



EXPLANATORY MEMO PUBLIC HEARING FOLLOW-UP

**19991 49 Avenue, 19950 50 Avenue, and 4951-4975
& 4991 200 Street
Development Permit 13-24
OCP Amendment Bylaw No. 3305
Zoning Bylaw Amendment Bylaw No. 3306**

Information Regarding Items Raised at Public Hearing

The purpose of this memo is to provide clarification on questions and discussion at the April 7, 2025 Public Hearing regarding the proposed redevelopment of 19991 49 Avenue, 19950 50 Avenue, and 4951-4975 & 4991 200 Street.

1. Incomes and Rental Eligibility

As clarification on questions related to the BC Builds program and its income requirements, staff note that while program materials include specific targeted income ranges, they also specify that the program rents are based on local context.

Actual rents and associated incomes within BC Builds projects differ from community to community. For example, at the income ranges publicized on the BC Builds website, the associated rents would exceed market rents in the City of Langley. However, as noted above, BC Builds projects are locally-tailored and rents and incomes for the subject development would be correspondingly lower. At the public hearing, the applicant presented the following table outlining the currently expected rents for the building:

	Market Units		20% Below Market Units	
	No. of Units	Rent	No. of Units	Rent
Studio	60	\$1,800	15	\$1,440
One Bedroom	123	\$2,050	31	\$1,640
Two Bedroom	46	\$2,650	12	\$2,120
Three Bedroom	12	\$3,100	3	\$2,480
Total	242		60	

The BC Builds target income ranges describe the program's broad goal of creating middle-income housing and are not tenant income requirements. These more specific household income requirements are used to determine tenant eligibility:

- **Minimum:** High enough for rent to be no more than 30% of income.
- **Maximum:** Equal to BC Housing's Middle Income Limits.

Based on the preliminary rent levels above, the above income requirements would translate to the following tenant household incomes:

Unit Type	Min Income (Below-Market)	Min. Income (Market)	Max. Income
Studio	\$57,600	\$72,000	\$131,950
1-bedroom	\$65,600	\$82,000	\$131,950
2-bedroom	\$84,800	\$106,000	\$191,910
3-bedroom	\$99,200	\$124,000	\$191,910

As noted at the public hearing, under the terms of the program, tenants with lower incomes would have priority.

2. Public Realm and Urban Design

In response to concerns about narrow sidewalks on 200 Street and the safety and usability implications from expected increases in pedestrian and cycling volumes, along with concerns regarding the building's proximity to 200 Street, the architect has provided renderings (Attachment 1) that illustrate the design's proposed public realm, based on the development site plan, and subject to meeting the City's specific design criteria for curb height, sidewalk width, etc. These renderings show:

- The width of the commercial street frontages and adjacent City sidewalk;
- The pocket plaza spaces near the site's 200 Street entrance and the church and shops, which will include permanent and temporary seating opportunities and decorative paving; and
- The site access from the proposed fourth leg at the 200 Street and Grade Crescent intersection transitioning into the internal drive aisle system and walkway that starts the future greenway westward to Conder Park.

Staff also note the development would provide property dedications along 200 Street to align with other properties and widen the 200 Street right-of-way to a width of 30 metres in accordance with the arterial street standard in the City's Design Criteria Manual. This would bring the width of the public realm from the building face to the curb to 9+ metres. Within this public realm space, the applicant would construct, at their cost:

- A boulevard with street trees, situated between the traffic lane and bicycle lane and sidewalk;
- A dedicated raised bicycle lane;
- A new sidewalk; and
- Additional trees, seating, and corner entry plazas on private property.

Frontage upgrades on the other three frontages would also see improvements in line with City standards, including:

- Street tree boulevards;
- New sidewalks; and
- Corner truncation dedications to improve sightlines and increase space for pedestrians and cyclists waiting at crosswalks.

3. Traffic and Transit

In addition to the frontage upgrades noted above and the capacity and safety improvements they provide to pedestrians and cyclists, the applicant would be responsible for the construction of other improvements that support vehicle movement and accommodate the additional traffic that would be expected, such as adding a northbound left-turn lane on 200 Street (at Grade Crescent) to support access into the site. The 50 Avenue access will be constructed to allow only right-in/right-out movement to address concerns raised at the public hearing.

In response to questions related to both current and future transit service, staff note that the 200 Street corridor is identified within the Major Transit Network in TransLink's *Transport 2050* plan. The primary route on this corridor currently, the "531 White Rock Centre/Willowbrook", is part of TransLink's "Key Regional Transit Connections" and operates from approximately 6AM to midnight every day of the week, including every 15-20 minutes during extended peak hours. Within TransLink's 2030-2035 plans, this section of 200 Street is identified as part of the future Langley-White Rock RapidBus which would operate every 15 minutes or better in both directions throughout the day at travel times at least 20% faster than local buses. To enhance mobility options in the nearer term, the applicant will be exploring opportunities to host a third-party car share operator on site.

The applicant's traffic consultant has also provided a summarized form of their transportation impact assessment and findings (Attachment 2).

4. Environmental Considerations

In response to concerns about the environmental impact of the proposed development at the public hearing, staff note that, as with all applications involving Environmentally Sensitive Areas (ESA), the development would be required to provide compensation for habitat replacement at a 2:1 ratio as informed by the environmental assessment and habitat compensation valuation that were produced by a third-party Registered Professional Biologist.

This assessment also confirmed the accuracy of the City's watercourse mapping that there are no watercourses on or adjacent to the site except for the ditch off the south property line along 49 Avenue. This ditch is not fish-bearing and does not contribute nutrients to a fish-bearing stream and is not anticipated to impact the

neaby watercourses if removed as a part of the proposed development. A riparian area assessment will be performed and any compensation would be included in the ESA compensation approach for the subject site. Additionally, as with all development, an erosion and sediment control plan will be required and will include measures to protect the stream and any downstream fish habitat from sedimentation as part of the servicing agreement.

A geotechnical study has previously been conducted on site, and further work would include a hydrogeologist to confirm groundwater/aquifer conditions and mitigate any potential impacts if necessary.

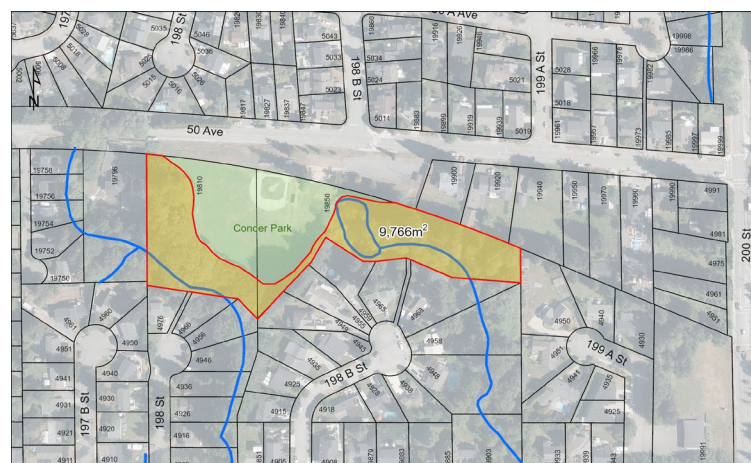
In response to concerns about local environmental impact, staff propose that the required ESA compensation occur in two locations near the subject site instead of the previously-identified Nicomekl Park (208 Street) site. These preferred candidate sites generally follow the proposed habitat compensation bank as previously presented to Council and would allow the required ecological enhancement areas to be located within and provide benefits to the same neighbourhood the subject application is located within:

Conder Park, including Willock Brook (Map 1), to restore native vegetation along the streambanks which would:

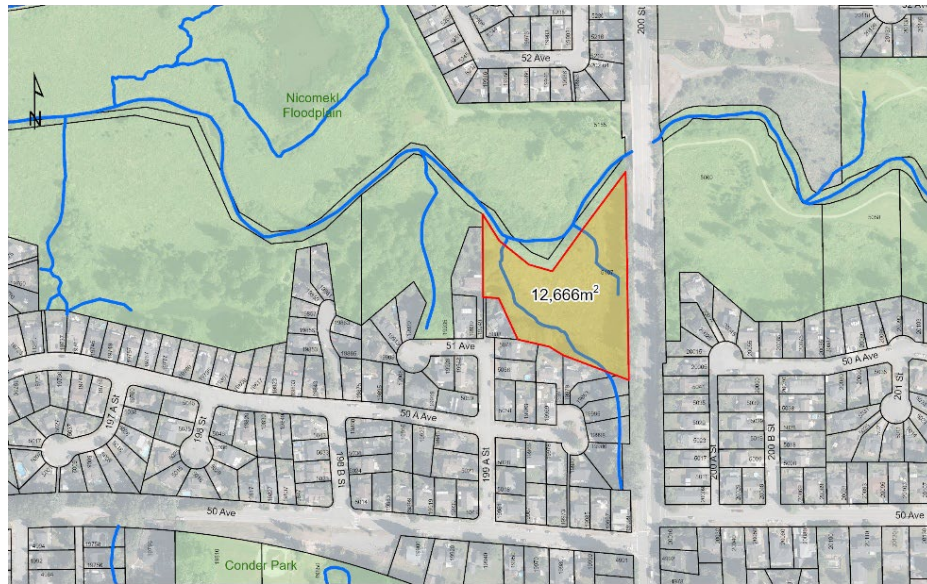
- Stabilize soils;
- Reduce runoff; and
- Improve water quality and habitat for fish and other wildlife.

Nicomekl River floodplain (Map 2), west of 200 Street, to undertake:

- Streamside vegetation restoration;
- Flood-tolerant tree planting; and
- Removal of invasive species, such as reed canary grass, which outcompete native flood-tolerant species from establishing.



Map 1: Conder Park and Willock Brook



Map 2: Nicomekl River floodplain adjacent to 200 Street

As noted in the ADP report, the development is also incorporating sustainability measures within the building itself, including:

- Construction techniques that minimize site disturbance and protect air quality;
- Lighting systems meeting ground-level and dark skies light pollution reduction principles;
- Incorporating a construction recycling plan and the use of recycled building materials. Depending in large part on the level and type of asbestos-containing materials within the buildings, non-contaminated material is intended to be safely removed and reused as informed and supported by a deconstruction firm engaged by the applicant. The applicant is also exploring the potential of relocating the house, if feasible;
- Achieving an energy performance of 25% better than the current Model National Energy Code for multi-unit residential buildings;
- Reducing the heat island effect with a high-reflectivity roof;
- Using non-water dependent and drought-tolerant materials in the landscape design served by an irrigation system with central control and rain sensors; and
- Using water-conserving toilets.

In addition to replacing the existing ESA on nearby natural lands, and noting the environmental impact concerns heard at the public hearing, the applicant will seek to enhance environmental measures on site further as part of the Development Permit application, which would be integrated into the project plans alongside other refinements (such as façade updates) that were noted at the public hearing, including adding garden plots, fruit trees, and pollinator-friendly plants.

5. Building Height

In response to questions about the proposed building height and whether the taller ground floor (to accommodate fire trucks beneath the building, a non-residential ground floor, and the site's varying slope) results in a taller 6-storey height than typical, staff reviewed other recent 6-storey buildings and found that the proposed height, measured at the building's interface with neighbouring buildings and streets to the west and south, is consistent with several other 6-storey buildings in the City:

6-Storey Development	Height
<i>Subject application</i>	<i>22.3 – 22.6 m</i>
Canvas (5504 Brydon Crescent)	23.1 m
The Eastleigh (20695 Eastleigh Crescent)	22.1 m
Florence (under construction at 20145 Fraser Highway)	22.3 m

As shown in the drawing package, the height of the proposed building's north end has also been designed to step down slightly to follow the downward grade.

As noted at the public hearing the building has been designed to maximize its distance from neighbouring properties in line with best practice height transitions from low rise apartment buildings, to surrounding OCP-designated townhome properties, and to the OCP-designated single-detached & plex-home properties further out. Most of the site is buffered from neighbouring properties by City streets (200 Street right-of-way width of 30 metres, all other surrounding street rights-of-way at 20 metres) which supports a more sensitive relationship with the lower heights of the existing surrounding buildings. For example, the proposed building is separated from the existing buildings across 199A Street to the west by approximately 28 metres. The orientation of the proposed building to 200 Street also minimizes noon/afternoon shadow impacts on neighbouring properties.

6. Student Generation and School Capacity

As part of the OCP amendment bylaw referral process, SD35 provided an approximate student generation number for the proposed application (included in the April 7, 2025 public hearing agenda package). As noted by City staff at the public hearing, SD35 staff have indicated there are no concerns regarding the student generation for this application and school capacity. It was also specified at the public hearing that Simonds Elementary has capacity for 160 Kindergarten to Grade 5 students ('K-5') and the current K-5 enrollment is 142 students.

Attachments

1. Public Realm Renderings
2. Transportation Impact Assessment Summary

Pacific Nazarene Housing Society, Langley

Rendering Updates - Public Realm



View looking west toward 200 Street, from Grade Crescent





View looking southwest toward site entrance and proposed new church, from 200 Street



View looking southwest toward site entrance and proposed new church, from 200 Street



View looking northwest toward site entrance and commercial units, from 200 Street



View looking north toward site entrance, from 200 Street

MEMO

DATE: April 24, 2025
 PROJECT NO: 04-24-0320
 PROJECT: Pacific Nazarene Housing Society
 SUBJECT: TIA Summary

TO: Rodrigo Cepeda
 HCMA

PREPARED BY: Hana Stoer, EIT
 REVIEWED BY: Daniel Fung, M.Sc., P.Eng.

1. INTRODUCTION

The Pacific Nazarene Housing Society is proposing to construct a mixed-use development at 1991 49 Avenue in Langley City, BC. The proposed land uses are summarized in **Table 1**.

Table 1: Proposed Land Uses

LAND USE	DENSITY
Church	906 m ²
Childcare	783 m ²
Retail	598 m ²
Residential Market Rental	302 Dwelling Units (DU)

2. TRAFFIC REVIEW

2.1 Traffic Volumes

Bunt collected traffic data in November 2024 at the study area intersections. Volumes were grown by 1% per year to determine the Opening Day + 10 Years (2037) traffic volumes.

Site trips were generated for the AM and PM peak hours using the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 11th Edition*, trip rates. Trips were then adjusted to account for pass-by trips, where vehicles already on the road network detour to the site before continuing their journey. **Table 2** summarizes the net peak hour site vehicle trips by land use.

Table 2: Net Peak Hour Site Vehicle Trips

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Residential	26	86	112	72	46	118
Church	2	1	3	2	3	5
Retail	3	2	5	7	7	14
Childcare	18	14	32	14	17	31
TOTAL	49	103	152	95	73	168

As shown, the proposed development is estimated to generate 2-3 vehicle trips every minute during the peak hours, distributed over the two site accesses. The site trips are anticipated to increase the traffic at the study intersections by approximately 3-6%.

2.2 Operational Analysis Summary

Existing and Opening Day + 10 Years operations of the study area intersections were assessed using the performance measures of Level of Service (LOS) and volume-to-capacity (v/c) ratio.

The LOS rating is based on average vehicle delay and ranges from “A” to “F” based on the quality of operation at the intersection. LOS “A” represents optimal, minimal delay conditions while a LOS “F” represents an over-capacity condition with considerable congestion and/or delay. Delay is calculated in seconds and is based on the average intersection delay per vehicle.

Table 3 below summarizes the LOS thresholds for the six Levels of Service, for both signalized and unsignalized intersections.

Table 3: Intersection Level of Service Thresholds

LEVEL OF SERVICE	AVERAGE CONTROL DELAY PER VEHICLE (SECONDS)	
	SIGNALIZED	UNSIGNALIZED
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Source: Highway Capacity Manual

The volume to capacity (V/C) ratio of an intersection represents ratio between the demand volume and the available capacity. A V/C ratio less than 0.85 indicates that there is sufficient capacity to accommodate demands and generally represents reasonable traffic conditions in suburban settings. A V/C value between 0.85 and 0.95 indicates an intersection is approaching practical capacity; a

V/C ratio over 0.95 indicates that traffic demands are close to exceeding the available capacity, resulting in saturated conditions. A V/C ratio over 1.0 indicates a very congested intersection where drivers may have to wait through several signal cycles. In downtown and Town Centre contexts, during peak demand periods, V/C ratios over 0.90 and even 1.0 are common.

Overall intersection operations for the Existing and Opening Day + 10 Years Background and Total scenarios are summarized in **Tables 4 - 6**. Note that the Opening Day + 10 Years scenarios includes the alignment of 50 Avenue across 200 Street in the background and total, and the addition of the site access at 200 Street & Grade Crescent with a northbound left turn lane in the total. All traffic signal timings have been optimized in the Opening Day + 10 Years scenarios.

Table 4: Existing Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	AM			PM		
	LOS	AVERAGE DELAY (SEC)	V/C	LOS	AVERAGE DELAY (SEC)	V/C
48 Avenue & 200 Street <i>Traffic Signal</i>	B	11	0.69	B	13	0.76
200 Street & 49 Avenue <i>Minor Street Stop Control</i>	C	27	-	D	45	-
200 Street & Grade Crescent <i>Traffic Signal</i>	D	51	0.88	C	30	0.88
200 Street & 50 Avenue West <i>Traffic Signal</i>	B	19	0.67	B	15	0.74

Table 5: Opening Day + 10 Years Background Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	AM			PM		
	LOS	AVERAGE DELAY (SEC)	V/C	LOS	AVERAGE DELAY (SEC)	V/C
48 Avenue & 200 Street <i>Traffic Signal</i>	B	14	0.77	B	20	0.86
200 Street & 49 Avenue <i>Minor Street Stop Control</i>	D	45	-	E	68	-
200 Street & Grade Crescent <i>Traffic Signal</i>	B	21	0.84	B	20	0.86
200 Street & 50 Avenue <i>Traffic Signal</i>	C	25	0.84	C	26	0.89

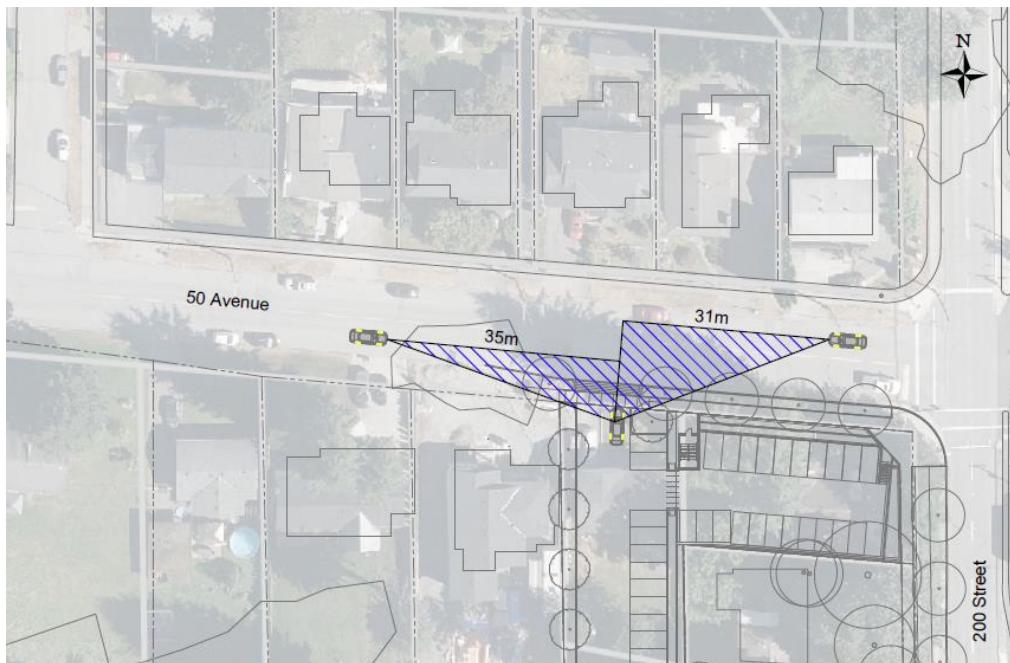
Table 6: Opening Day + 10 Years Total Traffic Operations

INTERSECTION/ TRAFFIC CONTROL	AM			PM		
	LOS	AVERAGE DELAY (SEC)	V/C	LOS	AVERAGE DELAY (SEC)	V/C
48 Avenue & 200 Street <i>Traffic Signal</i>	B	16	0.80	B	18	0.85
200 Street & 49 Avenue <i>Minor Street Stop Control</i>	D	45	-	E	68	-
200 Street & Grade Crescent <i>Traffic Signal</i>	C	27	0.83	B	31	0.82
200 Street & 50 Avenue <i>Traffic Signal</i>	C	30	0.92	C	30	0.92

3. SIGHT DISTANCE

Sightlines for the Stopping Sight Distance were reviewed at the 50 Avenue site access.

Stopping Sight Distance (SSD) is the minimum distance a driver of a vehicle on the road needs to stop before a collision. **Figure 2** illustrates the minimum sight distance and sight triangles for the 50 Avenue access.

Figure 2: 50 Avenue Access Sight Distance

Within the illustrated sight triangles, vegetation should be of a narrow width and/or limited to approximately 1.1 metres high. However, site visits confirmed that the sight distance to the west exceed the minimum 35 metres illustrated. Should the site access be converted to a right-in, right-out access in the future, it would not significantly affect vehicle operations.