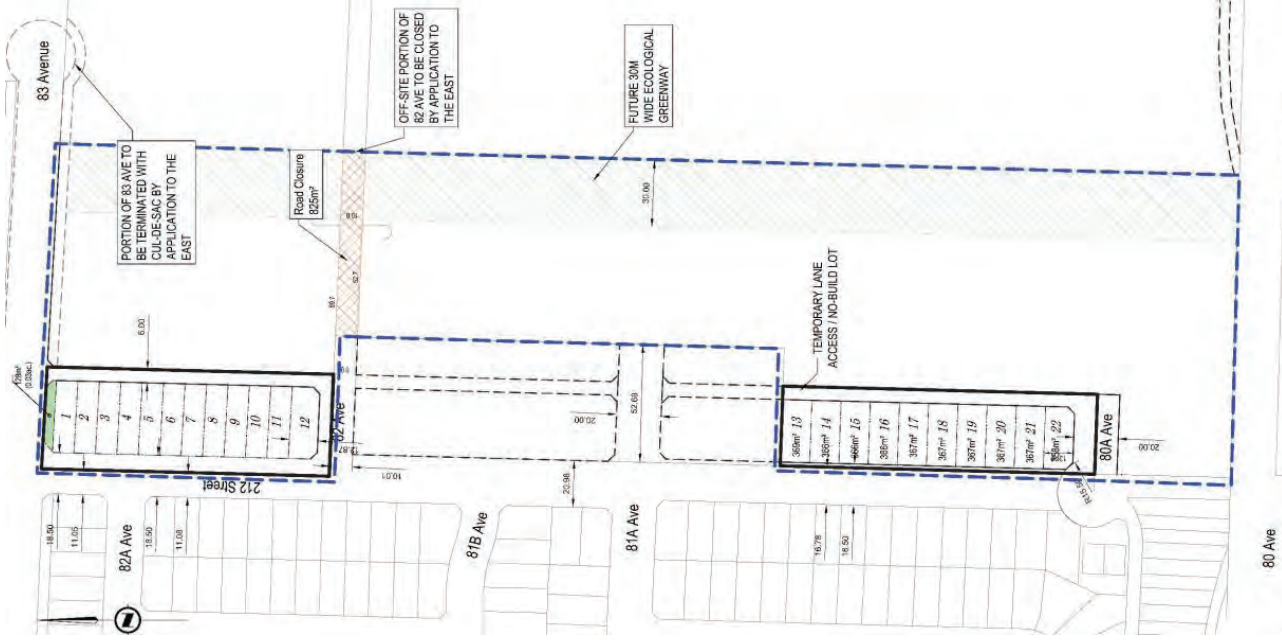
Image Source: Township of Langley, (2018). "Williams Neighbourhood Plan".
[https://webfiles.tol.ca/CommDev/Neighbourhood%20Plans/Williams/Williams%20Neighbourhood%20Plan%20\(No.%205335\).pdf](https://webfiles.tol.ca/CommDev/Neighbourhood%20Plans/Williams/Williams%20Neighbourhood%20Plan%20(No.%205335).pdf)

PROJECT OVERVIEW

PROPOSAL

Rezone the existing 1.09 ha. site from SR-2 zone to Residential Compact Lot Zone R-CL(A), to allow for the development of:

- 22 Single Family Lots
- Continuation of adjacent neighbourhood street greenways



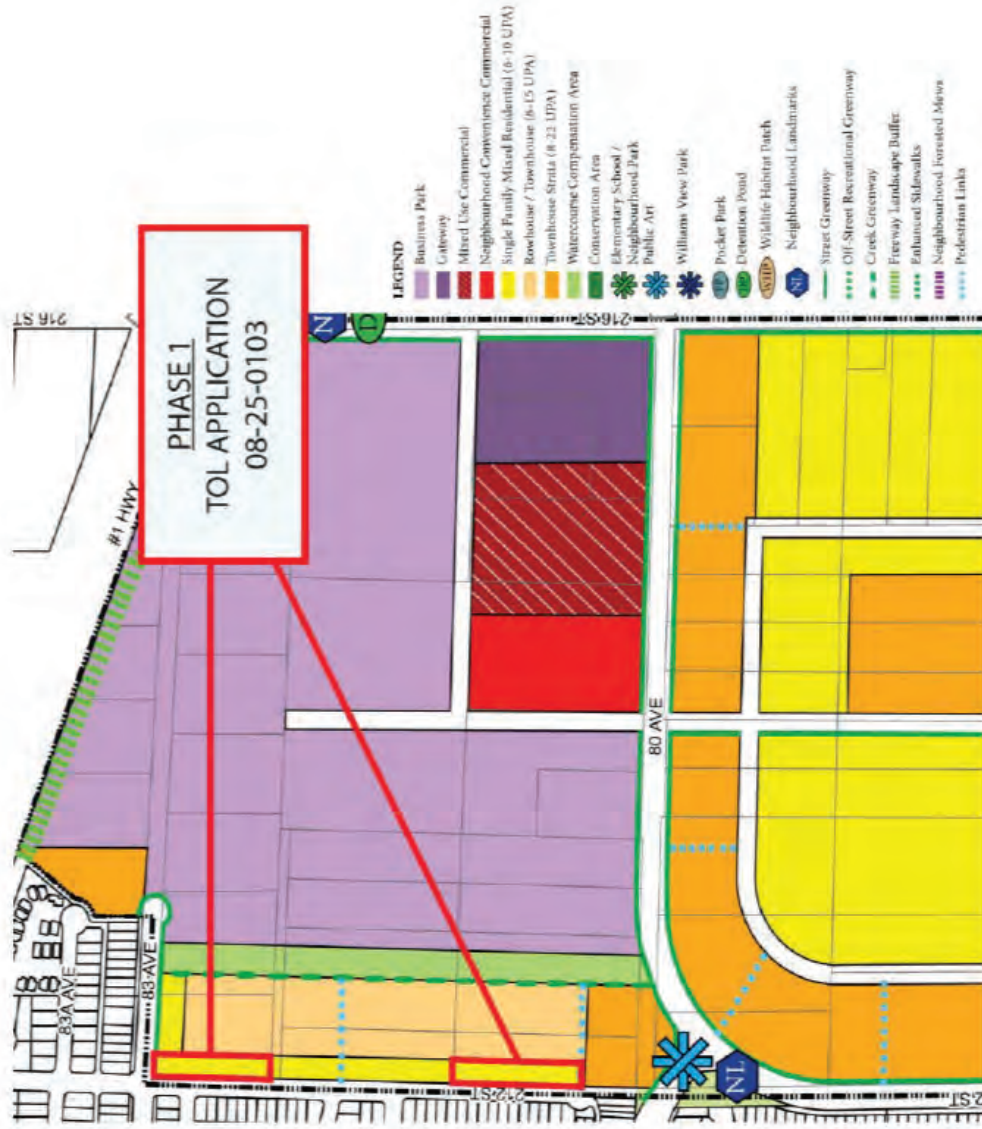
SITE PLAN

WILLIAMS NEIGHBOURHOOD PLAN

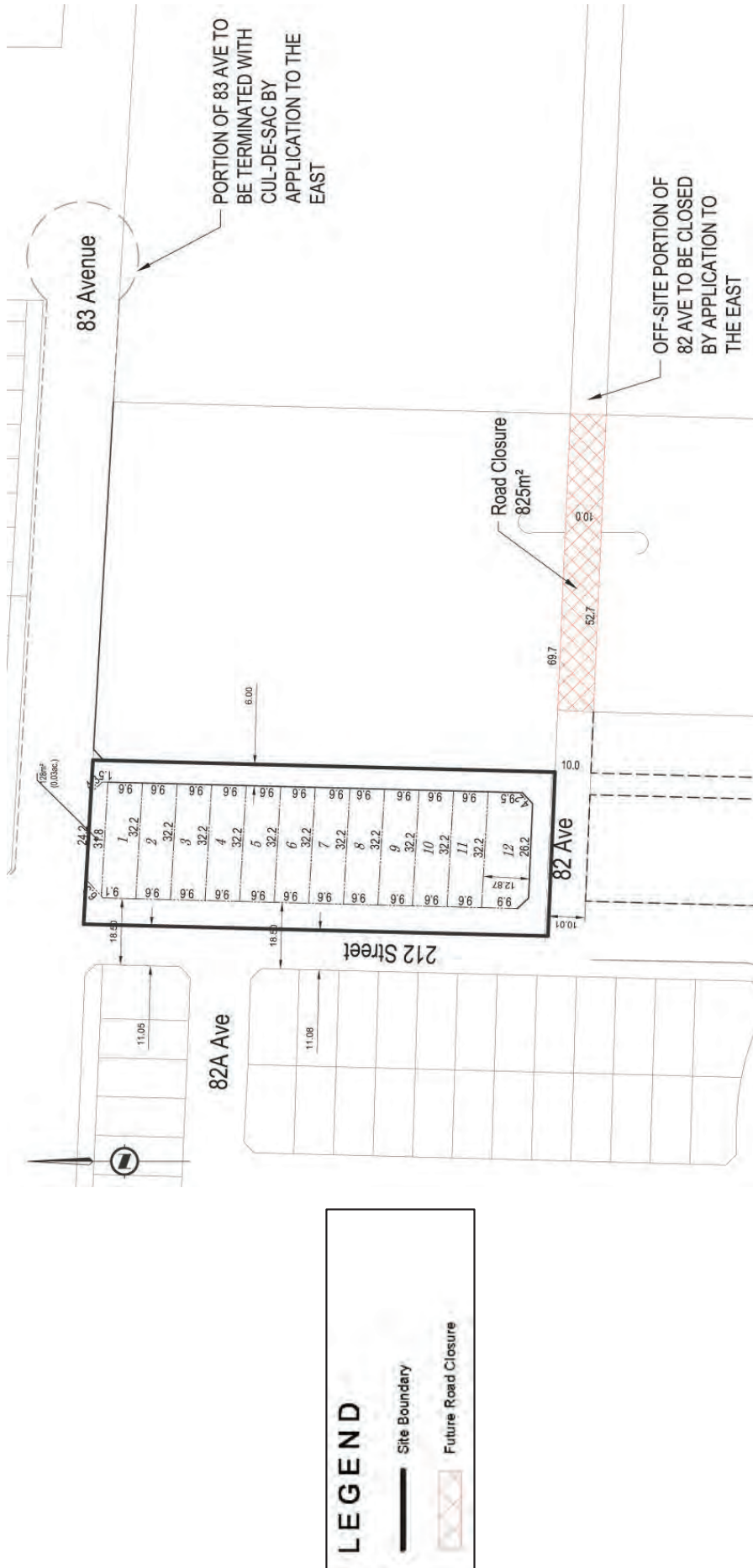
DESIGNATION

- Single Family Mixed Residential (6-10 upa)

 Complies with [NP/CP] designation



SITE PLAN

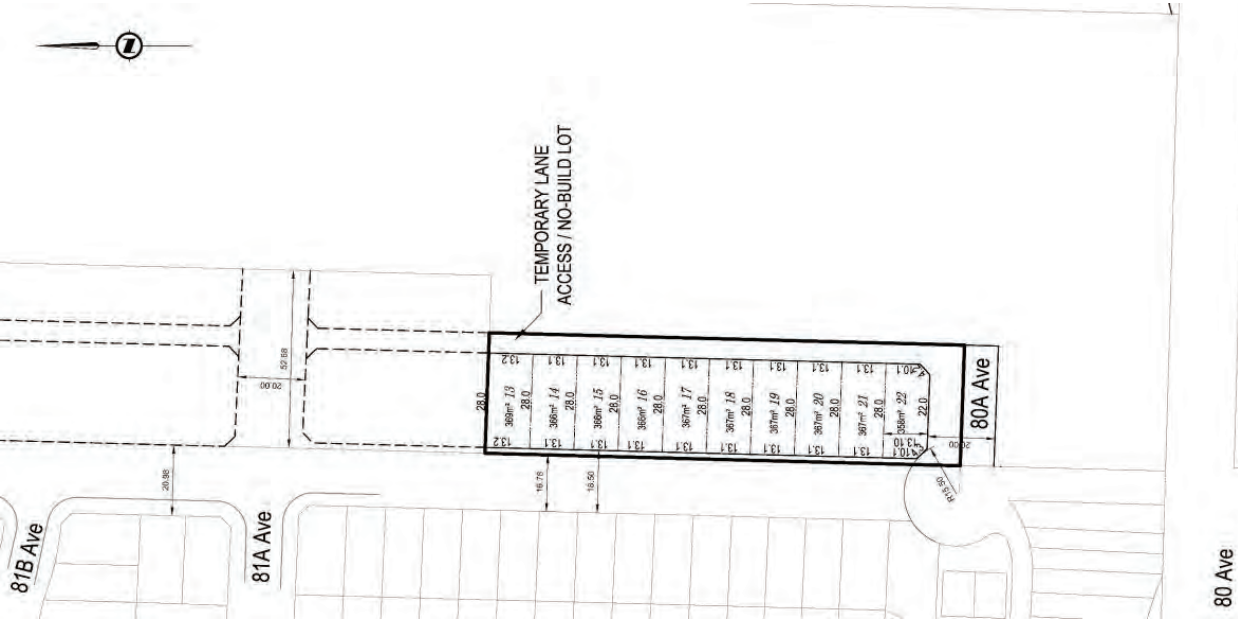


SITE PLAN NORTH

SITE PLAN

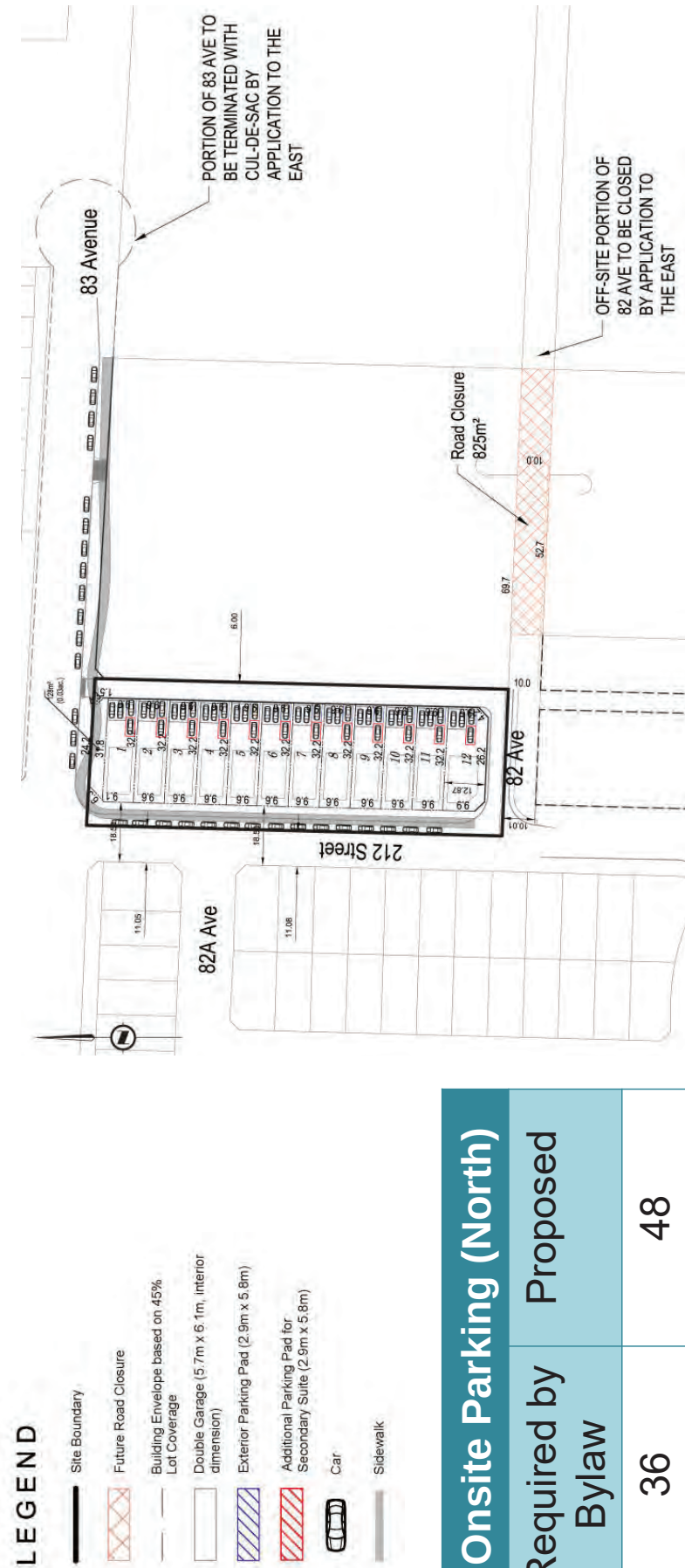
LEGEND

Site Boundary



SITE PLAN SOUTH

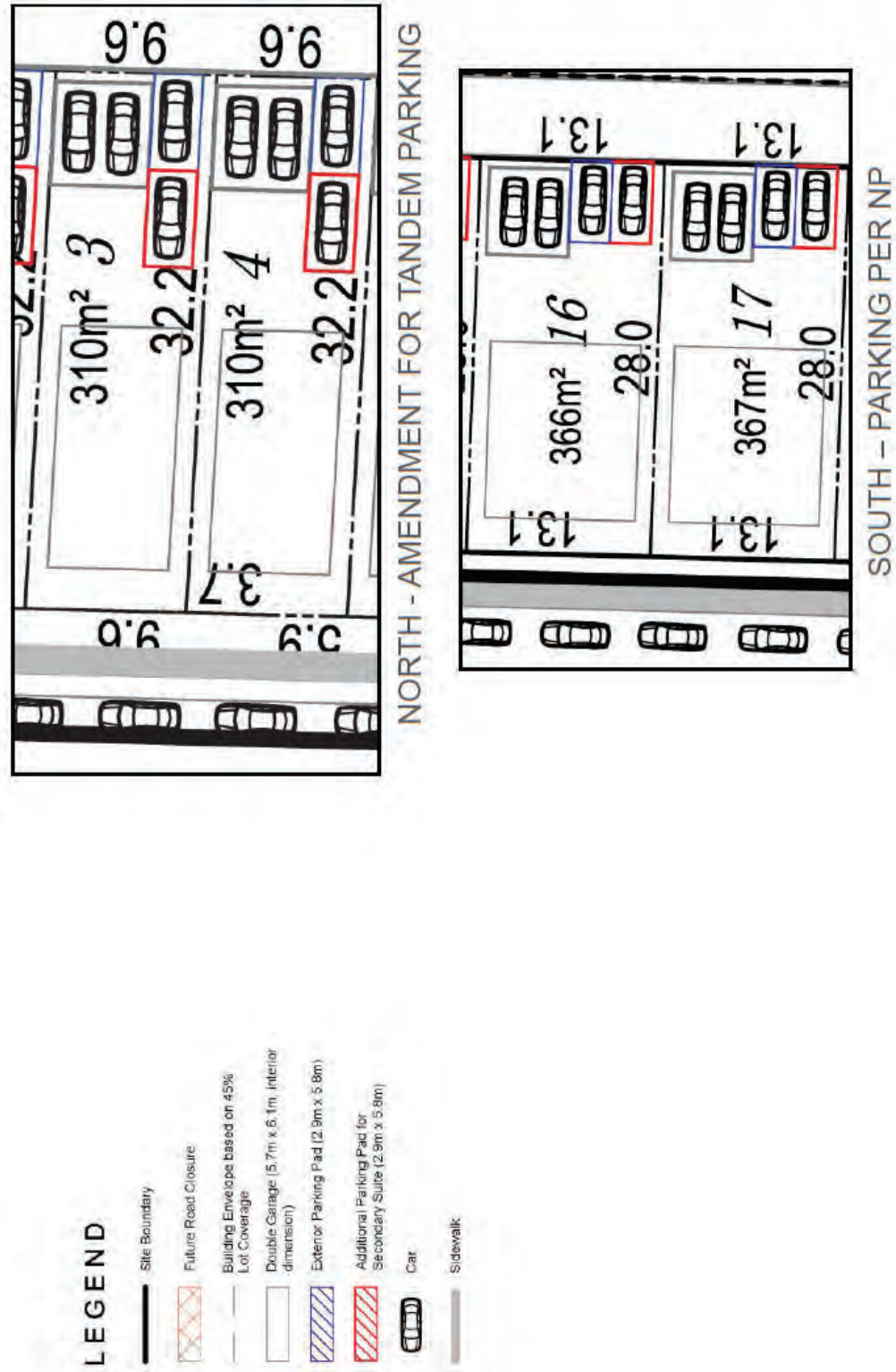
PARKING PLAN



PARKING PLAN NORTH

Onsite Parking (North)		
Required by Bylaw	Proposed	
36		48

Neighbourhood Plan (NP) Amendment for Parking Configuration



PARKING PLAN

LEGEND

Site Boundary

Future Road Closure

Building Envelope based on 45% Lot Coverage

Double Garage (5.7m x 6.1m, interior dimension)

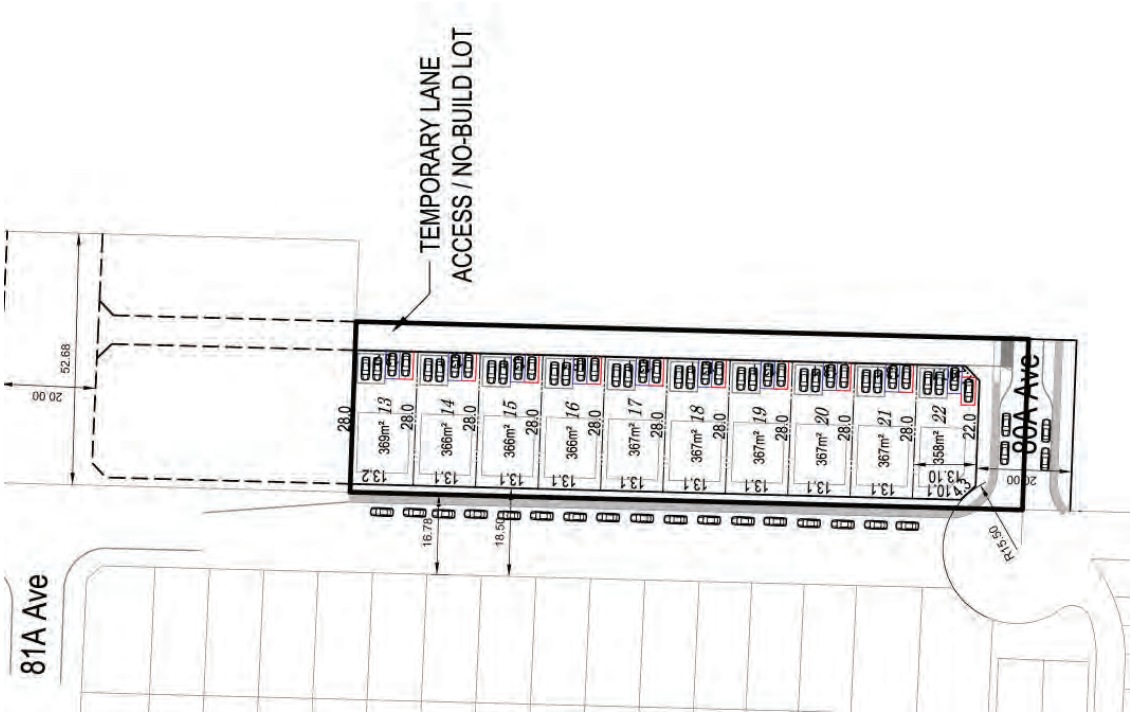
Exterior Parking Pad (2.9m x 5.8m)

Additional Parking Pad for Secondary Suite (2.9m x 5.8m)

Car

Sidewalk

Onsite Parking (South)	
Required by Bylaw	Proposed
30	40



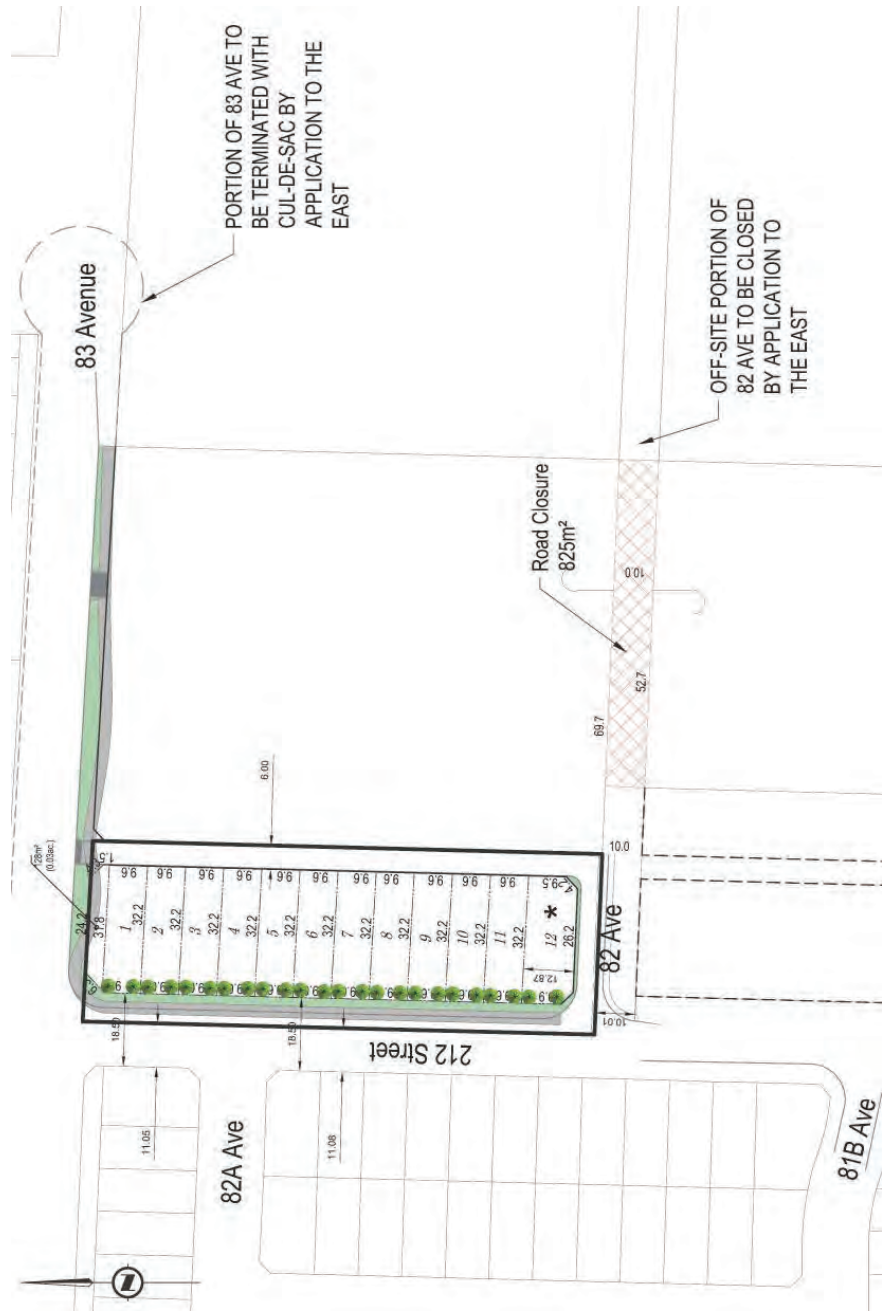
PARKING PLAN SOUTH

Sample Single Family Architectural Design



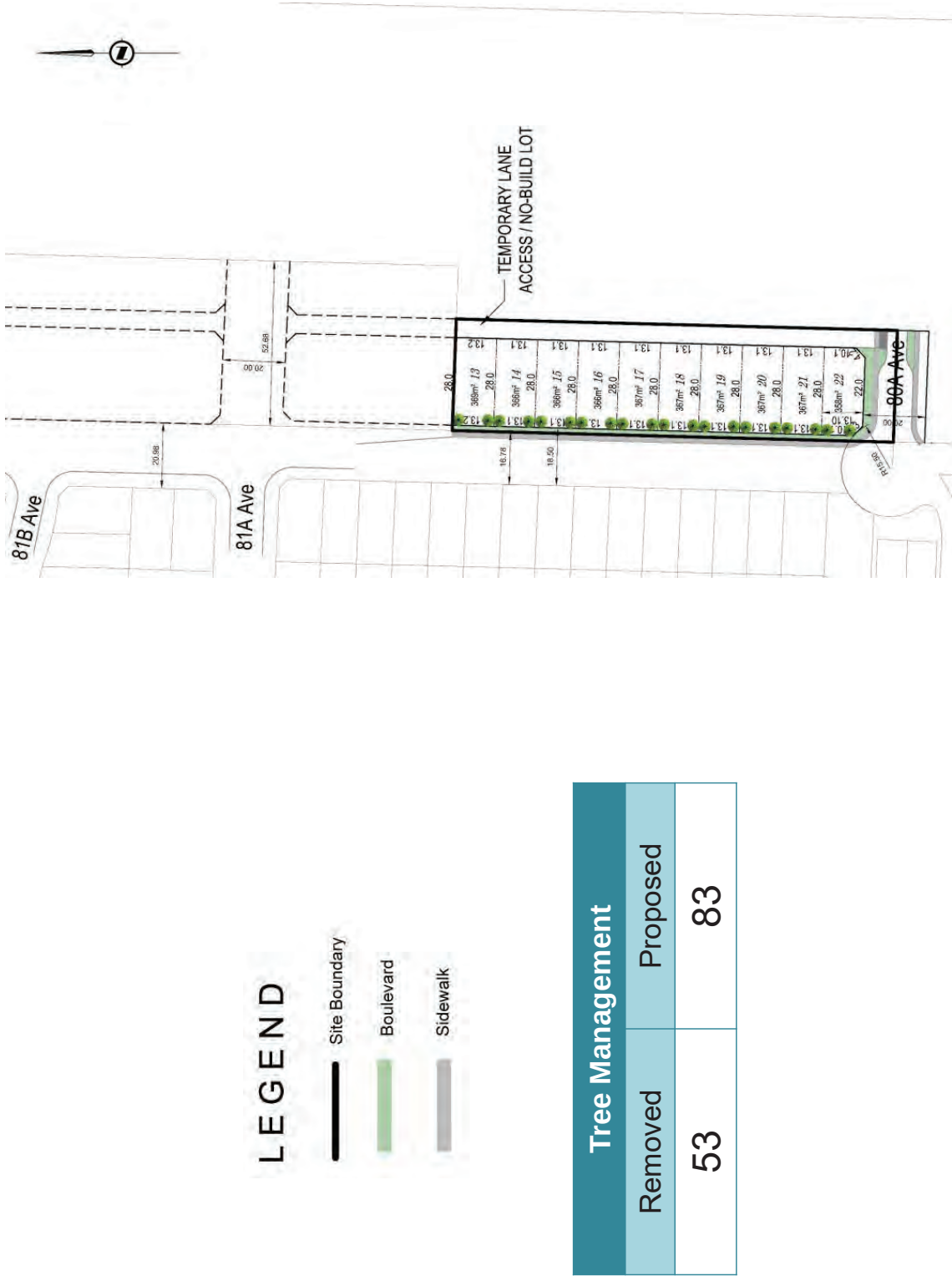
Image Source – Miracon, Sample Single Family Design

TREE MANAGEMENT PLAN



*removal due to conflict with proposed building/servicing, or in hazardous condition

TREE MANAGEMENT PLAN

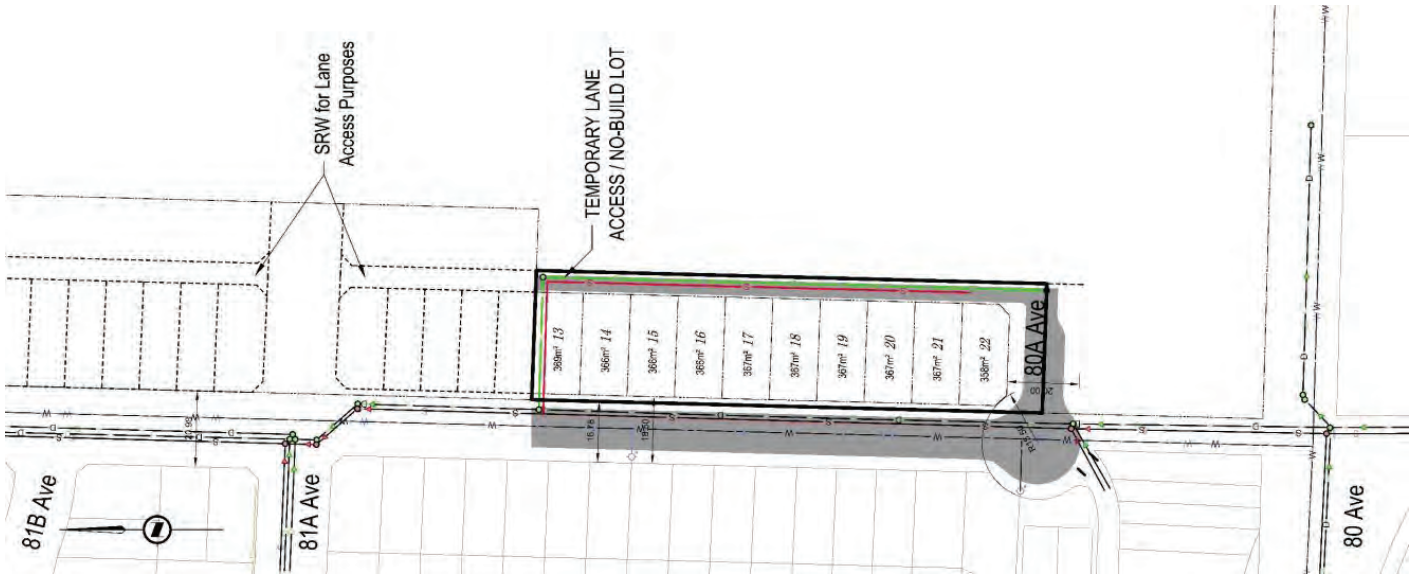


*removal due to conflict with proposed building/servicing, or in hazardous condition

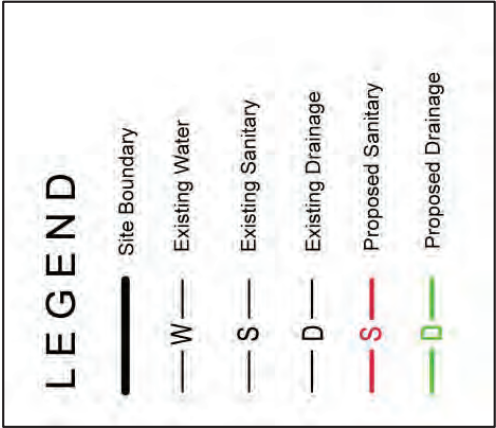
SERVICING



LEGEND	
	Site Boundary
	Future Road Closure
	Existing Water
	Existing Sanitary
	Existing Drainage
	Proposed Sanitary
	Proposed Drainage

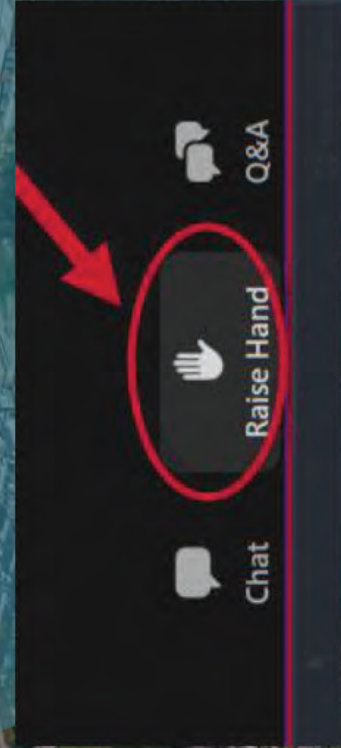
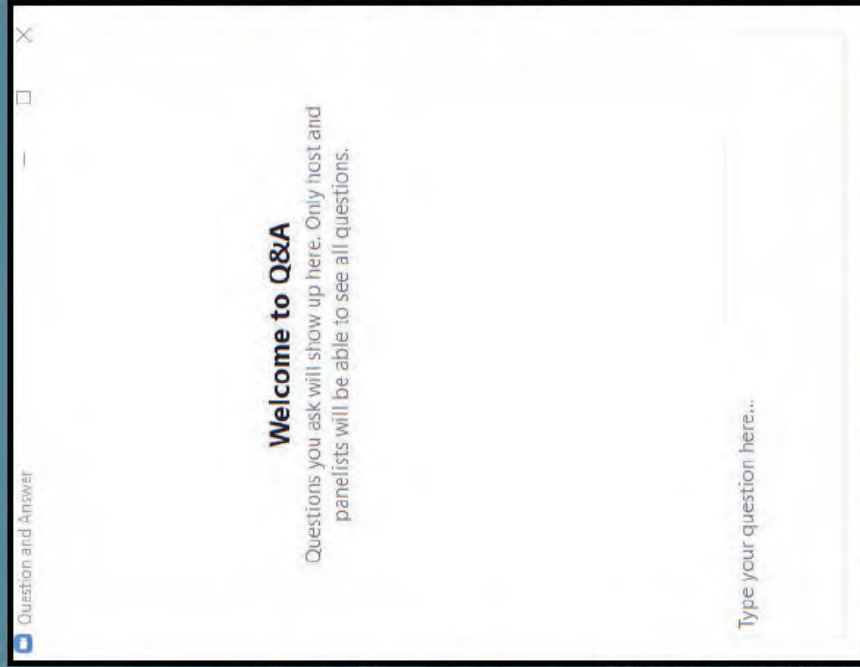


SERVICING



Questions and Answers

Please submit your questions to the moderator via the Q&A box, or use the Raise Hand button to let us know.



Comments & Feedbacks

A questionnaire is available on our project website to collect and forward public input to Township of Langley Council for consideration.



Please take a few minutes to fill it out.

Comments & Feedbacks

The questionnaire will be closed at

11:59pm on
Sunday April 10, 2022



Contact

James Pernu

Division Manager
McElhanney Ltd.

jpernu@mcelhanney.com



Attachment 4

Completed Questionnaires

#1

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Tuesday, April 05, 2022 8:25:49 PM
Last Modified: Tuesday, April 05, 2022 8:31:26 PM
Time Spent: 00:05:37
IP Address: 24.84.136.62

Page 1

Q1 I have read and consent to the above.

Questionnaire Consent

Q2

Please provide your full residential address:

Address	FOIPPA s. 22(1)
City/Town	Langley
State/Province	BC
ZIP/Postal Code	FOIPPA s. 22(1)
Country	Canada

Q3

Please provide your phone number (optional)

FOIPPA s. 22(1)

Q4

Please provide your e-mail (optional)

FOIPPA s. 22(1)

Q5

Undecided

Do you support the proposed rezoning of the subject site from Suburban Residential SR-2 to Compact Residential Lot zone R-CL(A)?

Q6

Do you have any questions or comments?

I'm curious to know if the new development of the homes will continue to have the drop of elevation. My concern is the developers not committing to this. Thanks!

#2

COMPLETE

Collector: Web Link 2 (Web Link)
Started: Tuesday, April 05, 2022 9:03:54 PM
Last Modified: Tuesday, April 05, 2022 9:04:42 PM
Time Spent: 00:00:48
IP Address: 96.48.108.61

Page 1

Q1 I have read and consent to the above.
Questionnaire Consent

Q2
Please provide your full residential address:

Address	FOIPPA s. 22(1)
City/Town	Langley
State/Province	BC
ZIP/Postal Code	FOIPPA s. 22(1)
Country	Canada

Q3 Respondent skipped this question
Please provide your phone number (optional)

Q4 Respondent skipped this question
Please provide your e-mail (optional)

Q5 Yes
Do you support the proposed rezoning of the subject site from Suburban Residential SR-2 to Compact Residential Lot zone R-CL(A)?

Q6 Respondent skipped this question
Do you have any questions or comments?

The objective of this development permit area designation is to encourage retention of existing “estate character” homes, by allowing innovative “infill” residential units to be developed on the property in a manner that will maintain the character of the existing streetscape and surrounding neighbourhood.

Unless the owner of land first obtains a development permit or produces a registerable building scheme acceptable to the Township, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of an additional dwelling unit, or work exceeding value of \$50,000 measured in 2000 dollars, must not be started.

Development permit guidelines for this area are as follows:

- Where an existing estate character house is to be retained, new infill units shall be designed in a complementary style, using features such as roof slope, building massing and finish materials to create a cohesive development.
- Where a new “main house” is to be developed as part of the development, the overall project should appear as a cohesive development compatible with the remainder of the neighbourhood.
- Infill units shall be sited and designed to limit overview of adjacent rear yards, and to permit sun penetration onto adjacent properties. Building height is to be compatible with existing houses in the neighbourhood.
- Only one driveway access will be permitted per each original parcel. As such, the main house and infill units will share one access. On a corner lot, a second driveway access would be permitted from the other street.
- Wherever possible, existing mature vegetation should be retained and enhanced by new plantings.
- Where possible, infill units should be sited around a courtyard and/or common parking area.

06/02/06 - Bylaw No. 4475 Deleted Section 4.1.2 Commercial and Business/Office Park Areas Development permit guidelines.

04/02/08 - Bylaw No. 4586 Deleted Section 4.1.3 Development Permit Area ‘B’ – Residential Density Bonus and Multi-Family

4.1.2 DEVELOPMENT PERMIT AREA “B” – RESIDENTIAL

Lands identified as “Residential” on Map 4, Development Permit Areas are hereby designated as development permit areas under Section 488(1)(e) and (f) of the Local Government Act to establish objectives and provide guidelines for the form and character of intensive and multi family residential development.

The objective of this development permit area designation is to encourage development of attractive and safe multi family areas.

Unless the owner first obtains a development permit, land within this development permit area shall not be subdivided, and construction of, addition to or alteration of a multi family dwelling (including a townhouse, rowhouse, apartment, duplex, triplex or fourplex) must not be started.

Development permit guidelines are as follows:

4.1.2.1 GENERAL

The following general guidelines apply to all development within Development Permit Area “B.”

4.1.2.2 SINGLE FAMILY DEVELOPMENT

General

- Single family developments shall enter into an Exterior Design Control Agreement (to be registered on title as a restrictive covenant) prior to final subdivision approval and to the acceptance of the Township. The agreement shall incorporate the following single family development permit guidelines.

Architectural Details

- No residential units shall back onto a public road or street greenway other than 212 Street between 76 and 80 Avenues.
- All building elevations visible from public land (i.e. parks, roads, greenways and detention pond sites) shall provide architectural detailing to be consistent with the front of the building.

Parking and Traffic/Pedestrian Circulation

- Where single-family lots abut an arterial road or a street greenway vehicular access and parking shall be provided via a rear lane or any other vehicular access from the rear of the property while retaining the front pedestrian access of the building facing the street.

Landscaping

- Fences adjacent to a street greenway shall not exceed 122 cm (48 inches) in height. These fences shall be designed to complement the building and be an open picket fence design. Fences must permit observation of the public realm and incorporate landscaping to soften their appearance from the road.

Building Form

- Pitched roofs are required. Pitched roofs shall have architectural grade roof material, including ridge caps and shadow lines.

4825
30/05/11

4.1.2.3 MULTIPLE UNIT DEVELOPMENT

General

The following guidelines apply to all multiple-unit development including but not limited to apartment, townhouse, rowhouse, duplex, triplex and fourplex buildings.

Site Design

- While providing individual design character, buildings shall be designed to integrate and complement adjacent developments with respect to siting, setbacks, design, exterior finish, landscaping and parking areas. Facade and roofline articulation with porches and other projecting elements is required. Blank or undifferentiated facades shall be avoided.
- Buildings shall be sited and designed to maximize sun penetration to adjacent roads, sidewalks and properties.
- Buildings sited on corners shall address both street edges, shall express a visually stimulating 'landmark' architecture, and be massed to define the intersection.
- On sloping sites, buildings should be massed to create a terraced form of development and provide view opportunities for a majority of housing units.
- Site planning and landscaping for residential development should take into account established principles of Crime Prevention Through Environmental Design (CPTED) – including opportunities for neighbourhood surveillance of pathways, landscaped areas and roadways and provision of defensible space that is clearly separated by fences, landscaping or paving, readily visible by residents and adequately lit.



13 December, 2021

Teresa Hanson
Senior Development Planner
Township of Langley
20338 65 Avenue
Langley, BC V2Y 3J1

Re: Development Application Project 08-25-0103/MCELHANNEY CONSULTING SERVICES

CIVIC: 21200 Block of 80 Avenue

LEGAL: Lot 1 Section 25 Township 8 NWD Plan EPP86150

We have reviewed the above proposal.

We calculate the approximate number of students generated by this proposal will be as follows:

Type of Housing	Number of Units	Elementary K-5	Middle 6-8	Secondary 9-12
Single Family Units	22	10	3	6

Given the current school catchments this development would impact Richard Bulpitt Elementary Elementary School, Yorkson Creek Middle School and R.E. Mountain Secondary School. As you know, while the Langley School District is not responsible for the amount or pace of development we work closely with the Township of Langley in order to advocate to the Ministry of Education for the development of joint sites to benefit our students.

We make every effort to keep students in their catchment schools, but if there is insufficient space in the catchment school we will find them a space at another school in the district.

Please advise if you need any other information.

Yours sincerely,

Brian Iseli, CPA, CMA
Secretary Treasurer

**THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335
AMENDMENT (QUALICO MITCHELL WILLAMS LLP) BYLAW NO. 5791**

EXPLANATORY NOTE

Bylaw No. 5791 amends the Williams Neighbourhood Plan by amending Section 5.4.2 to provide flexibility for use of tandem parking configuration subject to provision of offsetting lot size and securities.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
LANGLEY OFFICIAL COMMUNITY PLAN BYLAW 1979 NO. 1842
AMENDMENT (WILLOUGHBY COMMUNITY PLAN) BYLAW 1998 NO. 3800
AMENDMENT (WILLIAMS NEIGHBOURHOOD PLAN) BYLAW 2018 NO. 5335
AMENDMENT (QUALICO MITCHELL WILLIAMS LLP) BYLAW NO. 5791

A Bylaw to amend the Willoughby Community Plan Bylaw No. 3800 and the Williams Neighbourhood Plan Bylaw No. 5335

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335 Amendment (Qualico Mitchell Williams LLP) Bylaw No. 5791”.
2. The “Langley Official Community Plan Bylaw 1979 No. 1842 Amendment (Willoughby Community Plan) Bylaw 1998 No. 3800 Amendment (Williams Neighbourhood Plan) Bylaw 2018 No. 5335” as amended is further amended by replacing section 5.4.2 which currently states:

“Foster the development of accessory housing including secondary suites or coach homes (R-1 and R-CL(CH); defined in the Township of Langley Zoning Bylaw) with a single-family home, along with the provision of an additional, non-tandem parking space on the lot for the secondary suite or coach home.”

with the following:

“Foster the development of accessory housing with a single-family home, including secondary suites or coach homes. Provide an additional, non-tandem parking space on the lot to support the secondary suite or coach home. Tandem parking spaces may be considered where offsetting lot size and security measures are provided.”

READ A FIRST TIME the	day of	, 2022
READ A SECOND TIME the	day of	, 2022
PUBLIC HEARING HELD the	day of	, 2022
READ A THIRD TIME the	day of	, 2022
ADOPTED the	day of	, 2022

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (QUALICO MITCHELL WILLIAMS LLP) BYLAW NO. 5792**

EXPLANATORY NOTE

Bylaw No. 5792 rezones a 1.1 ha (2.7 ac) portion of land located in the 8000 to 8300 Block of 212 Street in the Williams Neighbourhood Plan area from Suburban Residential SR-2 to Residential Compact Lot Zone R-CL(A).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (QUALICO MITCHELL WILLIAMS LLP) BYLAW NO. 5792

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as “Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Qualico Mitchell Williams LLP) Bylaw No.5792”.
2. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

Portion of Lot 1 Section 25 Township 8 New Westminster District Plan EPP86150

as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Residential Compact Lot Zone R-CL(A).

READ A FIRST TIME the	day of	, 2022
READ A SECOND TIME the	day of	, 2022
PUBLIC HEARING HELD the	day of	, 2022
READ A THIRD TIME the	day of	, 2022
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND INFRASTRUCTURE the	day of	, 2022
ADOPTED the	day of	, 2022

_____ Mayor _____ Township Clerk

SCHEDULE 'A' BYLAW NO. 5792

