



# **Corporate** NO: R092

# **Report** COUNCIL DATE: April 23, 2001\_

## **REGULAR COUNCIL**

**TO: Mayor & Council**    **DATE: April 20, 2001**

**FROM: General Manager, Planning and Development**    **FILE: 2300-003**

**SUBJECT: Township of Langley Community Plan Amendment – Carvolth Business Park Neighbourhood Plan**

## **RECOMMENDATION**

The Planning and Development Department recommends that Council receive this report as information.

## **PURPOSE**

The purpose of this report is to apprise Council about the changes that the Township of Langley has made to a Neighbourhood Plan proposed in the vicinity of the 200 Street interchange on the south side of Highway No. 1 (the Trans Canada Highway) known as the Carvolth Neighbourhood Plan.

## **BACKGROUND**

On August 21, 2000 Langley Township Council gave first and second readings to By-laws numbered 3990, 3991, 3992 and 3993. These by-laws were intended to establish the Latimer Creek Business Park Plan as a component of the Township's Official Community Plan. These by-laws were forwarded to the City of Surrey along with a notice of the Public Hearing. At a regular meeting on October 30, 2000, Surrey Council considered a Corporate report from the Planning and Development Department, Corporate Report No. R242 – Township of Langley Community Plan Amendments – Latimer Business Park Neighbourhood Plan and adopted the recommendations of that report. The recommendations were:

“That Council authorize the City Clerk to forward a letter to the Township of Langley advising that:

(a) The City of Surrey has no objection in principle to By-laws No. 3990, 3991, 3992 and 3993, subject to:

(i) the completion of the Latimer Creek Master Drainage Plan, and the Township of Langley entering into an inter-municipal agreement with the City of Surrey to implement the recommendations of that plan; and

- (ii) the Latimer Business Park Plan being amended to acknowledge that 88 Avenue between 196 Street and Pacific Highway is not a designated truck route under the City of Surrey By-laws, and, as such, through truck traffic is not permitted on this street.”

The City Clerk sent a letter to the Township of Langley in accordance with Council's instructions.

Subsequently, the Township of Langley withdrew by-laws numbered 3990, 3991, 3992 and 3993.

On March 12, 2001, the Township gave first and second readings to By-laws numbered 3990, 4033, 4034, and 4036. These by-laws propose to establish the Carvolth Business Park Plan but in essence are a revision of the former Latimer Business Park Plan. These by-laws were forwarded to the City of Surrey with a notice regarding the Public Hearing for the by-laws.

On March 30, 2001, staff forwarded a letter to the Township of Langley advising that the City of Surrey comments as previously communicated in relation to the Latimer Business Park Plan were also applicable to the current Township by-laws that are proposed to establish the Carvolth Business Park Plan. Langley Township officials were sent a copy of Surrey Council's resolutions as documented above. This correspondence was copied to Surrey City Council.

On April 2, 2001, Langley Township Council held a Public Hearing related to the subject by-laws. A decision by the Township of Langley Council on Third Reading of the by-laws is expected at the regular meeting of Langley Township Council scheduled for the April 30, 2001.

## DISCUSSION

The Carvolth Business Park Plan is proposed in the area immediately south of the Trans Canada Highway abutting the Surrey / Langley boundary and south to approximately 84 Avenue involving an area of approximately 246 acres. The Carvolth Business Park Plan proposal is a revision to the previous Latimer Business Park Plan proposal. This proposal was discussed in Corporate report No. R242 (copy attached) that was considered by Council on October 30, 2000.

The Carvolth Business Park Plan proposal is one in a series of neighbourhood plan amendments within the larger Willoughby Plan area of Langley Township (See Appendix A: Willoughby Plan Area). Public Hearings for the Routley Neighbourhood Plan and the Yorkson Neighbourhood Plan will be held on April 23, 2001. The Southwest Gordon Estate plan was adopted on June 19, 2000 and the Northeast Gordon Estate plan is currently in process. In total, the Willoughby Plan anticipates a total population of 38,000 plus significant commercial and business park development.

## Land Use

The Carvolth Business Park Plan covers 246.4 acres of land and includes a combination of commercial, business/office park, residential, conservation and buffer/greenway components (See Appendix B. Carvolth Business Park Land Use Concept).

Compared to the previous Latimer Business Park Plan, the Carvolth Plan has a net land use change of 2.9 acres from Business Park use to Commercial use. The changes in commercial land use are specifically to allow large format retail for the properties immediately surrounding the proposed 200 Street / Highway #1 interchange. In the previous plan, these same properties had been designated for a combination of Business Park and Commercial uses.

| Land Use | Latimer<br>Business Park Plan | Carvolth<br>Business Park Plan | Difference |
|----------|-------------------------------|--------------------------------|------------|
|          |                               |                                |            |

|                        |                    |                    |                   |
|------------------------|--------------------|--------------------|-------------------|
| Commercial Total       | 43.5 acres         | 46.4 acres         | +2.9 acres        |
| Destination Commercial |                    | 10.1               |                   |
| Community Commercial   |                    | 13.1               |                   |
| Service Commercial     | 43.5               | 23.2               |                   |
| Business Office Park   | 174                | 171.3              | -2.7              |
| Residential            | 4.2                | 4.2                | 0.0               |
| Conservation           | 24.5               | 24.5               | 0.0               |
| <b>Total</b>           | <b>246.2 acres</b> | <b>246.4 acres</b> | <b>+0.2 acres</b> |

## Land Use Interface With Surrey

Abutting the Carvolth Business Park Plan area, land within Surrey is designated in the Surrey OCP as Agricultural and is within the Agricultural Land Reserve. The Carvolth Business Park plan adequately protects the interface with Surrey and the ALR lands by establishing a Development Permit Area (DPA) “F” – Agricultural Land Reserve Boundary. The proposed Development Permit guidelines are compatible with Surrey's Agricultural Development Permit guidelines for properties abutting the ALR.

## Storm Water Drainage

A significant amount of storm drainage from the area is directed to the Latimer Creek watercourse. The Carvolth plan recognizes the potential storm drainage impacts in Surrey stemming from the proposed development in the Latimer Creek watershed. To address this issue, the Township of Langley and the City of Surrey are currently engaged in a joint initiative to prepare the Latimer Creek Master Drainage Plan which is nearing completion.

## Transportation / Road Network

The Carvolth Business Park will be served primarily by 200 Street and the proposed 200 Street/ Highway #1 interchange. The plan includes 88 Avenue as an arterial route linking the area with the Pacific Highway (176 Street) in Surrey.

Within Surrey, 88 Avenue between the Surrey boundary and Pacific Highway is an arterial road, but it is not a designated truck route. The City of Surrey has informed Langley Township that trucks (as defined in the City of Surrey Highway and Traffic By-law) will not be allowed on that portion of 88 Avenue, and that the proposed Plan should be designed accordingly.

A traffic impact study recently commissioned by the BC Transportation Financing Authority (prepared by Bunt and Associates, March 28, 2001) provides an assessment of traffic generation for the current and previous plan proposals, but only for the land uses abutting the interchange (See Appendix C.). The Bunt study suggests that the currently proposed land uses, which include large format retail at the southeast and southwest quadrants of the interchange, will generate twice the number of automobile trips compared to the business park and commercial land uses within these same quadrants proposed in the previous Latimer Business Park Plan. However, these areas are only a small part of the overall plan area.

Based on a review by the City's Transportation Division, overall the revised Carvolth Plan will generate traffic volumes that are no more than 20% greater than the total traffic projected to be generated by full development of the previously proposed Plan. It is estimated that

the majority of automobile trips will be served by 200 Street and the proposed 200 Street/ Highway #1 interchange. It is reasonable to expect that some traffic will use 88 Avenue to move to and from the development in the Plan area but it is expected that a majority of this traffic will be related to Surrey residents. The City will need to monitor traffic volumes on 88 Avenue and consider improvements to 88 Avenue when warranted. It is recognized that new land development projects on land in municipalities adjacent to the City's boundaries often create some traffic impacts that need to be addressed by the City as time goes by. The reverse is also true and in balance, by default, construction of the arterial road network is shared in an equitable way between municipalities.

## CONCLUSION

The Willoughby area of Langley Township and the Clayton area of Surrey are planned to become major growth areas over the next 25 years. Growth within both municipalities will have significant reciprocal effects on transportation and municipal infrastructure on both sides of the border. Langley Township and the City of Surrey should continue work closely together to ensure plans and future developments are complementary.

The City of Surrey has informed the Township of Langley that the proposed Carvolth Business Park Plan and related by-law amendments are acceptable in principle. However, Surrey's support for the by-law amendments is subject to completion of the Latimer Creek Master Drainage Plan to the satisfaction of City of Surrey, and the Plan acknowledging that 88 Avenue between 196 Street (the Surrey/Langley border) and 176 Street (the Pacific Highway) is not a truck route.

Murray D. Dinwoodie  
General Manager  
Planning & Development Department

MDD/kms  
Attach.

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