



REPORT TO MAYOR AND COUNCIL

PRESENTED: MAY 11, 2026 - REGULAR MEETING
FROM: COMMUNITY DEVELOPMENT DIVISION
SUBJECT: REZONING APPLICATION NO. 100657 (SIVIA DEVELOPMENTS INC. / 21305 – 83 AVENUE)

REPORT: 26-48
FILE: 08-25-0113

PROPOSAL:

Application to rezone a 0.7 ha (1.7 ac) site located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.

RECOMMENDATION SUMMARY:

That Council give first, second and third reading to Bylaw No. 6212 subject to 12 development prerequisites being satisfied prior to final reading of Bylaw No. 6212.

RATIONALE:

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

RECOMMENDATIONS:

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Sivia Developments Inc.) Bylaw No. 6212 rezoning 0.7 ha (1.7 ac) of land located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. A Servicing Agreement being entered into with the Township to secure required road and utility upgrades and extensions in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of community stormwater management facility with associated amenities in accordance with the Township's Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan.
3. Provision of road dedications, widenings and necessary traffic improvements, including interim and ultimate design configurations for 83 Avenue, in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and the Williams Neighbourhood Plan.
4. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
5. Provision of a final tree management plan incorporating tree retention, replacement, protection details, and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
6. Registration of restrictive covenants acceptable to the Township:
 - a. restricting development until a Development Permit is issued for the site
 - b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement,

- protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
 - c. identifying the units (5% of townhouse units) required in accordance with Schedule 2 – Adaptable Housing Requirements of the Township’s Official Community Plan
 - d. prohibiting parking on internal strata roadways (other than in clearly identified parking spaces).
7. Dedication and construction of a 15 m (49 ft) wide Freeway Landscape Buffer on the northern portion of the site, including final acceptance of the greenway landscape design plans, trail alignment, signage, landscape details and security.
 8. Completion of any area-specific development prerequisites per the Willoughby Development Phasing Policy.
 9. Approval of the Rezoning Bylaw by the Ministry of Transportation and Transit (MOTT).
 10. Compliance with the Willoughby Greenway Amenity Policy and 5% Neighbourhood Park Land Acquisition Policy.
 11. As per the applicant’s proposal in support of the proposed rezoning application, provision of \$502,608 as a voluntary amenity contribution.
 12. 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.

EXECUTIVE SUMMARY:

Flat Architecture Inc. has applied on behalf of Sivia Developments Inc. to rezone a 0.7 ha (1.7 ac) site located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.

A delegated development permit for form and character is being processed concurrently.

The proposed development is consistent with the Willoughby Community Plan and Williams Neighbourhood Plan. Staff recommend that Council support the rezoning amendment, subject to the completion of 12 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to proposed Rezoning Bylaw No. 6212.

REFERENCE:

Owner:	Sivia Developments Inc. 4195 Lefevvre Road Abbotsford, BC V4X 1P3
Agent:	Flat Architecture Inc. 209, 6321 King George Blvd Surrey, BC V3X 1G1
Legal Description:	Lot 17 Section 25 Township 8 New Westminster District Plan BCP36639
Location:	21305 – 83 Avenue
Area:	0.7 ha (1.7 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-219
Willoughby Community Plan:	Multi Family
Williams Neighbourhood Plan:	Townhouse

BACKGROUND/HISTORY:

- The site is currently zoned Suburban Residential Zone SR-2, designated Multi Family in the Willoughby Community Plan, and designated Townhouse (22 upa) in the Williams Neighbourhood Plan.
- The site is located in Development Permit Area 'B' – Residential in the Willoughby Community Plan.

DISCUSSION/ANALYSIS:

- Flat Architecture Inc. has applied on behalf of the owner to rezone a 0.7 ha (1.7 ac) site located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.
- The proposal includes provision of a 15 m (49 ft) wide Freeway Landscape Buffer on the northern portion of the site consistent with the Williams Neighbourhood Plan.

Adjacent Uses:

	Existing Use:	Willoughby CP Designation:	Williams NP Designation:	Yorkson NP Designation:	Existing Zoning:
North:	Highway 1	N/A	N/A	N/A	N/A
South:	83 Avenue, beyond which are vacant properties that are currently under application (ToL Project No. 08-25-0098) for film	Business Park	Business Park	N/A	SR-2

	studio, office and warehouse uses				
West:	Properties with existing single family dwellings	Mixed Residential	N/A	Single Family Mixed Residential (10 UPA)	CD-63 R-CL(A)
East:	Properties currently under application (ToL Project No. 08-25-0124) for the development of warehouse buildings	Business Park	Business Park	N/A	SR-2

Zoning Amendment:

- Bylaw No. 6212 proposes to rezone a 0.7 ha (1.7 ac) site located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.
- The gross developable land area (consistent with Section 5.2 of the Williams Neighbourhood Plan) of the subject site is 0.7 ha (1.7 ac) and with the proposed 37 townhouse units results in a density of 52 uph (21.7 upa).
- Provision of interim and ultimate design configurations for 83 Avenue pursuant to the Williams Circulation Concept Plan has been included as a development prerequisite.
- The project will be further reviewed as part of the development permit application process to ensure compliance with the provisions of the site's proposed CD-219 zoning in terms of siting, lot coverage, landscaping, height, use and density.

General Development Prerequisites:

- Section 11.1 of the Williams Neighbourhood Plan includes the following General Development Prerequisites:
 - o *"1. Identifying a joint elementary school and neighbourhood park site to the acceptance of the Township of Langley and the Langley School District, subject to other provisions of this Plan, before any development may occur in the area, with the exception of non-residential developments."*
 - A school/park site has been designated in the Williams Neighbourhood Plan on 78 Avenue. Consistent with Section 6.3.2 of the Williams Neighbourhood Plan, this constitutes the securing of this site for the purposes of development.
 - o *"2. Prior to opening of each phase for development the required community stormwater detention site to serve that area must be secured and must be located to serve the entire storm catchment area to the acceptance of the General Manager of Engineering. Interim on-site detention will not be allowed."*
 - A development application (ToL Project No: 08-25-0098) that received third reading on July 26, 2021 has designed and secured a Development Works Agreement for the detention pond for the catchment. The detention pond is not constructed.
 - On December 15, 2025 Council resolved the following:
"...Therefore be it resolved that Council directs staff to Report to Council to establish a limited pilot program for interim on-site stormwater detention within the Williams Neighbourhood Plan north of 80 Avenue, including regulatory considerations, technical requirements and applicable parameters appropriate for Council to consider; and

That the Report to Council include an update regarding the potential construction of a permanent detention facility, not to unduly delay the commencement of a limited pilot program;

Further, that Council hereby directs staff to process any duly accredited proposals for interim on-site detention for infill residential development within the Williams Neighbourhood Plan north of 80 Avenue within that area's established, otherwise completed residential neighbourhood."

- Consistent with the Williams Neighbourhood Plan, provision of a community stormwater management facility has been included as a development prerequisite for the rezoning. Stormwater management will be determined via the Servicing Agreement process pursuant to the requirements of Section D of the Subdivision and Development Servicing Bylaw and will be informed by Council's consideration of an interim on-site detention limited pilot program.

Willoughby Development Phasing Policy:

- The subject site is subject to an area-specific consideration in Section 4.2.1.b) of the Willoughby Development Phasing Policy No. 07-237:
"b) a known, potential timeline and funding commitment(s) for capacity upgrades for Provincial Highway 10 from the Langley Bypass to the 232 Street Interchange and its connection to the 216 Street Interchange."
- Council received a Memorandum from the Engineering Division on May 27, 2024 (Attachment B) that provides information on conceptual road widening design options and cost estimates to widen 216 Street between 80 Avenue and Highway 10.
- Completion of this area-specific development prerequisite has been included as a development prerequisite for the rezoning.

Development Permit Area 'B' – Residential:

- The subject lands are located in Development Permit Area 'B' – Residential in the Willoughby Community Plan.
- Council, through Bylaw No. 5246 (Development Permit Delegation Bylaw), delegated issuance of Development Permits for residential developments without commercial or industrial components with a density equal to or less than 25 upa to a delegated staff official.
- As the proposed residential development is less than 25 upa, the associated development permit application is being processed concurrently for consideration by a delegated staff official.
- The project will be further reviewed as part of the development permit application process to ensure compliance with, including but not limited to, the following: provisions of the site's proposed CD-219 zoning; landscaping, tree and age-friendly amenity area requirements; pedestrian connectivity to the existing recreational trail; and alignment with the Development Permit Area 'B' – Residential guidelines. Staff note, should interim on-site detention be further considered, site planning implications are anticipated. Accordingly, the currently submitted site plan is conceptual and resolution of the above requirements may result in a change to the proposed number of units.

Voluntary Amenity Contributions:

On July 7, 2025 an Interim Policy Regarding Community Amenity Contributions No. 07-170 was adopted by Council that directs staff to:

- discuss with development applicants the prospect of making amenity contributions to the Township; negotiate with development applicants on a case-by-case basis for the provision of community amenities; or allow amenity contributions either at the initiative of development applicants or as a result of rezoning negotiations between the applicant and the Township.

The applicant has proposed a \$502,608 voluntary amenity contribution in support of the proposed rezoning application.

Tree Protection / Replacement:

The applicant has submitted tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
0	0	51	51	5	56

Detailed tree management and landscape plans will be provided and reviewed in conjunction with the development permit.

Policy Considerations:

The proposed rezoning will facilitate development of approximately 37 townhouse units on the site located at 21305 – 83 Avenue. Staff recommend that Council give first, second and third reading to Bylaw No. 6212 (subject to 12 development prerequisites).

Respectfully submitted,

Alex Rowley
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics
ATTACHMENT B Memorandum from Engineering Division (May 27, 2024)



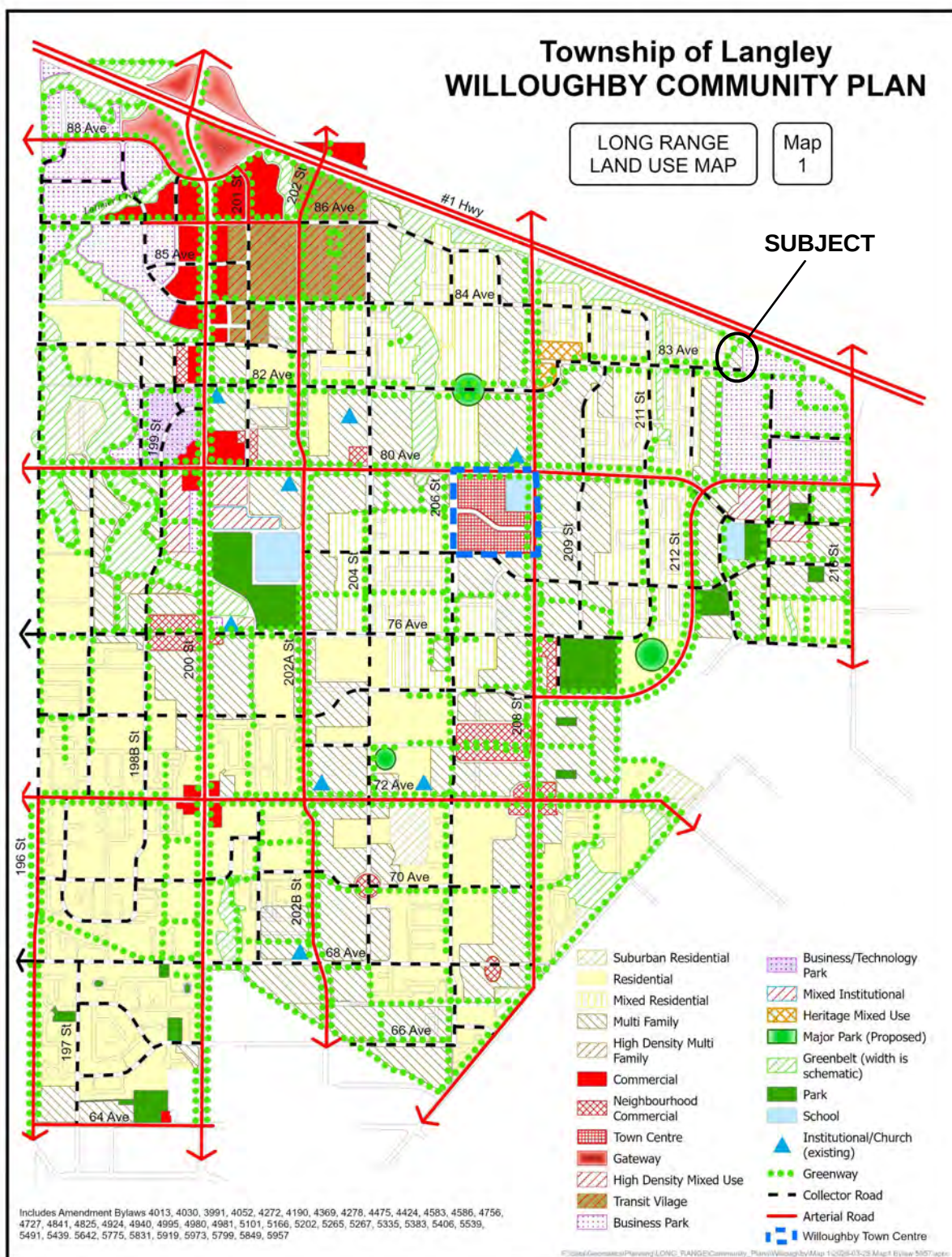
AERIAL CONTEXT MAP

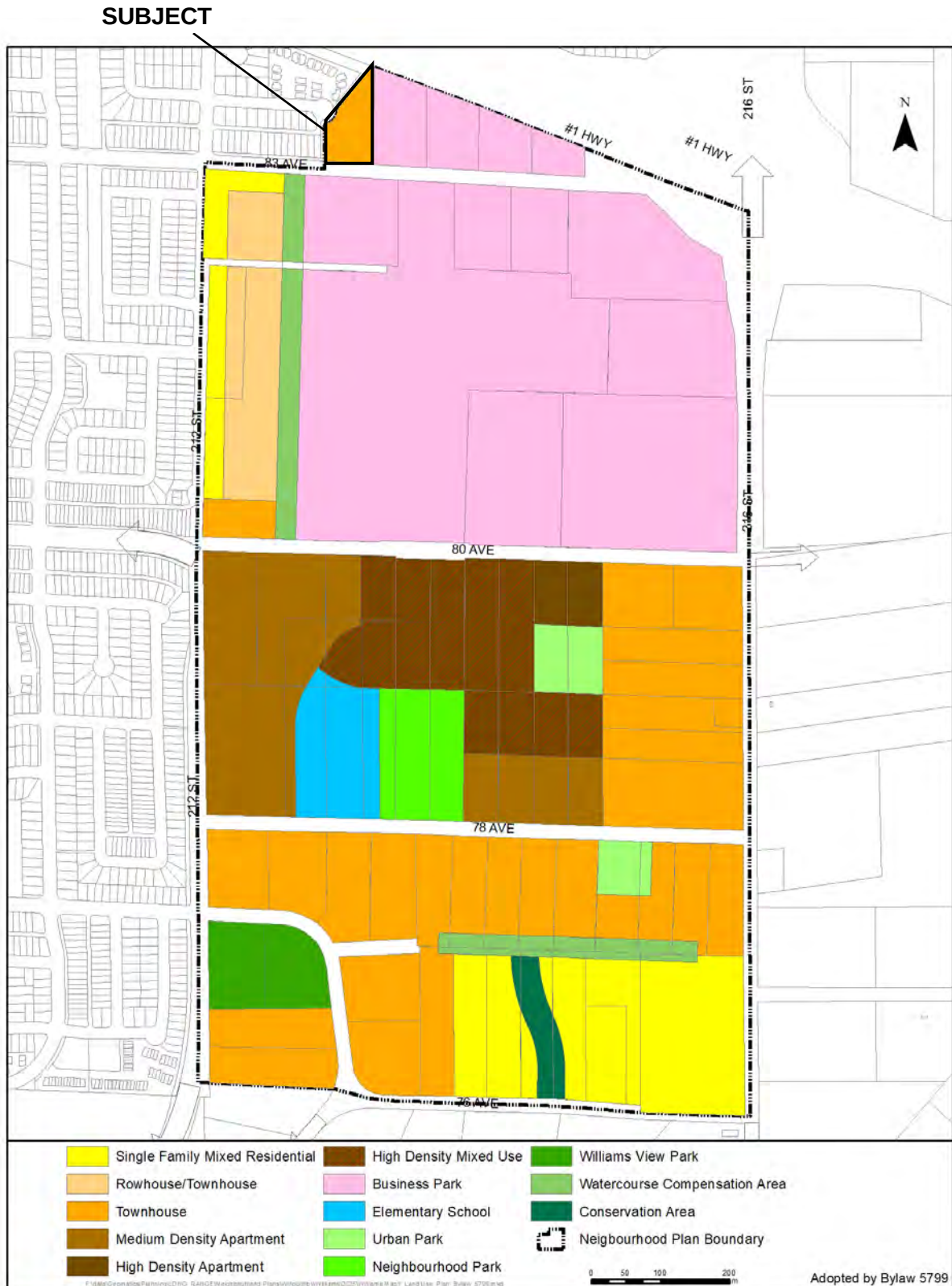
**Township of Langley
WILLOUGHBY COMMUNITY PLAN**

LONG RANGE
LAND USE MAP

Map
1

SUBJECT







ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT



ATTACHMENT B

M E M O R A N D U M

TO: MAYOR AND COUNCIL **DATE:** MAY 27, 2024

FROM: ENGINEERING DIVISION **FILE NO:** 5260-26-001

SUBJECT: 216 STREET FROM 80 AVENUE TO HIGHWAY 10

The purpose of this memorandum is to provide Council with information on conceptual road widening design options and cost estimates to widen 216 Street between 80 Avenue and Highway 10.

At its May 1, 2023 Regular Meeting, Council passed a resolution for staff to prepare conceptual designs and cost estimates for options to widen 216 Street from 80 Avenue to Highway 10 (Glover Road). The concept is to include active transportation infrastructure, assess impacts to the Agricultural Land Reserve (ALR), and applicable services and third-party utilities.

The total length of the corridor between Highway 10 and 80 Avenue is approximately 1,980 metres. The portion between 76 Avenue and Highway 10 is 1,150 metres. The proposed concepts includes widening 100 metres on 80 Avenue west of 216 Street to facilitate widening at the intersection of 80 Avenue and 216 Street. The lands on the west side of 216 Street between 80 Avenue and 76 Avenue are within the Williams Neighbourhood Plan while lands on the east side are within the ALR.

Between 80 Avenue and 76 Avenue, both Options 1 and 2 include four (4) vehicle travel lanes, left turn lanes, raised medians, and traffic signals at both 76 Avenue and 78 Avenue. Both Options assume shifting the alignment west into the William Neighbourhood Plan area to minimize ALR impact on the east side. South of 76 Avenue, both options include a Multi Use Path (MUP) on the west side and sidewalk on the east side between 80 Avenue and 76 Avenue to reduce ALR impact, bike lanes on both sides, raised medians, and left turn lanes. South of 76 Avenue both options shift to the center of the road to impact the ALR lands equally on both sides. Through the total length of the corridor between Highway 10 and 80 Avenue, both options include new municipal utilities, water, and sanitary sewer. Both options also include relocation of third-party utilities, BC Hydro and TELUS poles, to accommodate road widening.

The difference between the options is that Option 1 includes four (4) travel lanes south of 76 Avenue and Option 2 provides two (2) travel lanes. Option 1 is illustrated in Attachment A and Option 2 is illustrated in Attachment B. The land impacts are illustrated in Attachment C and Attachment D for Options 1 and 2 respectively.

While more impactful on the ALR, Option 1 is preferred from a transportation perspective due to the additional travel lanes, greater operational efficiency, and higher level of service for the movement of people and goods at a relatively small difference in estimated cost. Providing four (4) travel lanes is consistent with 216 Street's designation as a major arterial road that connects Highway 1 and Highway 10.

Regardless of which option, the benefits of widening this corridor would not be fully realized until the intersection of 216 Street and Highway 10 is upgraded.

To meet long term needs, a 2015 Roberts Bank Trade Area (RBTA) study recommended a rail overpass at the 216 Street intersection, widening of Highway 10, new road connections west of Glover Road, and closures of existing rail crossings estimated to cost \$77,000,000. This would require a partnership with significant Provincial and Federal contributions and would not be led by the Township.

The tables below summarize order of magnitude costs associated for the different components of Options 1 and 2 and indicate available DCC program funding.

Class C Construction Cost Estimate:

	Highway 10 to 76 Avenue	76 Avenue to 80 Avenue	Intersection Highway 10 at 216 Street (1)	Contingency (30%)	Engineering & Construction Administration (12%)	Total
Option 1 (General)	\$19,452,800	\$14,317,000	\$5,000,000	\$11,630,900	\$6,048,100	\$56,448,800
Option 1 (Utilities)	\$2,121,400	\$2,401,100	-	\$1,356,800	\$705,500	\$6,584,800
Option 1 Total	\$21,574,200	\$16,718,100	\$5,000,000	\$12,987,700	\$6,753,600	\$63,033,600
Option 2 (General)	\$15,264,200	\$14,317,000	\$5,000,000	\$10,374,300	\$5,394,700	\$50,350,200
Option 2 (Utilities)	\$2,121,400	\$2,401,100	-	\$1,356,800	\$705,500	\$6,584,800
Option 2 Total	\$17,385,600	\$16,718,100	\$5,000,000	\$11,731,100	\$6,100,200	\$56,935,000
DCC	\$5,526,267	\$8,724,594	-	-	-	\$14,250,861

(1) a placeholder amount of \$5,000,000 was included to indicate the potential for cost sharing for intersection improvements at Highway 10, subject to future negotiations.

Land Cost Estimate:

	Highway 10 to 76 Avenue	76 Avenue to 80 Avenue	Contingency (10%)	Total
Option 1	\$1,109,900	\$14,050,300	\$1,516,000	\$16,676,200
Option 2	\$467,700	\$14,050,300	\$1,451,800	\$15,969,800
DCC	\$2,293,129	\$5,201,548	-	\$7,494,677

Total Construction and Land Cost Estimate:

	Land	Construction	Total
Option 1	\$16,676,200	\$63,033,600	\$79,709,800
Option 2	\$15,969,800	\$56,935,000	\$72,904,800
DCC	\$7,494,677	\$14,250,861	\$21,745,538

At its May 1, 2023, Regular Meeting, Council passed the following resolutions:

Whereas,

- 1. The completion of the 216 Street Highway Interchange has significantly increased vehicle traffic on 216 Street from 80 Avenue to Highway 10;*
- 2. The current road width of 216 Street from 80 Avenue to Highway 10 is insufficient to accommodate growing neighbourhoods, current and future traffic and active transportation within the area; and*
- 3. 216 Street is identified as a major arterial road in the 2009 Transportation plan and provides a critical link between two provincial highways;*

Therefore, be it resolved that Council hereby directs staff to report to Council with a conceptual road widening project plan for 216 Street from 80 Avenue to Highway 10 with options for Council to consider, potentially including but not necessarily limited to:

- 1. The cost and design for road widening, potential intersection improvements, active transportation infrastructure for pedestrians and cyclists and impact(s) to private property;*
- 2. The potential impact to the Agricultural Land Reserve; and*
- 3. Servicing and third-party utilities requirements that may be applicable to include.*

216 Street is identified as a Major Arterial Road in the Township's 2009 Master Transportation Plan (MTP) and provides a critical link between two (2) provincial highways; Highway 1 and Highway 10. Arterial roads are typically constructed with four (4) travel lanes, left turn bays at intersections, raised medians, protected bicycle lanes, sidewalks or MUPs, streetlights, and landscaping.

216 Street between 80 Avenue and Highway 10 (Glover Road) is currently constructed to a two-lane rural arterial road standard, with narrow gravel shoulders, no streetlighting, and yellow coded watercourses between the 7300 Block and Highway 10. The construction of the 216 Street Interchange at Highway 1 and the widening of 216 Street between the interchange and 80 Avenue has changed the traffic patterns on 216 Street south of 80 Avenue.

A traffic count was undertaken at the intersection of 216 Street and 80 Avenue in October of 2018 prior to the opening of the 216 Street Interchange. The Average Daily Traffic (ADT) volume on 216 Street south of 80 Avenue was 3,135 vehicles per day. A traffic count was undertaken in September of 2023 that determined the ADT south of 80 Avenue increased to 11,408 vehicles per day.

In anticipation of the increased traffic volumes, the Township modified the curve at Guy Creek to better accommodate larger vehicles. The Township also partnered with the Ministry of Transportation and Infrastructure (MoTI) and CP Rail to implement safety improvements at the intersection of 216 Street and Highway 10. These improvements included expanding the left turn lane on Highway 10, widening the CP rail crossing, improving the rail crossing warning system, installing a new traffic signal at the intersection, and a connection between the rail warning system and the traffic signal. These works were intended to be temporary and were primarily aimed at addressing safety concerns at the rail crossing and intersection. As the portion of 216 Street between Highway 1 and Highway 10 is anticipated to be designated as a truck route, the works were designed to accommodate trucks.

Improvement Options:

216 Street between 80 Avenue and 76 Avenue: (included in both Options)

The Williams Neighbourhood Plan has identified 216 Street between 80 Avenue and 76 Avenue as a four-lane divided urban road. As such, the two (2) options identified for the entire corridor both assume this condition in the future. The conceptual plan for widening of this portion of 216 Street includes:

- Shifting the alignment to the west south of 80 Avenue to avoid impacts to the Agricultural Land Reserve (ALR) on the east side of 216 Street.
- Four (4) vehicle travel lanes with raised medians or left turn lanes.
- Reconstruction of the intersection of 80 Avenue at 216 Street to include northbound and eastbound dual left turn lanes.
- Construction of approximately 100 metres of 80 Avenue west of 216 Street to connect to the ultimate intersection at 80 Avenue and 216 Street.
- Traffic signals at the intersections of 76 Avenue and 78 Avenue with left turn lanes or medians and pedestrian crossings.
- A 3.0-metre-wide concrete MUP on the west side of 216 Street.
- A 1.6-metre-wide bike lane with a 0.6-metre-wide raised curb both sides of 216 Street.
- Underground municipal utilities (stormwater, sanitary, and water mains).

216 Street between 76 Avenue and Highway 10: Option 1

The Township's 2009 MTP indicates that 216 Street from 76 Avenue to Highway 10 is planned to be widened to four (4) vehicle travel lanes. Option 1 (Attachment A) includes the features identified in the common section above and widening the corridor to four (4) lanes and includes the following:

- Shifting the alignment of 216 Street south of 76 Avenue to be centered on the existing road right-of-way and impacting both sides of 216 Street equally through the ALR.
- Four (4) vehicle travel lanes with raised median or two-way-left-turn lanes at existing driveways.
- A 3.0-metre-wide concrete MUP on the west side of 216 Street.
- A 1.6-metre-wide bike lane with a 0.6 metre raised curb both sides of 216 Street.
- Underground municipal utilities (stormwater, sanitary, and water mains) and streetlights.
- Improve the curve at the culvert crossing of Guy Creek and widen to four (4) travel lanes as well as sufficient width for active transportation infrastructure.
- Reconstruction of the intersection of 216 Street and Highway 10 to allow for an additional lane for southbound left turns, and an additional northbound travel lane.
- Reconstruction of the traffic signal and CP rail crossing, requiring CP Rail, BC Hydro, Transport Canada, and MoTI approvals.
- Cost share with MoTI on improvements at the intersection of 216 Street and Highway 10.

216 Street between 76 Avenue and Highway 10: Option 2

Longer sections of two-lane roads can operate at a high capacity provided there are no intersections interrupting traffic flow. Traffic congestion at intersections can be mitigated through localized road widening. Access issues at adjacent properties can be mitigated with the construction of a two-way-left-turn lane at driveways. As such, Option 2 (Attachment B) was developed and includes the features identified in the common section above and retaining only two (2) vehicle travel lanes south of 76 Avenue and improved to the Highway 10 intersection. Option 2 includes the following:

- Shifting the alignment of 216 Street south of 76 Avenue to be centered on the existing road right-of-way impacting both sides of 216 Street equally through the ALR.
- Narrowing 216 Street from four (4) travel lane to two (2) travel lanes south of 76 Avenue.
- Two (2) vehicle travel lanes with raised median or two-way-left-turn lanes at existing driveways.
- A 3.0-metre-wide concrete MUP on the west side of 216 Street.
- A 1.8-metre-wide concrete sidewalk on the east side of 216 Street.
- A 1.6-metre-wide bike lane with a 0.6 metre raised curb both sides of 216 Street.
- Streetlights on the west side.
- Underground municipal utilities (stormwater, sanitary, and water mains).
- Improve the curve at the culvert crossing of Guy Creek with a 2-lane structure with sufficient width for active transportation infrastructure.
- Reconstruction of the intersection of 216 Street and Highway 10 to allow for an additional lane for southbound left turns, and an additional northbound travel lane.
- Reconstruction of the traffic signal and CP rail crossing, requiring CP Rail, BC Hydro, Transport Canada, and MoTI approvals.
- Cost share with MoTI on improvements at the intersection of 216 Street and Highway 10.

216 Street and Highway 10 Long Term Potential Improvements:

A Roberts Bank Trade Area Study was completed in 2015 that examined at-grade rail crossing through the rail corridor including the crossings adjacent to Highway 10 (Glover Road). A long-term improvement was developed that included a new rail overpass structure, widening of Highway 10, new road connections, and the closure of several existing public at-grade rail crossings. The concept (Attachment E) includes the following:

- Construction of an interchange with rail overpass at 216 Street and Highway 10.
- Construction of a new north-south roads west of Highway 10 that connects Worrell Crescent, Crush Crescent, Smith Crescent, and 216 Street.
- Realignment of Glover Road north of Highway 10.
- Widening of Highway 10 to four (4) lanes.
- Closure of the at-grade rail crossings at Smith Crescent, Worrell Crescent, 216 Street, and Glover Road.
- Only the at-grade rail crossing at Crush Crescent would remain.
- Estimated cost of \$77,000,000 (in 2015), not including property costs.

Based upon increases in construction and land costs since 2015, the proposed concept would likely be cost closer to \$100,000,000 in 2024. Like the Roberts Bank Rail Corridor (RBRC) program that delivered nine (9) rail overpass projects in Delta, Surrey, Langley City, and the Township, this project would require multiple partners to achieve such as the Railways, Transport Canada, Port Metro Vancouver, TransLink, MoTI, ICBC, and the Township. The management and delivery of this project is still to be determined.

Given the relatively small difference in the property impacts and costs between Options 1 and 2, staff recommend Option 1, which provides greater benefit, as the preferred option. Note that almost half of the total project cost is for the section of 216 Street between 80 Avenue and 76 Avenue within the Williams Neighbourhood Plan. There are several active development projects that may dedicate the required road right-of-way and construct portions of 216 Street.

In consideration of the high project cost and other priorities, staff will continue to monitor the progress of development and completion of segments of 216 Street and bring forward.

Should Council wish to undertake further work on this corridor, Council could consider endorsing Option 1 and authorize funding to undertake functional design work, estimated at \$400,000.

In addition Council may also wish to further examine the long-term configuration of 216 Street and Highway 10, including a rail overpass, new road connections, rail crossing closures, and widening of Highway 10 at an estimated cost of \$100,000.

ATTACHMENT A	216 Street Widening Concept Option 1
ATTACHMENT B	216 Street Widening Concept Option 2
ATTACHMENT C	216 Street Widening Property Impacts Options 1
ATTACHMENT D	216 Street Widening Property Impacts Options 2
ATTACHMENT E	216 St and Highway 10 Long Term Potential Improvements

ATTACHMENT A



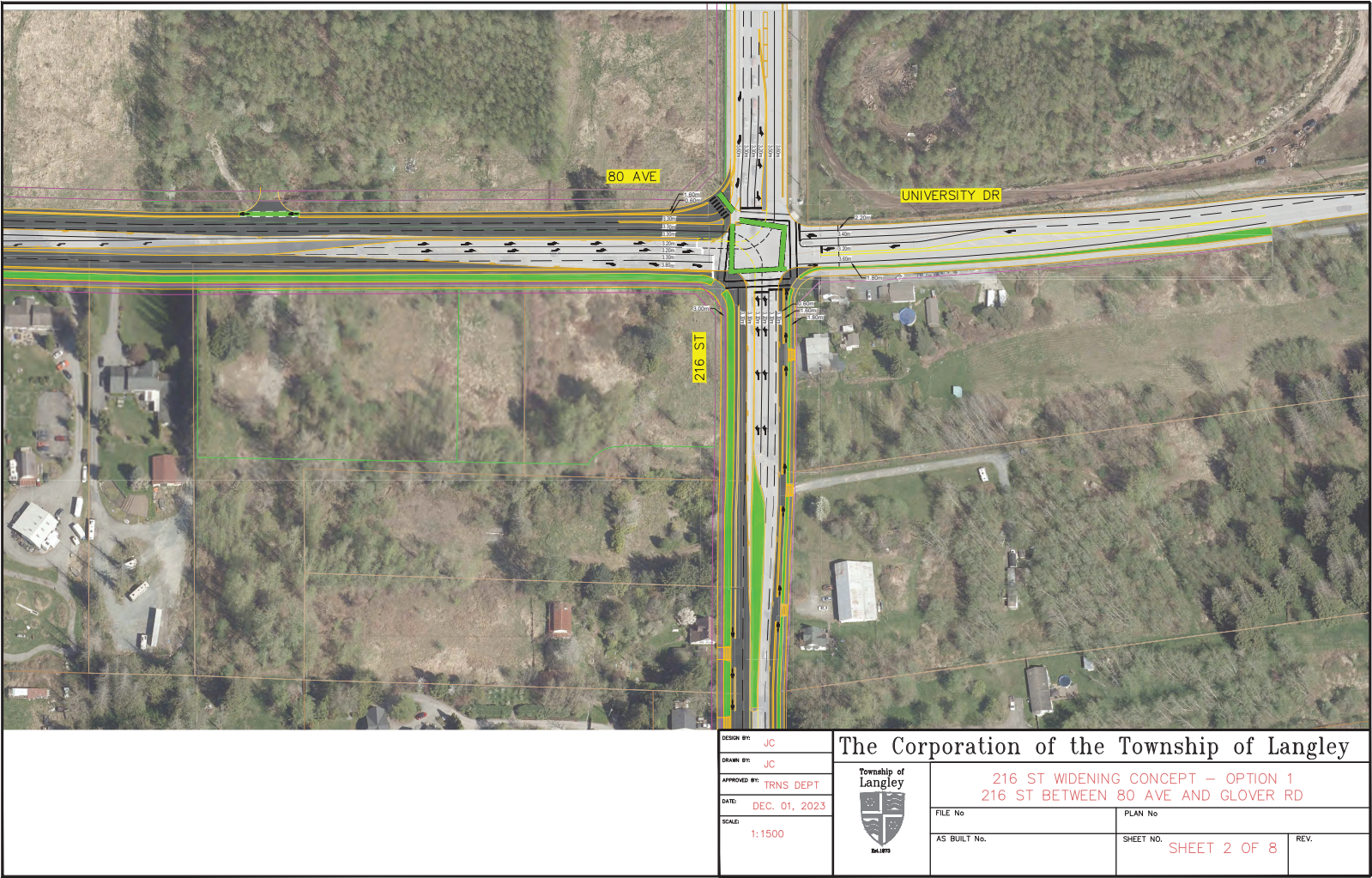
DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:5500

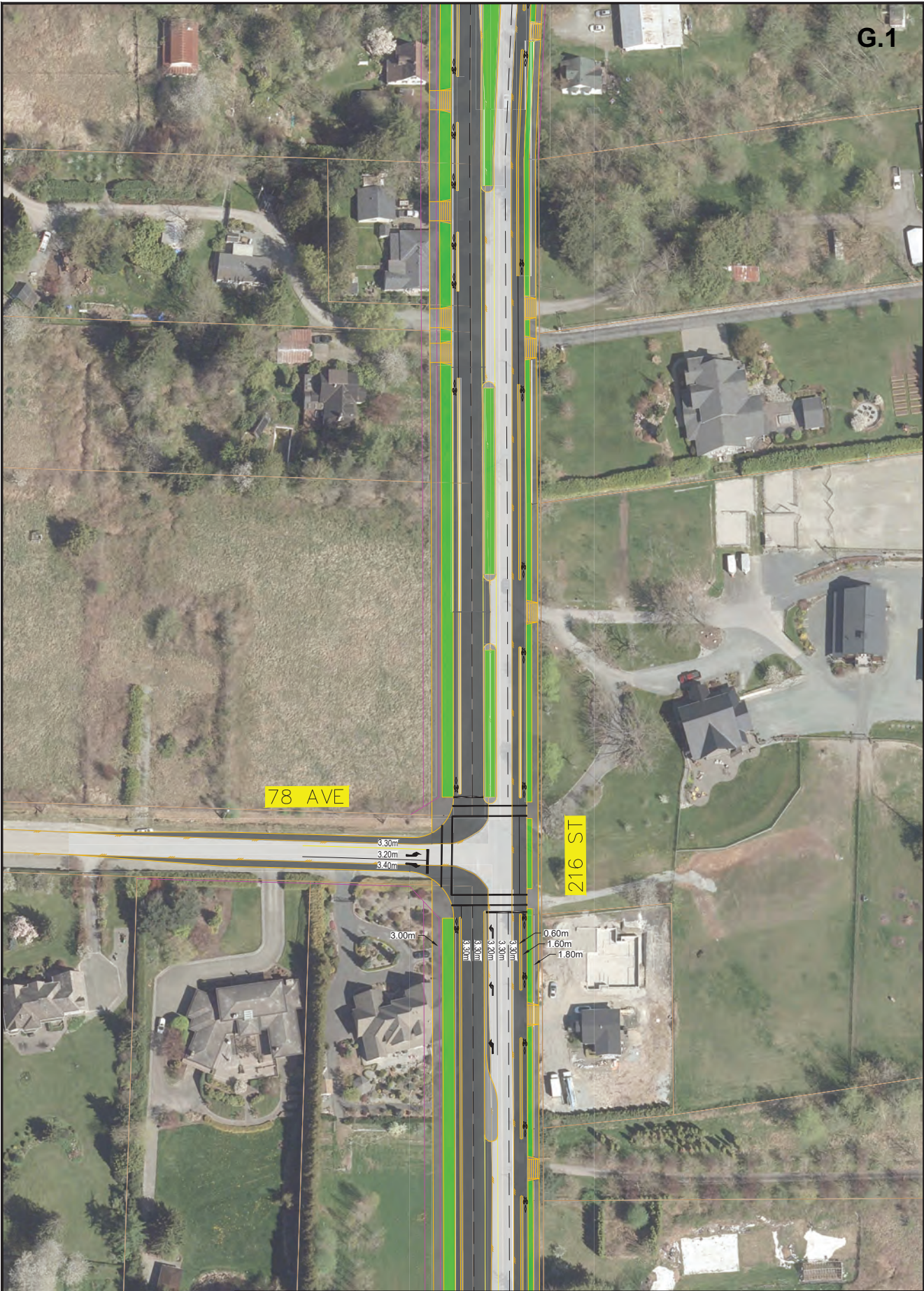
The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 1 OF 8





DESIGN BY: JC
DRAWN BY: JC
APPROVED BY: TRNS DEPT
DATE: DEC. 01, 2023
SCALE: 1:1000

The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No

PLAN No

AS BUILT No.

SHEET NO.

SHEET 3 OF 8

G.1



DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:1000

The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 4 OF 8



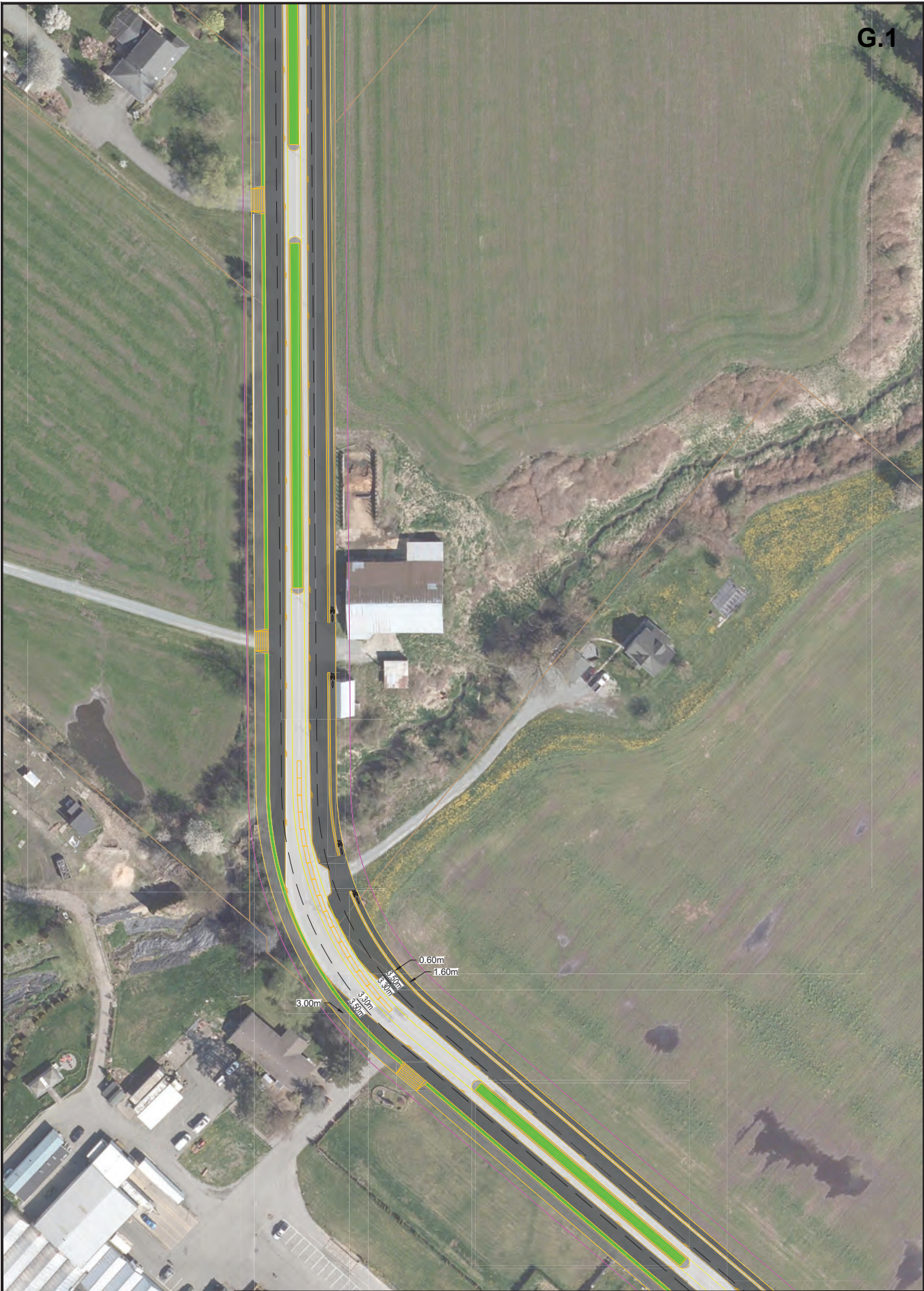
DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:1000

The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 5 OF 8



DESIGN BY: JC
DRAWN BY: JC
APPROVED BY: TRNS DEPT
DATE: DEC. 01, 2023
SCALE: 1:1000

The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 1
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No.
AS BUILT No.

PLAN No.
SHEET NO. SHEET 6 OF 8



DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:1500

The Corporation of the Township of Langley		
		
216 ST WIDENING CONCEPT – OPTION 1 216 ST BETWEEN 80 AVE AND GLOVER RD		
FILE No.	PLAN No.	
AS BUILT No.	SHEET NO. SHEET 7 OF 8	REV.



DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:1500

The Corporation of the Township of Langley			
			
216 ST WIDENING CONCEPT – OPTION 1 216 ST BETWEEN 80 AVE AND GLOVER RD			
FILE No.		PLAN No.	
AS BUILT No.		SHEET NO.	REV.
		SHEET 8 OF 8	

ATTACHMENT B



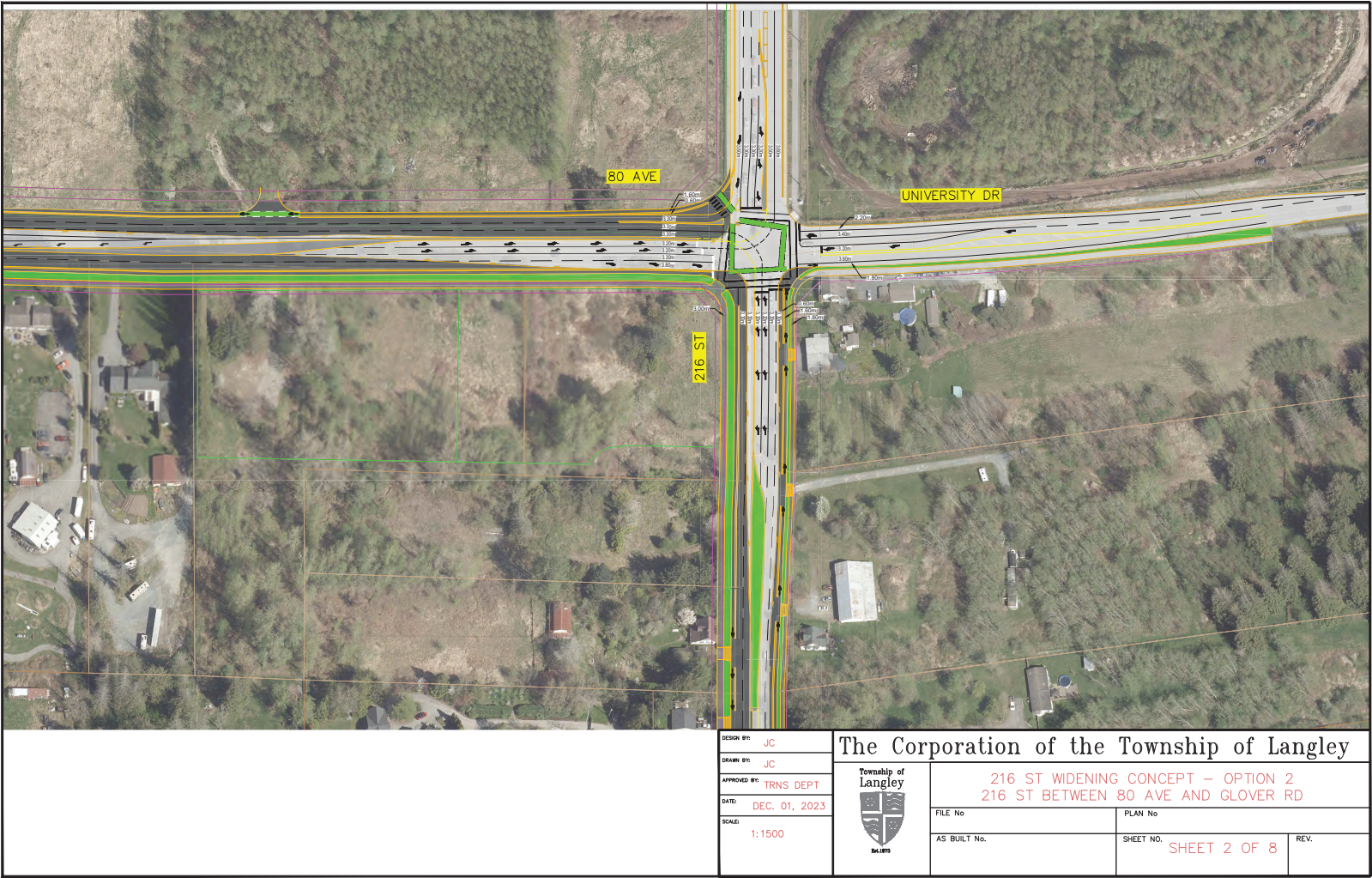
DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:5500

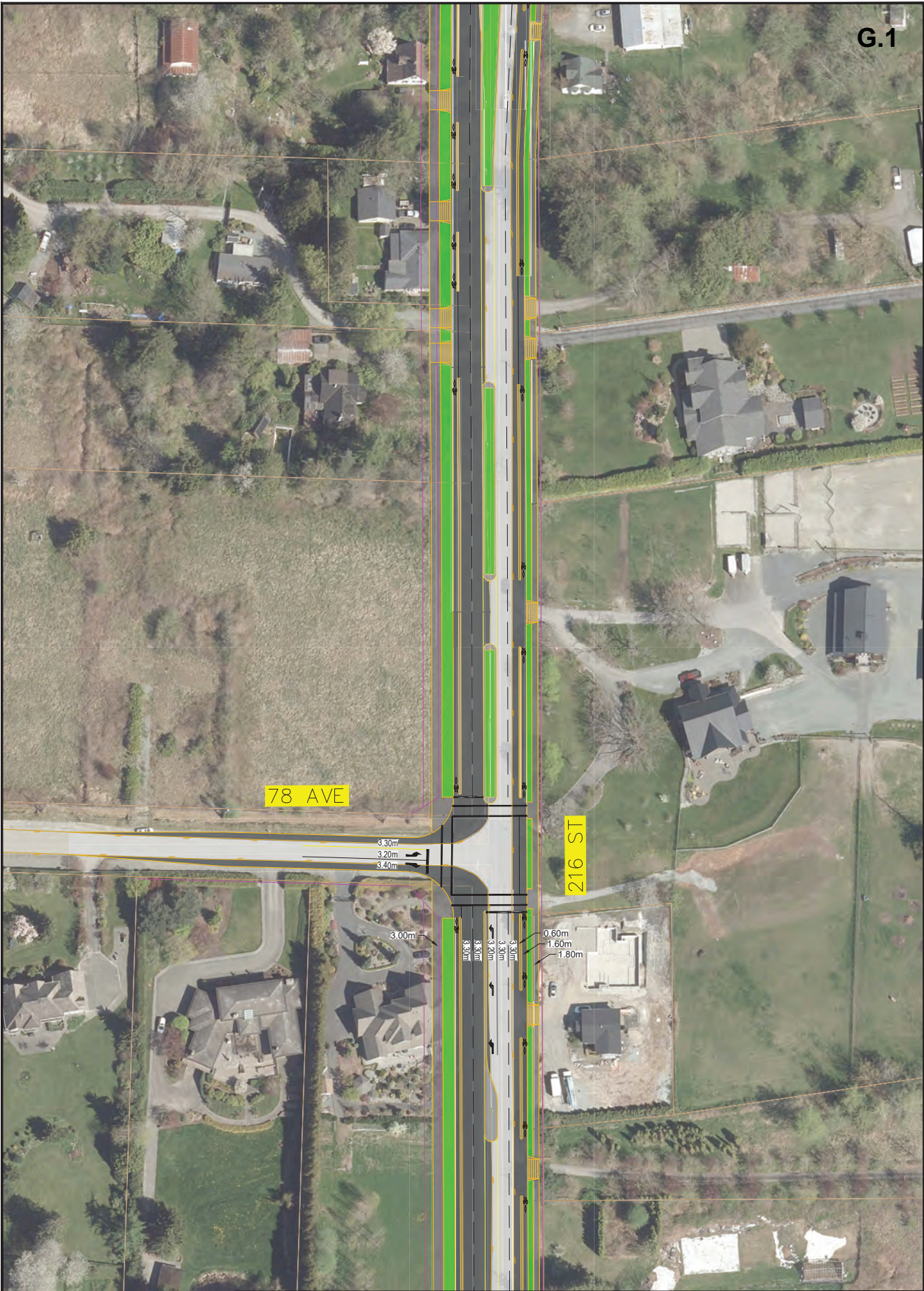
The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 1 OF 8





DESIGN BY: JC
DRAWN BY: JC
APPROVED BY: TRNS DEPT
DATE: DEC. 01, 2023
SCALE: 1:1000

The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

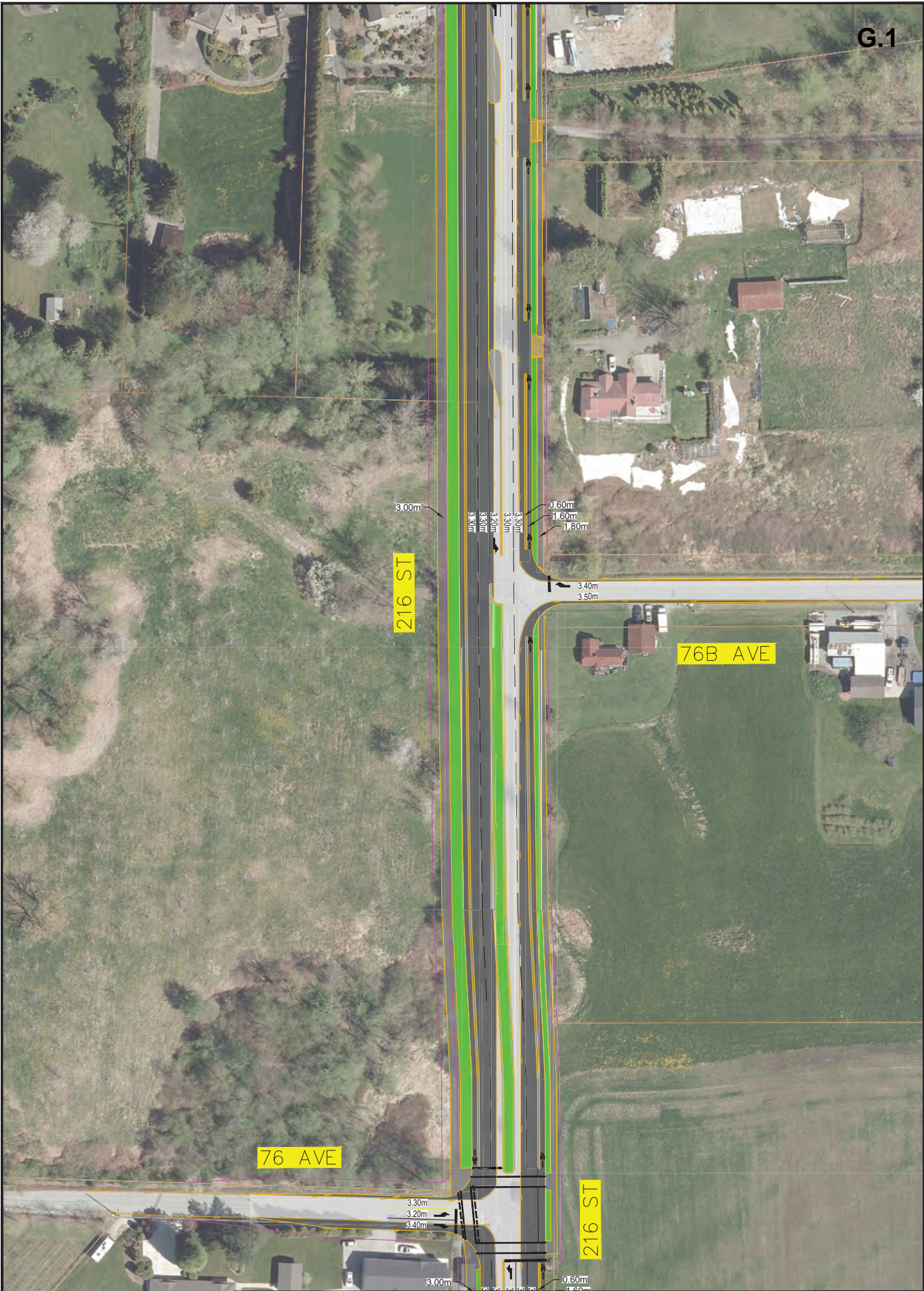
FILE No

PLAN No

AS BUILT No.

SHEET NO.

SHEET 3 OF 8



DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:1000

The Corporation of the Township of Langley



Est. 1973

216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 4 OF 8



DESIGN BY: JC
DRAWN BY: JC
APPROVED BY: TRNS DEPT
DATE: DEC. 01, 2023
SCALE: 1:1000

The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 2
216 ST BETWEEN 80 AVE AND GLOVER RD

FILE No.
AS BUILT No.

PLAN No.
SHEET NO. SHEET 6 OF 8



DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:1500

The Corporation of the Township of Langley		
 216 ST WIDENING CONCEPT – OPTION 2 216 ST BETWEEN 80 AVE AND GLOVER RD		
FILE No	PLAN No	
AS BUILT No.	SHEET NO. SHEET 7 OF 8	REV.



DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:1500

The Corporation of the Township of Langley			
Township of Langley  216 ST WIDENING CONCEPT – OPTION 2 216 ST BETWEEN 80 AVE AND GLOVER RD			
FILE No.		PLAN No.	
AS BUILT No.		SHEET NO.	REV.
		SHEET 8 OF 8	

ATTACHMENT C



DESIGN BY:	JC
DRAWN BY:	JC
APPROVED BY:	TRNS DEPT
DATE:	DEC. 01, 2023
SCALE:	1:5000

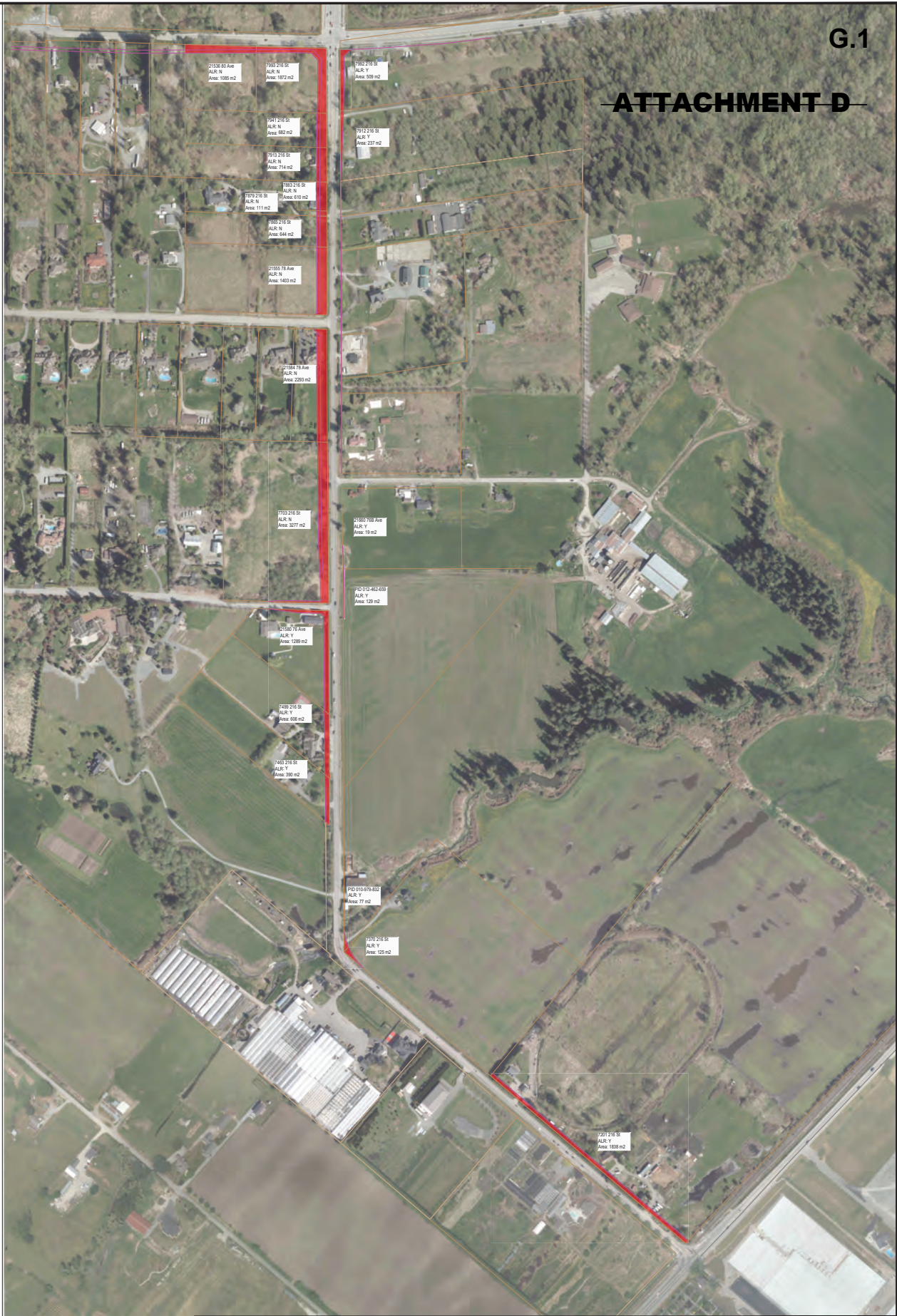
The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 1
PROPERTY IMPACTS

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 1 OF 1

ATTACHMENT D



DESIGN BY: JC
DRAWN BY: JC
APPROVED BY: TRNS DEPT
DATE: DEC. 01, 2023
SCALE: 1:5000

The Corporation of the Township of Langley



216 ST WIDENING CONCEPT – OPTION 2
PROPERTY IMPACTS

FILE No	PLAN No
AS BUILT No.	SHEET NO. SHEET 1 OF 1

PROJECT SUMMARY SHEET

FINAL DRAFT**7c. 216th Street/Glover Road Corridor, Langley Township****Existing Conditions**

- Currently a designated provincial highway with several at-grade crossings.
- Railway runs very close to Glover Rd with limited sight lines of the rail tracks.
- Fairly high traffic volumes with high train volumes resulting in significantly high cross product.
- Glover Rd crossing north of Springbrook is at a difficult angle with safety issues.
- Properties on both sides of roadway with significant tracts of ALR.
- Plans for significant development in neighbouring Willowbrook area.

Project Description

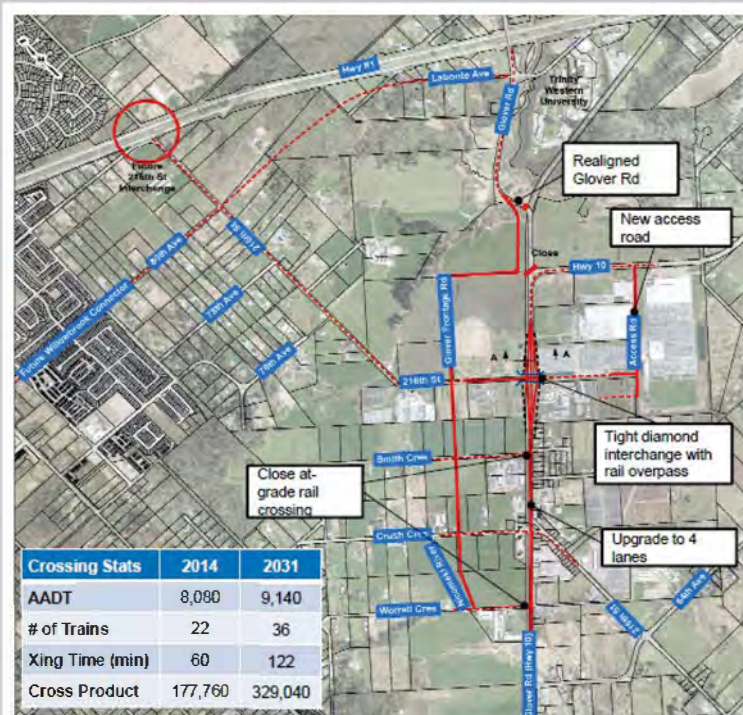
- Tight diamond interchange at 216th St with grade separation over rail tracks.
- Extend Glover Rd on west side of tracks to 216th St providing alternate corridor.
- Close Glover Rd segment between Springbrook and at-grade rail crossing to Trinity Western University.
- Remove intersection at Glover Rd and Springbrook providing free flow connection.
- Provide alternate property access for farms just east of Glover at 216th St.
- Extend four laning of Glover Rd from Mufford to 216th St.

Critical Challenges

- Impacts to ALR
- Property access to farms
- Complex structure
- Visually intrusive

Project Evaluation Summary

Account	Eval.	Comments
Construction Cost	\$77	\$77 million, does not include property costs.
User Benefits	\$22.6	\$22.6 million, primarily auto benefits and some truck benefits, provides a more reliable connection across the RBRC.
Social/Community		Not identified in Langley's Master Transportation Plan, but does provide network improvements. Eliminates train whistling, but attracts more through traffic.
Safety/Emerg. Access		Eliminates four road/rail conflicts and provides better emergency access to residential areas.
Property/Access		Significant impacts to adjacent properties including access to businesses.
GHG/Air Pollution		Increase in total vehicle kilometres travelled but reduction in vehicles idling at the at-grade crossings.
ALR		Significant impacts to ALR.



Crossing Stats	2014	2031
AADT	8,080	9,140
# of Trains	22	36
Xing Time (min)	60	122
Cross Product	177,760	329,040

Note: All costs in \$ million 2015.
Property costs not included.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

**TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (SIVIA DEVELOPMENTS INC.) BYLAW NO. 6212**

EXPLANATORY NOTE

Bylaw No. 6212 rezones land located at 21305 – 83 Avenue to Comprehensive Development Zone CD-219 to facilitate development of approximately 37 townhouses.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500 AMENDMENT (SIVIA DEVELOPMENTS INC.) BYLAW NO. 6212

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 (Sivia Developments Inc.) Bylaw No. 6212".
2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended by:
 - a. Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-219" after the words "Comprehensive Development Zone CD-218"
 - b. Adding to Section 110.1 after the words "CD-218" the words "CD-219 – 4,000 m²"
 - c. Adding after Section 1118 "Comprehensive Development Zone CD-218" the following as Section 1119 "Comprehensive Development Zone CD-219"

COMPREHENSIVE DEVELOPMENT ZONE CD-219

Uses Permitted

- 1119.1 In the CD-219 Zone only the following *uses* are permitted and all other *uses* are prohibited:
- 1) *accessory buildings and uses*
 - 2) *accessory home occupations* subject to Section 104.3
 - 3) *residential uses* in accordance with Section 1119.2

Residential Uses

- 1119.2 *Residential uses* shall consist of a maximum of 37 *townhouses* on lands zoned Comprehensive Development Zone CD-219.

Lot Coverage

- 1119.3 The maximum permitted *lot coverage* of *buildings* and *structures* shall not exceed 45% of the *lot area*.

Siting of Buildings and Structures

- 1119.4 *Buildings* and *structures* shall be sited in accordance with the provisions of the Development Permit.

Height of Buildings and Structures

- 1119.5 The *height* of *buildings* and *structures* shall not exceed three (3) *storeys*.

Parking and Loading

- 1119.6 Parking and loading shall be provided in accordance with Section 107 and be in accordance with the provisions of the Development Permit.

Subdivision Requirements

- 1119.7 All lots created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended.

Landscaping, Screening and Fencing

- 1119.8 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and be in accordance with the provisions of the Development Permit.

Age-Friendly Amenity

- 1119.9 *Age-Friendly Amenity Areas* shall be provided in accordance with Section 111.5 and in accordance with the provisions of the Development Permit.

Development Permit Requirements

- 1119.10 A Development Permit shall be issued prior to issuance of a Building Permit.

3. The “Township of Langley Zoning Bylaw 1987 No. 2500” as amended is further amended by rezoning the lands described as:

Lot 17 Section 25 Township 8 New Westminster District Plan BCP36639

as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-219.

NOTICE WAS ADVERTISED the	4	day of	May	, 2026
READ A FIRST TIME the		day of		, 2026
READ A SECOND TIME the		day of		, 2026
READ A THIRD TIME the		day of		, 2026
RECEIVED THE APPROVAL OF THE MINISTRY OF TRANSPORTATION AND TRANSIT the		day of		, 2026
ADOPTED the		day of		, 2026

_____	Mayor	_____	Township Clerk
-------	-------	-------	----------------

SCHEDULE 'A' BYLAW NO. 6212

