REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, November 16, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – November 16, 2026

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held November 16, 2026.

B. ADOPTION OF MINUTES

1. Inaugural Council Meeting – November 2, 2026

That Council adopt the minutes of the Inaugural Council Meeting held November 2, 2026.

1. Special Council Meeting – November 4, 2026

That Council adopt the minutes of the Special Council meeting held November 4, 2026.

C. DELEGATIONS

1. Joe Cindrich
File 0550-07

Request by Joe Cindrich to appear before Council to discuss the Fraser Valley Employment Lands.

C. DELEGATIONS

2. Mike Parker
File 0550-07

Request by Mike Parker to appear before Council to discuss electoral reform.

3. Kirk Wood
File 0550-07

Request by Kirk Wood to appear before Council to request a review of his 2026 residential utility late-payment penalty.

4. Bob Langston
File 0550-07

Request by Bob Langston to appear before Council to discuss removal of an oak tree on his property.

Clerk's Note: Please refer to item M.10.

5. Amanda Smith
Langley Farmers' Institute
File 0550-07

Request by Amanda Smith, Langley Farmers' Institute, to appear before Council to provide an update on the Institute and to discuss other agricultural matters.

D. PRESENTATIONS

E. REPORTS TO COUNCIL

Item E.1 was deferred at the November 3, 2025 Regular Council Meeting:

1. Infrastructure Renewal Program and Policy
Report 25-113
File PW 1030-01

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council approve the Infrastructure Asset Replacement Policy – General Revenue and the Infrastructure Asset Replacement Policy – Utility User Rates included as Attachment A and Attachment B respectively.

E. REPORTS TO COUNCIL

Item E.2 was deferred at the July 27, 2026 Regular Council Meeting:

2. Transportation and Mobility Strategy
Report 26-87
File ENG 8330-20

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council endorse, in principle, the Transportation and Mobility Strategy presented as Attachment A, as the Township's long-term guide for transportation planning and infrastructure priorities.

That Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations proposed in the Transportation and Mobility Strategy, including resources required for implementation.

Clerk's Note: As directed by Council, Attachment A has been revised to align Map 1 and Map 2 so that only stations identified in the public engagement process are shown.

3. Proposed 2027 Council Calendar
Report 26-106
File LS 0550-06

That Council approve the proposed 2027 Council Calendar, presented as Attachment A to this report.

4. Year One Housing Target Report
Report 26-107
File CPP LSP00014

That Council authorize staff to submit the Year One Housing Target Report, presented as Attachment A to this report, to the Minister of Housing and Municipal Affairs in accordance with the *Housing Supply Act*.

5. 2025 Revised Statement of Financial Information – Schedule of Payments to Suppliers for Goods and Services
Report 26-113
File FIN 0640-22

That Council approve the Revised 2025 Statement of Financial Information (SOFI) Schedule F Schedule of Payments to Suppliers for Goods and Services.

E. REPORTS TO COUNCIL

6. 2026 Emergency Support Services Equipment and Training Grant
Report 26-110
File ENG 1855-35

That Council authorize an application, including all required grant management, to the 2026 Union of British Columbia Municipalities Emergency Support Services Equipment and Training Grant for $30,000 of funding towards the Emergency Support Services Regional Resilience Project.

7. Celebrate Canada Grant Application
Report 26-111
File ENF 1855-35

That Council approve the submission of a grant application to the Celebrate Canada Grant for $45,000 towards the Canada Day 2027 Event within the Township of Langley.

8. 2026 Foundations of Disaster Risk Reduction Grant
Report 26-109
File ENG 1855-35

That Council authorize an application, including all required grant management, to the 2026 Union of British Columbia Municipalities Foundations of Disaster Risk Reduction program for $150,000 of funding towards the design of the Northwest Langley Dyke Project.

That Council authorize an application, including all required grant management, to the 2026 Union of British Columbia Municipalities Foundations of Disaster Risk Reduction program for $100,000 of funding towards the Slope Stability Monitoring Project.

9. Development Permit Application No. 101506
(441933 BC Ltd. / 8750 – 204 Street)
Report 26-108
File CD 08-26-0239

That Council authorize issuance of Development Permit No. 101506 to 441933 BC Ltd. for property located at 8750 – 204 Street subject to the following conditions:

a. Building plans being in substantial compliance with Schedule “A”.
b. Landscaping plans being in substantial compliance with Schedule “B” and in compliance with Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy. The details of planting design are to be reviewed and finalized at the time of Building Permit.
c. Provision of a final tree management plan incorporating tree retention, replacement, and protection details in compliance with the Township’s

E. REPORTS TO COUNCIL

Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).

d. All signage being in substantial compliance with Schedule "A" and with the Township's Sign Bylaw.
e. Section 603.6 – Height of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the maximum building height from 12.0 m (39.3 ft) to 16.8 m (55.1 ft) as indicated in Schedule "A".
f. Section 107.3 – Required Off-Street Parking Spaces of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the number of required parking spaces from 190 parking spaces to 152 parking spaces as indicated in Schedule "A".
g. Section 107.5 3) – Design Criteria of the Township of Langley Zoning Bylaw No. 2500 being varied to decrease the off-street parking area setback from a lot line common to the parking area from 1.5 m (4.9 ft) to 1.3 m (4.3 ft) on the interior side (north) lot line as indicated in Schedule "A".
h. Section 111.3 – Landscaping, Screening and Fencing of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required landscape screen along the interior side (north) lot line from 2.0 m (6.5 ft) to 1.3 m (4.2 ft) and along the rear (east) lot line from 2.0 m (6.5 ft) to 1.7 m (5.5 ft) as indicated in Schedule "A".
i. Section 111.3 – Landscaping, Screening and Fencing of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required parking lot landscaping requirement from one tree per six parking stalls to one tree per six and a half parking stalls as indicated in Schedule "A".
j. Rooftop mechanical equipment to be located so that it is not visible from adjacent roads or alternatively screened from view by compatible architectural treatments.
k. All refuse areas to be located within buildings and/or in enclosures and screened.

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. On-site landscaping being secured by a letter of credit and landscaping plans finalized at the Building Permit stage.
b. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit including payment of associated administration fees.
c. Completion of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
d. Completion of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.

E. REPORTS TO COUNCIL

e. Payment of Development Cost Charges, supplemental development permit application fees, and building permit administration fees.

F. BYLAWS FOR FIRST AND SECOND READING

1. Rezoning Application No. 100797
(Grace Hanin Community Church / 22940 - 48 Avenue)
Bylaw No. 6252
Report 26-112
File CD 10-32-0109

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Grace Hanin Community Church) Bylaw No. 6252 rezoning 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue to Civic Institutional Zone P-1 to facilitate development of a church 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, utility upgrades and extensions, in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings and necessary traffic improvements (including any necessary statutory rights-of-way) for 48 Avenue in accordance with the Township's Master Transportation Plan and the Subdivision and Development Servicing Bylaw.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. 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).
5. Protection of Streamside Protection and Enhancement Areas (SPEA) and acceptance of the streamside enhancement plans, fencing, signage and security in accordance with Schedule 3 – Development Permit Areas: Streamside Protection and Enhancement of the Official Community Plan.
6. As per the applicant's proposal in support of the proposed rezoning application, provision of $100,000 as a voluntary amenity contribution.
7. Adoption of Bylaws No. 6025 and 6259.
8. 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 authorize staff to schedule the required Public Hearing for Bylaw No. 6252.

That Council abandon Subdivision and Development Servicing Bylaw 2019 No. 5382 Amendment Bylaw No. 6026 (Grace Hanin Community Church).

F. BYLAWS FOR FIRST AND SECOND READING

That Council give first, second and third reading to Subdivision and Development Servicing Bylaw No. 6211 Amendment Bylaw No. 6259 (Grace Hanin Community Church).

Explanation – Bylaw No. 6252

Bylaw No. 6252 rezones property located at 22940 – 48 Avenue from Rural Zone RU-1 to Civic Institutional Zone P-1.

Explanation – Bylaw No. 6259

Bylaw No. 6026 amends Subdivision and Development Servicing Bylaw No. 6211 by changing the service level designation from Level 4 – Rural to Level 1 – Urban of the property located at 22940 – 48 Avenue to coincide with an Official Community Plan amendment from Rural to Urban.

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. **Development Cost Charges Bylaw Update**
   Bylaw No. 6189
   Report 26-09
   File CD 3800-01

   That Council give final reading to Langley Development Cost Charges Bylaw No. 6189.

   Explanation – Bylaw No. 6189

   Bylaw No. 6189 repeals the Langley Development Cost Charges Bylaw No. 5897 and amendments thereto and establishes a new Development Cost Charges Bylaw.

J. MAYOR AND COUNCIL REPORT

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following items have been brought forward from the July 27, 2026 Closed Council Meeting for public information:

1. Capital Request - 88 Avenue: Wright Street to Glover Road - MUP and Intersection Improvements
Report C26-28
File ENG 5330-23-167

That Council approve the transfer of $1,683,000 of Road DCC funds and $17,000 of Capital Projects Reserve from RDS1403 – 212 Street Connector from 208 Street to 77A Avenue to RDS1400 – Intersection Improvements: 88 Avenue & Glover Road.

That the preceding resolution be released and included in a subsequent Regular Meeting agenda following the award of the 88 Avenue: Wright Street to Glover Road – MUP and Intersection Improvements project.
CARRIED

Section 90(1) (e) Properties
Section 90(1) (k) Negotiations

2. Indemnity Matters – Allan et al v. Froese, Whitmarsh, Long and Quaale (collectively, the "Respondents"), BCSC Vancouver Registry No. S1914167 (the "Proceeding")

Whereas:

A. A proceeding has been commenced in the Supreme Court of British Columbia under Vancouver Registry No. S1914167 (the "Proceeding"), naming Stanley Jack Froese, Blair Garnet Whitmarsh, Robert Long and Angela Dawn Quaale (the "Respondents") as respondents;

B. Council has the authority to indemnify a municipal official with respect to, among other things, the defence of an action brought in connection with the exercise of a municipal official's duties, by resolution passed pursuant to s. 740(2)(a)(ii) of the Local Government Act, R.S.B.C, 2015, c.1;

C. The Respondents, as current and former Council members are municipal officials; and

D. The Proceeding constitutes an action brought against the Respondents in connection with the exercise of the Respondents' powers and the performance of the Respondents' duties or functions.

Therefore be it resolved:

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

1. The Township will indemnify the Respondents and their respective heirs and legal representatives against all legal expenses actually and reasonably incurred in responding to the Proceeding;

2. Council will pay the legal expenses referred to in s.1 as they are incurred, in advance of the final disposition of the Proceeding;

3. The authority given in this resolution will be deemed retroactive, and any payments and acts authorized hereunder which are performed prior to the passage of these resolutions are hereby confirmed, ratified and approved; and

4. If a court makes a finding that a Respondent is guilty of dishonesty, gross negligence or malicious or willful misconduct in relation to the conduct that is the subject matter of the Proceeding that Respondent will immediately repay to the Township any amounts paid under this resolution.

AMENDMENT
That paragraph #1 of the motion be amended to cap legal costs at $20,000 per individual Respondent.

AMENDMENT TO AMENDMENT
That legal costs be capped at $160,000 representing $40,000 per individual Respondent.
CARRIED

Councillors Davis, Long and Whitmarsh opposed

AMENDMENT, AS AMENDED
The question was called on the Amendment, as amended, and it was
CARRIED

Councillors Davis, Long and Whitmarsh opposed

AMENDMENT
That the Township will indemnify the Respondents and all members of Council if called to participate in the Proceedings.
CARRIED

AMENDMENT
That as a condition of the Grant of Indemnity the Respondents agree that if the Petitioners are unsuccessful in this action that they will pursue recovery of legal costs on a party and party basis.
CARRIED

Councillors Davis and Richter opposed

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

MAIN MOTION, AS AMENDED
The question was called on the Main Motion, as amended, and it was
CARRIED

Councillors Richter and Woodward opposed

Section 90(1) (g) Legal

The following item has been brought forward from the August 19, 2026 Special Closed Council Meeting for public information:

3. Langley Monitor Facebook Page Resolution Release

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the following resolution, attendance and voting records adopted at the Closed Council Meeting of September 23, 2024 be released:

PRESENT: Mayor E. Woodward

Councillors T. Baillie, S. Ferguson, M. Kunst, B. Martens, M. Pratt, K. Richter, R. Rindt, and M. vanPopta

Be it resolved that Council hereby authorizes staff to pursue potential legal action, including but not necessarily limited to court orders, to determine the identity of all current and past admin(s) and user(s) connected to and coordinating “The Langley Monitor” Facebook page.
CARRIED

Councillors Kunst, Martens, and Richter opposed
CARRIED

Section 90(1) (g) Legal

M. FOR INFORMATION

1. Health Services Work Plan
Memorandum – Community and Policy Planning
File LSP00006

2. Inclusion Langley – Inclusive Housing Strategy
Memorandum – Community and Policy Planning
File LSP00014

3. Seniors Advisory Committee – Seniors Survey
Memorandum – Community and Policy Planning
File 0540-01

M. FOR INFORMATION

4. Agricultural Land Commission Decisions Third Quarter 2026 (July – September)
Memorandum – Community Development
File 6635-01

5. Active Communities Grant Program
Memorandum – Engineering Division
File 1855-95

6. 2026 ICBC Road Safety Improvement Program Grants
Memorandum – Engineering Division
File 1855-50

7. Railway Crossing Safety Improvements - Glover Road and Church Street
Memorandum – Engineering Division
File 5400-16

8. Potable Water Emergency Response Plan Update
Memorandum – Public Works Division
File 0340-20-007

9. 2026 General Local Election Official Results
Memorandum – Municipal Administration Division
File 4200-29

10. Tree Removal Request – 20355 – 36B Avenue
Memorandum – Permits, Licences & Inspections Division
File 6300-01

11. Secondary Suite Fees – 8361 – 203A Street
Memorandum – Permits, Licences & Inspections Division
File 4300-01

12. Recreation, Culture and Parks Advisory Committee
Minutes – September 9, 2026
File 0540-20

13. Recreation, Culture and Parks Advisory Committee
Minutes – October 14, 2026
File 0540-20

14. Agricultural Advisory Committee
Minutes – October 28, 2026
File 0540-20

M. FOR INFORMATION

In an effort to make the community aware, the following proclamation has been requested:

15. Adoption and Permanency Awareness Month
File 0630-01

Email received from Cory Heavener, Assistant Deputy Minister, Provincial Director of Child Welfare, requesting the month of November be proclaimed as Adoption and Permanency Awareness Month.

Clerk's Note: Policy No. 01-021 approved by Council, September 18, 2000: No vote or action to be taken on proclamation requests.

N. MOTIONS ARISING FROM INFORMATION

1. Agricultural Advisory Committee Recommended Motion
File 0540-20

That Council extend the term of the Agricultural Bylaw Review Task Force (expiring November 30, 2026) to March 31, 2027 to allow a review of existing bylaws and policies that regulate farming and recommend policy and regulatory changes to support the agricultural industry.

O. OTHER BUSINESS

Item O.1, Notice of Motion from Councillor Kunst, was deferred at the February 23, 2026 Regular Council Meeting:

1. Water Resilience and Emergency Preparedness

Moved by Councillor Kunst,
Seconded by Councillor Whitmarsh,
Whereas recent upgrades to critical infrastructure, including pressure reducing valve (PRV) stations, reservoirs and booster stations, are commendable steps that strengthen the Township's water distribution system and demonstrate Council's commitment to proactive risk management;

Whereas decommissioning of eight municipal wells has meant significant portions of the Township of Langley now exclusively rely on purchased water from Metro Vancouver, presenting significant risks to public safety, operational continuity, and fire suppression capacity;

Whereas best practices in neighbouring jurisdictions, including the City of Delta, demonstrate the feasibility of maintaining local wells as both emergency back-up supply and supplementary sources during peak demand periods;

O. OTHER BUSINESS

Therefore be it resolved that Council direct staff to:

1. Report back on the costs and timelines associated with drilling and commissioning new wells in Fort Langley and Brookswood to restore emergency and supplementary water capacity to the northwest and southwest water systems;
2. Report back with a public communication and engagement plan detailing key risks, system benefits, and decision options associated with future municipal water system configurations as it relates to item 1; and
3. Publish an updated Water Emergency Response Plan (WERP) to ensure transparency, community safety, and public confidence in the Township's readiness level.

Be it further resolved that Council formally recognize and commend staff and leadership for the successful completion of PRV and booster station upgrades, while affirming the importance of continued investment to strengthen system resilience, operational continuity, and fire suppression capability.

Councillor Martens provided the following Notices of Motion within the deadlines according to Council's Policy:

2. Township Policing Communications Protocol

Whereas:

1. The Langley RCMP Officer in Charge (OIC) has met with Township Council to discuss policing priorities and service delivery;
2. Regular updates would sustain this dialogue and inform Council's planning, budgeting and response to emerging community safety needs; and
3. Consistent quarterly reporting would improve transparency, public understanding and monitoring of policing priorities, service levels and trends;

Therefore be it resolved that the Langley RCMP OIC, or designate, be requested to provide quarterly updates at regular meetings of Township Council on policing priorities and service levels; and

That updates include, where practicable, a concise written summary in a consistent format, using available aggregate data, addressing:

a. Policing priorities and progress on annual objectives;
b. Crime and calls-for-service trends, with period comparisons and explanations of significant changes or data limitations;
c. Service levels, staffing and resource pressures, including response times where available and appropriate;
d. Traffic safety, crime prevention and community engagement initiatives; and

O. OTHER BUSINESS

e. Emerging issues and opportunities for municipal collaboration; and

That staff coordinate the start date, quarterly schedule and reporting format with the OIC, aligning with updates to the City of Langley where practicable, and include written summaries in public Council agendas where appropriate; and further

That reporting respect police operational independence, applicable privacy requirements, and the confidentiality of investigations and sensitive operational information.

3. Local Government Leadership Academy (LGLA) Election Officials Seminar

Whereas:

1. The Local Government Leadership Academy (LGLA) Elected Officials Seminar provides foundational training for newly elected and re-elected officials in governance, statutory responsibilities, ethical leadership, financial stewardship and working with municipal administration;
2. Attendance by all Council members early in the 2026–2030 term supports a shared understanding of their roles, informed decision-making and accountable local government;

Therefore be it resolved that:

1. Council authorize all Council members to attend the LGLA Elected Officials Seminar, December 9–11, 2026; and
2. That registration, accommodation, transportation, meals and other eligible expenses be reimbursed under Council Policy 01-017, Council Remuneration; and further
3. That these expenses be funded from the Council conference and training budget, in addition to the annual expense limit under Section 3.3.5 of Council Policy 01-017.

P. MOTION TO RESOLVE INTO CLOSED MEETING

That Council now resolve into a Closed Meeting for discussion of the following items, in accordance with and as identified under Section 90 of the *Community Charter*:

Item A.1 - Section 90(1) (n) Consideration
Item E.1 - Section 90(1) (g) Legal
Item E.2 - Section 90(1) (e) Property
Item E.3 - Section 90(1) (a) Personnel
Item G.1 - Section 90(1) (e) Property
Item G.2 - Section 90(1) (a) Personnel
Item I.1 - Section 90(1) (g) Legal
Item I.2 - Section 90(1) (c) Labour Relations
Item I.3 - Section 90(1) (g) Legal

Q. TERMINATE

INAUGURAL MEETING OF TOWNSHIP COUNCIL

Monday, November 2, 2026, at 7:00pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

M I N U T E S

PRESENT: Mayor J. Lundgren

Councillors L. Chalus, S. Ferguson, M. Kunst, B. Martens, M. Pratt, K. Richter, T. Townsley, and B. Whitmarsh

C. Kooner, S. Richardson, S. Ruff, A. Ruhl, and J. Winslade

W. Bauer and V. Burnett

Township Clerk Wendy Bauer called the meeting to order.

OFFICIAL PIPING IN OF COUNCIL ELECT AND OFFICIALS

The Mayor-Elect and Councillors-Elect were piped into the Presentation Theatre by Colin Barrett, accompanied by an Honour Guard consisting of Township of Langley Firefighters, Captain Jason Linn and Captain Peter Nicol, and RCMP Constables, Talbot McNutt and Dennis Bell.

A. NATIONAL ANTHEM

1. "O Canada" was led by Janais Luciano of the Langley Community Music School.

B. OATH OF OFFICE

1. The Honourable Judge James C. Henry administered the Oath of Office to Mayor-Elect Jay Lundgren and Councillors-Elect Kim Richter, Michael V. Pratt, Teresa Townsley, Margaret Kunst, Barb Martens, Lauren Chalus, Steve Ferguson, and Blair Whitmarsh.

Mayor Lundgren assumed the Chair.

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Mayor Lundgren acknowledged the Traditional Territories of the Coast Salish Peoples.

C. ACTING MAYOR APPOINTMENT

1. Acting Mayor Appointment

Moved by Councillor Martens,
Seconded by Councillor Kunst,
That the Acting Mayor be rotated amongst Councillors as follows:

NAME	FROM	TO
Councillor Kunst	November 2, 2026	January 31, 2027
Councillor Martens	February 1, 2027	April 30, 2027
Councillor Whitmarsh	May 1, 2027	July 31, 2027
Councillor Richter	August 1, 2027	October 31, 2027
Councillor Townsley	November 1, 2027	January 31, 2028
Councillor Chalus	February 1, 2028	April 30, 2028
Councillor Pratt	May 1, 2028	July 31, 2028
Councillor Ferguson	August 1, 2028	October 31, 2028
Councillor Kunst	November 1, 2028	January 31, 2029
Councillor Martens	February 1, 2029	April 30, 2029
Councillor Whitmarsh	May 1, 2029	July 31, 2029
Councillor Richter	August 1, 2029	October 31, 2029
Councillor Townsley	November 1, 2029	January 31, 2030
Councillor Chalus	February 1, 2030	April 30, 2030
Councillor Pratt	May 1, 2030	July 31, 2030
Councillor Ferguson	August 1, 2030	October 31, 2030

CARRIED

D. COUNCILLORS' INAUGURAL COMMENTS

1. Councillor Blair Whitmarsh

Thank you to all the residents of Langley who voted in the recent election and took time to engage the electoral process by researching each of the candidates. I am humbled by the support that I received and I promise to do my best to lead with vision, passion, and integrity. I, along with other members of Langley Strong, promised to restore civic transparency, financial accountability, and community respect through a comprehensive campaign platform. The work on this platform begins today and you, the residents of Langley, are invited to be part of the community building that will take place over this four-year term.

This was my first re-election process as part of a coordinated team and there is no way I could have run this type of campaign on my own. Thanks to each member of the Langley Strong team for your dedication, passion, and the hard work that you each gave over the past months.

D. COUNCILLORS' INAUGURAL COMMENTS

I am amazed at how old friends, new friends, and family came together to form a strong and dynamic team with a common purpose.

It would take too long to talk about each person from the team, but I want to highlight one member from the Langley Strong team who demonstrated true team spirit through his hard work and team dedication. Mr. Shumail Javed, who is seated here today, was tireless in his efforts to support Langley Strong and to be elected as a member of this council table. His efforts inspired me daily. Not only is Shumail an amazing member of our community as he serves in so many ways, but he has also become a good friend for me and my family.

The election road can be challenging and tiresome and I want to thank every person who put their name forward in this election. The democratic process was alive and well and that is something that we should all be proud of. I met many new people, made new friends, and I have respect for every person who put their name on the ballot in this election. I want to thank outgoing council members, Tim Baillie, Rob Rindt, and Eric Woodward, for the time they spent serving our community over the previous term.

Congratulations to each member of council for being elected and for your continued passion for the Township of Langley. Many different visions, ideas, and concepts were brought forward during the election for an improved community and the new Council is now tasked with moving forward with purpose and integrity. I am excited to work with each member of Council and the Township of Langley staff who have been so helpful during my time on Council. We have an incredibly talented and dedicated staff in the Township of Langley and I know that, given the support and opportunity to flourish, they will do amazing things for the betterment of our community. I am committed to listening, asking questions, and making decisions that best serve our community and residents.

Most of all, I would like to thank my wife Lorraine and immediate family, Karina, Brandon, Jolayne, Weston, Tana, Chad, and my nine grandchildren. They have provided inspiration, encouragement and personal sacrifice both during the election and the years I have served on Council. In addition, thanks to my Mom, sister Renai, brother in-law Atticus, and good friends Drew and Mary-Katherine for their continued support. Without the support from family and friends it would be impossible to run in an election and serve the community in an effective way.

Langley is truly a wonderful place to live and raise a family. I am excited for the opportunity to shape the future of Langley and to strategically guide the Township of today and tomorrow. A new path forward that every person in Langley can be proud of. I look forward to hearing from the community, working with members of this newly elected council, and supporting the outstanding men and women who work in the Township of Langley. Thank you.

D. COUNCILLORS' INAUGURAL COMMENTS

2. Councillor Steve Ferguson

Good evening ladies and gentlemen, friends, family members, and invited guests. First of all I want to thank the residents of Langley Township for electing me for this term. I am humbled and extremely honoured to sit here in chambers today! Langley Township is a wonderful community, I strongly believe it to be the most liveable community in our Metro Region - if not the entire province! I want to congratulate Mayor Jay Lundgren and his team for their successful election to our Langley Township Council, and all those who put their names forward. Running for public office is not an easy chore, it takes a lot of work and time. I also want to congratulate my colleague Councillor Michael Pratt for getting re-elected to Council as well. It has been a pleasure working with Councillors Tim Baillie and Rob Rindt in achieving many accomplishments with Mayor Eric Woodward. Roads, engineering projects, soccer, lacrosse, hockey, BMX, and other recreation items. Myself and the Mayor with Metro MFA regional parks, regional recycling at a $21 million project, exciting times for the future for Langley Township.

Thank you to my family: Lydia, Matt, Alexander, Sarah, Will, and my granddaughter Victoria. And of course the hardest working person in my campaign, my lovely wife Denise. I couldn't do it without her - all these years, all these elections. Agreeing on some things, definitely disagreeing on others. Love you honey and many, many thanks for all your support.

I have worked with six mayors and Mayor Lundgren will be my seventh. Mayor John Beales (my first mayor…I learned a lot from him). Although John has passed away, I have these memories of him:

"Well, I asked a lot of questions at council meetings, extended the meeting quite a few times…went up in his airplane with him, he was also a pilot. Shortest trip I have ever been on (5 minutes…up lost power…glided done…straight to the shop). I presented a motion to council "that a road be named after Mayor Beales at the airport"….The John Beales Way. I was able to speak with his son Barry Beales today about a number of things regarding his dad. Barry Beales had this to say about that! The right way the wrong way….the John Beales Way.

Mayor John Scholtens. (Actually gave me a Deputy Mayor position…lasted a few months until the rest of council voted me down). Oh well. Back to my first election. Actually John's wife Fanny (a fellow Otter Co-op board Member) said Steve; "I think you should run for council" so I did…and I won. I asked Mayor Scholtens for a quote: this is what he said: Steve you are. "The most enthusiastic, exciting, and infectious councillor I has ever worked with". Certainly humbled by that quote. Thank you Mayor John.

When asking Mayor Kurt Alberts, he sent me clipping of elections and happenings back in 1988. The 200th street overpass and other functions in the community. Kurt was (along with the 3 amigos) very instrumental in the

D. COUNCILLORS' INAUGURAL COMMENTS

building of the Langley Events Centre. "Steve, in 1988 you were Alderman Steve Ferguson, I was Planning Director, and we had to fight with the province to get traffic lights on 200th street and Willowbrook Drive. In 2002 you were the comeback kid as an Independent! The ever-changing face of Langley but it comes down to serving the Community in the best way you can!"

When asking Mayor Rick Green, he was the mayor for the official opening of the Golden Ears bridge joining the two communities of Langley and Maple Ridge! (A big deal). His direct quote: "Mayor Green was responsible for the uncovering of a previously unknown Master Agreement to reactivate the Interurban with passenger rail between the Old Pattulo Bridge and the City of Chilliwack, something he and their society are still hard at work on!" Something I fully support.

Mayor Jack Froese. I was unable to get a direct quote from Mayor Froese. I worked with Mayor Froese at Metro Vancouver and remember the challenge of finally getting the correct Langley wording and zoning requirements for the Regional Growth Plan. Metro took Langley Township to court but by no means was it easy. It was a land use challenge and Langley Township won twice in court under appeal! Jack loved parades and had a saying: "Can't have a parade without the mayor". He was responsible for the Aldergrove Community Centre, New Pool, and Water experience.

Mayor Eric Woodward. I was on the 2018 council with Eric under Mayor Froese's term. Had the opportunity to work with him on budgets and important capital matters within the Township. I learned that we had much in common and we formed a team in 2022. He was elected Mayor and focused on 208 Street, Fraser Highway, major roads, recreation, and other things. It was an honour to work with Eric on these projects.

Now Mayor Lundgren….the future awaits you. I will always make myself available for you and look forward to working with you.

I put before you a proclamation with a hat work by the former Chief of Justice Begbie: I put before you that Stephen James Ferguson, on this 2nd day of November in the year of our lord 2026, has officially become the longest serving Township of Langley Councillor in the community's history by beginning his 10th term! And as evidenced by records of the Township of Langley archives:

- 1987-1996
- 2002-2014
- 2018-2026

And as also evidenced by seal of the Union of British Columbia Municipalities dated September 25, 2025, and signed by the president (Trish Mandeo), and executive Director (Gary McIsaac).

D. COUNCILLORS' INAUGURAL COMMENTS

I proclaim this to be true and accurate, signed Steven J. Ferguson. Thank you Mr. Mayor, I wish you well.

3. Councillor Lauren Chalus

Good evening, family, friends, and members of our community.

Being here today is both an incredible honour and a responsibility I do not take lightly.

I want to start by thanking the residents of the Township of Langley for placing their trust in me and giving me the opportunity to serve the community I am so proud to call home.

I also want to thank my husband, family, and friends for all the support that you gave me during this campaign, and to our Langley Strong team.

When I made the decision to run for Council, it wasn't because I had always envisioned a future in politics. It was because I care deeply about this community, the direction we're heading, and the future we're leaving behind.

As a younger member of Council, I bring the perspective of a generation that is looking ahead and thinking about where we will raise our families and whether we can afford to stay in the community we grew up in and love.

But looking forward also means remembering where we came from. Langley's history, agricultural roots, unique neighbourhoods, and the generations who built this community deserve our respect and protection.

Throughout our campaign, Langley Strong spoke about restoring respect. To me, that starts right here, at this Council table. It means listening with an open mind, making thoughtful and responsible decisions, and remembering that public service is about the people we represent.

I am excited to bring my experience, young energy, and perspective to this role, and to work collaboratively with my colleagues to make a meaningful difference.

Because the Langley we build today is the Langley future generations will call home.

Thank you!

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4. Councillor Barb Martens

Thank you, and good evening.

First, I'd like to congratulate our new Mayor Jay Lundgren and my fellow councillors. It's an honour to be sitting around this table with you, and I look forward to what we can accomplish together.

I'd also like to acknowledge our outgoing Mayor and councillors and thank them for their service to the Township.

To the residents of the Township of Langley, thank you for placing your trust in me for another four years. Being re-elected means a great deal to me, and I don't take that trust or the responsibility that comes with it lightly.

And to my family Matt, Abby, Amaya, and my friends Steve and Heather Wade, my fellow Rotarians, and the many volunteers who supported us along the way, thank you. Elections are a lot of work, and I certainly didn't get here on my own.

Four years ago, I came to this Council table with a long career in public service behind me and a genuine desire to make a difference in my community.

I thought I knew a thing or two about public service. And then I got elected to municipal Council!

It's fair to say I've learned a lot.

There have been successes, challenges and some difficult moments. But those experiences have made me a better councillor and reinforced why I wanted to serve in the first place.

I've long admired the work of Brené Brown, and one of her quotes has particular meaning for me:

"Integrity is choosing courage over comfort."

Those few words say so much.

Because sometimes public service requires us to ask uncomfortable questions, make difficult decisions and stand by what we believe is right, even when it would be easier not to.

But I've also learned that courage and respect must go hand in hand. Standing firm in our convictions doesn't mean closing our minds to another perspective.

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And that's the spirit I intend to bring to this next term of Council.

Throughout the election campaign, I spoke often about restoring respect.

Respect for our residents. Respect for the unique communities that make up our Township. Respect for our neighbours and community partners. And respect for one another around this Council table.

I believe we have an opportunity to set a new tone.

That doesn't mean we'll always agree. In fact, I hope we don't always agree. Good questions, healthy debate and different perspectives lead to better decisions.

But we can disagree without being disagreeable. We can challenge ideas without making things personal. And we can remember that every one of us was elected because we care about this community.

We have important work ahead.

Our Township is growing, and with that growth comes responsibility. We need to make thoughtful decisions about infrastructure, public safety and how we spend taxpayers' money. We need to focus on needs before wants, be transparent about our decisions and ensure our communities have a voice in shaping their future.

And we need to rebuild and strengthen relationships, because we'll accomplish far more by working together than by working apart.

I've spent much of my life in public service, and one thing I've learned is that leadership isn't about having all the answers. It's about listening, asking the hard questions and being accountable for the decisions we make.

As I begin my second term, my commitment remains the same.

I will show up. I will do the work. I will ask the hard questions. And I will always remember that I am here to represent all residents of the Township of Langley.

I'm grateful for the lessons of the past four years, but I'm even more hopeful about the four years ahead.

We have an opportunity to turn the page, restore respect and get on with the important business of serving our community.

And I am ready to get to work. Thank you.

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5. Councillor Margaret Kunst

Good evening everyone. To the residents of the Township of Langley, thank you for once again placing your trust in me, and giving me the opportunity to serve you for another four years, it is a privilege I don't take for granted. After months of door knocking, attending all candidates' meetings, and giving more speeches than I care to count, I wondered what I could possibly say tonight that you haven't already heard, so ill just speak from my heart.

The last four years have not been a picnic, but then again, I didn't sign up to go on picnics. I signed up to make tough decisions, tackle the challenges we face, and help guide the township into the future. After eight years on council I know this work isn't always easy, but it's meaningful and worth doing. When people ask me why I would consider doing another four years, my answer always comes back to the people. Ive lived in Langley my entire life. I grew up here, and now have the privilege of watching my grandchildren grow up here too. If there's one thing I've come to appreciate over these past eight years, it's the importance of relationships. Relationships with the residents who trust us to represent them, and the people who volunteer, run businesses, support their neighbours, and contribute so much to our community. Ive also learned that some of the most meaningful work you do as a councillor happens outside of council chambers. Sometimes its as simple as responding to a residents concern, making a phone call, or connecting someone with the right person who can help. These may seem like small things, but to the people involved they can make a real difference.

As we begin this new term, I want to congratulate our new Mayor Jay Lundgren, and my fellow councillors Barb Martens, Blair Whitmarsh, Kim Richter, Teresa Townsley, Lauren Chalus, Michael Pratt, and Steve Ferguson. I look forward to working alongside each of you as we make decisions that will shape our Township's future. I'd also like to acknowledge my colleagues from the previous council and thank them for their service. Mayor Woodward, Tim Baillie, and Rob Rindt. To the Langley Strong team and Shumail Javed, our volunteers and supporters, thank you for the countless hours and the hard work behind the scenes.

To our Township staff, thank you for all you do for our community and I look forward to working with you once again. As we look ahead, strengthening relationships with our First Nations, neighbouring communities, and senior level government will be important as we tackle the challenges of a growing Township. I'm looking forward to helping build those partnerships. As a woman of faith, I'm grateful to God for the opportunity to serve this community.

To my dear husband Fred, our four children and their spouses, and seven grandchildren, my mom and my brother, my dear friends who have been there for me along the way, thank you for your love, patience, and

D. COUNCILLORS' INAUGURAL COMMENTS

encouragement. Public life is not always easy on families, and I am grateful for your understanding and your support. I could not do this without you, and I love you all so much.

Finally, to my grandchildren who sometimes ask me, "Nana, are you the boss of the town?". Well, I have a little confession to make. As much as I love that you think Nana is the boss of the town, I am not. All these people sitting beside you and behind you, they are the residents of the Township, and they are the ones we are here to serve. Thank you.

6. Councillor Teresa Townsley

Today as a new councillor, I take my seat at this table with four things foremost in my heart: **humility, courage, respect, and gratitude.**

Humility, because the trust placed in me by the residents of Langley is a privilege, not an entitlement.

Courage, because good leadership requires thoughtful questions, difficult decisions, and **always**, the conviction to do what is right.

Respect, for our colleagues, our dedicated staff, and every resident we have the honour of serving. May we lead by example through thoughtful, constructive, and respectful public dialogue.

And **Gratitude**, to everyone who supported and encouraged us along this journey.

To my husband Bill, my two children who cannot be here today, and my parents who are here with us — thank you for your love and unwavering support.

And a special thank you to Councillor Kim Richter. Kim, your friendship and belief in me, even when I doubted myself, have meant more than words can express.

Langley is a remarkable community, and its future deserves our very best.

I am honoured to serve you, grateful for your trust, and ready to get to work.

Thank you.

7. Councillor Michael V. Pratt

In my remarks four years ago, I ended by thanking my friends and family. This time, however, after the last ten months, I want to start by expressing my sincere, profound appreciation for those who have supported me. For my fiancée, Ashley, who has had patience and understanding beyond

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measure during the campaign and who was always there for advice or simply a listening ear when I needed it. I could not have done this without you. For my parents, Jim and Jane, who have supported and helped me through three elections now. When their 20-year-old son said in the summer of 2017 that he wanted to run for Council to play a small role in building a better Township, they encouraged it, when many parents would have otherwise politely told their kid to focus on something else. For my grandma, who is here tonight, who's always supported me and kept her eye out for newspaper clippings, and whose dad ran in 1956 for the BC Liberals up in the South Peace against W.A.C. Bennett's Social Credit Party. I have one of his campaign ads framed in my office at home as a constant reminder that going up against long odds is never a bad thing; in fact, it's a family tradition.

I also have a deep appreciation for those who stepped up in this election and put their names forward as candidates for Progress For Langley, for Langley Strong, and as independents. For Council and for School Board. Running for local office may be one of the hardest job interviews possible, and someone only goes through it if they have a genuine desire to serve their community to the best of their ability to do what they believe to be the right things for their community. The beautiful thing about democracy is that while we might disagree on what those things are, when we are elected, it's our job to try to think outside of our own worldview and work with the others who have been elected with us.

Taking a moment to think about the last four years, I want to extend my thanks to Eric Woodward, Tim Baillie, Rob Rindt, and Misty van Popta, all of whom gave their time and energy to serving this community we all love. To Mr. Woodward in particular, thank you for four years of leadership. Regardless of where we each stood on a decision, I always appreciated your willingness to discuss the issues and work every day on behalf of our community.

It's been over 15 years since my sister and I stood here in these chambers to ask then Mayor Rick Green and Council for support in creating the Walk to Remember Memorial at the Derek Doubleday Arboretum. I realized the difference the local government can make back then, and that realization was reinforced daily over the past four years, and that makes it truly a privilege to have had so many residents of this amazing Township put their trust in me for another four years. It is a serious responsibility that each of us has been given to work every single day to leave this place better than we found it.

That notion of leaving something better than you found it has been a guide for me my whole life, but especially over the last four years, and certainly over the next four. 34,029 people cast a ballot in this election, thousands of them for people other than myself. Every day I will work to represent all of those people, and those who didn't vote, not just those who voted for our team. It is incredibly exciting and gratifying to have the opportunity to

D. COUNCILLORS' INAUGURAL COMMENTS

continue to work to build our community, and I'm looking forward to what these four years will hold. Thank you, sincerely, thank you, to the people of Langley Township for this privilege.

A final thank you to all of the amazing staff at the Township of Langley. Across every department, the people of Langley Township are served by amazing, hard-working individuals who keep one of the largest municipalities in our Province working as well as it does. To those who organized tonight, thank you. It's been a beautiful evening, and we all appreciate every effort you put in to make it so.

To Mayor Lundgren and to all of my fellow Councillors: congratulations. We are public servants, and I look forward to serving alongside you all for the next four years, to making decisions, to doing our best, and to working every day to leave the home we all love better than we found it.

8. Councillor Kim Richter

What an unprecedented opportunity you have all given us today!

Thank you so very much for your belief in what we can do, the challenge to get it done, and especially for your support and trust in us to do it.

We would not be here today without each and everyone of you; Or without the many long hours and hard work done by the entire Langley Strong campaign team including our always patient Campaign Manager Derek Robson, our extraordinary Communications Lead Annika Panzini, all our advisors, and our many volunteers who made it happen.

I send my sincere appreciation and gratitude to each of you, especially the President and Vice President of the Langley Strong Electoral Organization: Barb Sharp and Rebecca Darnell.

To my amazing family, Bob, Stafford, Sterling, Graecen, and "Uncle Drew", you are my everything. Thank you for always standing behind me every step of the way.

It is a great privilege and honour to be able to continue to serve our beloved Township for another four years on Council, most especially with my Langley Strong colleagues this time.

I will continue to stand up and speak out for you and your issues, just as I have always done.

Now its time for us to roll up our sleeves and work together on charting and delivering a positive path forward for all our Township communities and residents. It's time to restore respect for our taxpayers and residents. I am so looking forward to resolving the many challenges ahead of us this term.

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Again, thank you all very much for allowing me to be part of this next adventure!

E. MAYOR'S INAUGURAL ADDRESS

Mayor Lundgren provided the following inaugural address to all those present:

1. Thank you.

Sixteen days ago, the people of Langley Township chose me to serve as their Mayor. I want to start where I will try to start every day for the next four years: by saying I am honoured, and I know this is a trust, not a prize. You lent it to me to steward on your behalf. But this office and this Township is yours.

Before I say anything about what comes next, I want to say something about who came before.

Eric Woodward gave eight years to this Township, four as a Councillor and four as Mayor. That is eight years of evenings in this chamber, of weekends at events, of time away from other things. Whatever our disagreements, that service was real, and I thank him for it. I also want to thank Councillors Tim Baillie and Rob Rindt for the four years they gave this community. Public life asks a lot of the people who step into it, and their families. They stepped up. That deserves our respect.

I also want to acknowledge two people whose counsel I have come to value: former Mayor Jack Froese and former Mayor Kurt Alberts. Between them they led this Township for more than twenty years. They did not have to take my calls. They did, and they were generous with what they had learned, including the hard parts. I intend to keep calling.

None of this happens without family. Seven months ago, Melissa and I sat by our fireplace and decided to do something we had never planned on. It's been Melissa's support, encouragement and wisdom that has brought me to this place today. Her Servant Heart to others, is a principle she's instilled in our family. Serving others is something that was taught and modelled to me from a young age from my incredible parents Bob and Gini. It's something that I've learned as an adult from my incredible in-laws Andy and Cary, who live a life of service to others, not for recognition, but out of a heart of gratitude and love. To our four kids: I love you all so much. Thank you for sharing your dad with 157,000 people. I will try to make it worth it. To Liv in Austria, I miss you and we will see you at Christmas.

I also want to thank a couple of important friends in the room tonight. Lou and Chris, you have been here by my side since the beginning, so I appreciate that. Whistlers' Mayor Jack Crompton is here tonight. I met Jack

E. MAYOR'S INAUGURAL ADDRESS

when I was in highschool, and he was a youth leader at that time. We formed a friendship 32 years ago and he has always been an incredible mentor in my life, I appreciate you Jack. I also want to thank my girls' basketball team that are probably watching online, for being patient with me during this process, it has been a bit busier than normal, and for coming up with a great nickname "Jer".

To the Langley Strong team and the support team, thank you for everything you've done. To the candidates who stood beside me, those who are seated at this table tonight and Shumail, who gave so much to help all of us across the line, and to the trustees who will take their seats at the school board. To the organizers who built a winning campaign from nothing. To the volunteers who helped us knock on more than 40,000 doors, in the rain, after work, on their days off, and who were met with more kindness than any of us expected. You did not do that for me. You did it for your community. Thank you.

To all of those who put their names forward, we appreciate you and your commitment to this community. And to the voters. To everyone who voted, whoever you voted for. More people voted in this election than any prior, and that is the best news of the night. You showed up. You asked hard questions at the doors and at the forums. You read the platform, and you offered your ideas and dreams for our home. Thank you for that too. A community that argues and talks and discusses its future is a community that cares about it.

I heard one thing at those doors more than any other. Not a policy. Not a project. One word. Change.

People told me they wanted change at Township Hall. Not change for its own sake. Change because something had gone wrong with the way this place was being run, and the way people were being treated when they asked about it. I came to articulate it as our Township carrying two debts.

The first is money. We have borrowed, started and approved close to $800 million. More than any municipality in British Columbia. I am not going to stand here tonight and pretend that debt is a surprise, or that it belongs to one person. The majority of the previous council voted for it. Residents now bare it. Our job is to deal with it honestly: open the books, understand every dollar, put the debt on a public plan to pay it down, and finish what is already under way without burying another generation under the bill. That work starts this week, at this table.

The second debt is harder to count. It is the debt of respect.

For four years, too many people in this Township learned that the door at Township Hall only opened for those who already agreed. Residents who came to this chamber with a worry about their street went home feeling they had been ignored. Community groups that had served Langley for

E. MAYOR'S INAUGURAL ADDRESS

decades found themselves on the outside. Staff learned to keep their heads down. Neighbouring councils, the School Board, the Province, TransLink: too many bridges, burned.

I want to be careful here, because this is not about any one person, and it's not about settling scores. It is about a habit. And habits can change.

So let me be clear about what this council owes you.

You should not have to agree with the Mayor to be treated with respect by your own Township. If you come to this chamber, you will be heard, and you will get your turn, not a deferral to next month. If you ask a question, you will get an answer, in plain language, and you will be able to see what every major decision costs. We will hold closed meetings when the law requires it and not a minute longer. We will treat Township staff as the professionals they are, and ask them for their best advice, not the advice we want to hear. And we will go back to the tables where this region makes its decisions, and sit down, and listen, and bring Langley's share home.

Here is why I believe we can do it.

Because of what this place is. Langley Township is a river village and a farm town and a new city, all at once. It is Fort Langley on a Saturday morning and Aldergrove on a fair weekend and Willoughby on the first day of school. It is a farm family in Glen Valley who has worked the same ground for three generations and a couple in Brookswood who arrived last spring and now call it home. It is firefighters and nurses and tradespeople and teachers and the people who coach our kids for free. Seven months ago I thought I knew this Township, but I have learned so much since then. I know it now, one door at a time, and I have never been prouder to live anywhere.

We have a growing economy, young families choosing us on purpose, farmland that still feeds people, streams that still hold salmon, and in three years, SkyTrain. We have problems, too. But I would not trade our problems for anyone else's. Every one of them is the problem of a place people want to be.

To the six councillors elected with me with Langley Strong, and to Councillors Ferguson and Pratt: this is one council. Nine of us, elected by the same people, serving the same Township. There will be votes we lose and votes we win and votes where we surprise each other. I will ask only one thing of every person at this table, and I will hold myself to it first: disagree with the idea, never the person. That is how a council earns back what was lost.

A campaign is several months. A term is four years. But Langley Township is forever.

E. MAYOR'S INAUGURAL ADDRESS

Tonight we took an oath. Tomorrow we take the first step: open the books, open the doors, and start paying down both debts, the one on the balance sheet and the one owed to every resident who stopped believing their Township would listen.

I cannot promise you every answer will be yes. I can promise you will be heard, you will get an answer, and that you will be treated the way a neighbour should be treated by the people who work for them.

The people of Langley Township asked for change. It's here. The respect starts now.

Thank you.

F. TERMINATE

Moved by Councillor Martens,
Seconded by Councillor Kunst,
That the meeting terminate at 8:00pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

SPECIAL MEETING OF TOWNSHIP COUNCIL MINUTES

Wednesday, November 4, 2026 at 11:00am
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor J. Lundgren

Councillors L. Chalus, S. Ferguson, M. Kunst, B. Martens, M. Pratt, K. Richter, T. Townsley, and B. Whitmarsh

C. Kooner, S. Ruff, W. Bauer, K. Stepto, and J. Winslade

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

Mayor Lundgren acknowledged the Traditional Territories of the Coast Salish Peoples.

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Special Council Meeting – November 4, 2026

Moved by Councillor Kunst,
Seconded by Councillor Martens,
That Council adopt the agenda and receive the agenda items of the Special Council meeting held November 4, 2026.
CARRIED

B. ADOPTION OF MINUTES

1. Special Council Meeting – August 19, 2026

Moved by Councillor Whitmarsh,
Seconded by Councillor Martens,
That Council adopt the minutes of the Special Council meeting held August 19, 2026.
CARRIED

C. ITEMS FOR DISCUSSION

1. Forensic Audit

Moved by Councillor Richter,
Seconded by Councillor Kunst,
Whereas:

1. Counting borrowing in place, in progress and approved, Langley Township taxpayers now carry up to nearly $800M of municipal debt, more than any other municipality in British Columbia, or about $14,500 for every household;
2. $177 million of that borrowing was taken on through a Township-owned housing society, the Township of Langley Housing Trust, without the approval of electors that the Community Charter requires for Township borrowing;
3. Property taxes rose 22 per cent over the last term, and the Township's current five-year financial plan carries a further 22.8 per cent increase in 2027;
4. In the 2026 election the people of Langley Township voted for a Council that promised to open the Township's books, order a full forensic audit of Township finances in its first 100 days, and publish what it finds;
5. The Township's residents are entitled to know whether the Township's land transactions, capital projects, agreements and contracts were lawful, delivered value for money, and were approved in the manner the law requires;
6. The audit must begin at once if it is to report within 100 days, and the Township's purchasing policy allows Council to authorize an expedited procurement where delay would prejudice the Township's interests.

Therefore be it resolved that Council:

a) Direct the staff to engage, on an expedited basis and notwithstanding the ordinary timelines of the Township's Purchasing Policy and the procurement of consultants thereunder, an independent forensic audit team reporting directly to Council, and authorize the staff to select and appoint the members of that team, which shall include at a minimum a chartered professional accountant with forensic audit experience, an experienced investigator, and such legal, engineering, real estate or other specialists as the audit requires;

b) Set the scope of the audit to include, for the period November 7, 2022, to the present, the finances, borrowing, reserves and internal borrowing of the Township of Langley and of the Township of Langley Housing Trust and every other body owned or controlled by the Township; all land acquisitions, dispositions, leases, exchanges and option agreements; all capital projects, including their approved budgets, change orders, actual costs and funding

C. ITEMS FOR DISCUSSION

sources; and all agreements, contracts, grants, requests for proposals, request for qualifications and requests for expressions of interest and indemnities entered into by or on behalf of the Township, for legality, value for money, compliance with the Community Charter and Township bylaws and policies, and any other irregularity;

c) Direct that the audit team report its findings in writing to Council as soon as practical;

d) Fund the audit first from the remaining balance of the Mayor's Contingency Fund, then from the Council Contingency, then from prior-year surplus, and direct the Director of Finance to bring forward any amendment to the 2026–2030 Financial Plan Bylaw required to give effect to this resolution, with the Mayor's Contingency Fund to be abolished in the 2027–2031 Financial Plan;

e) Direct all Township officers and employees, and request the directors and officers of the Township of Langley Housing Trust, to give the audit team full and prompt access to all records, systems, premises and personnel, and direct the staff to ensure that no record within the audit's scope is destroyed or altered while the audit is under way;

f) Establish a Council Standing Audit Committee, composed of the Mayor and such Councillors as Council appoints, to meet at least monthly and, until the audit is complete, as often as the Chair determines, with terms of reference to:

   i. serve as Council's liaison to the audit team;
   ii. review the Township's financial plan, borrowing, reserves and capital program;
   iii. receive the staff status report directed in item g); and
   iv. make recommendations to Council and direct the Township Clerk to bring forward draft terms of reference for adoption at the next regular meeting.

g) Direct staff to report to the Council Audit Committee and to Council within 45 days on the status of every Township capital project under way or approved, including the approved budget, costs to date, forecast cost to complete, schedule, and the funding source for every dollar, so that Council can complete the projects already under way with a funding plan residents can see.

C. ITEMS FOR DISCUSSION

REFERRAL
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That the item be referred to staff for a presentation from a Forensic Auditor to explain what a forensic audit entails.
DEFEATED

Mayor Lundgren and Councillors Chalus, Kunst, Martens, Townsley, Richter and Whitmarsh opposed

MOTION TO DIVIDE
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That the motion be divided.
DEFEATED

Mayor Lundgren and Councillors Chalus, Kunst, Martens, Richter, Townsley and Whitmash opposed

MAIN MOTION
The question was called on the Main Motion, and it was
CARRIED

Councillors Ferguson and Pratt opposed

2. Inventory of Procedural Change

Moved by Councillor Townsley,
Seconded by Councillor Chalus,

Whereas:

1. The people of Langley Township voted on October 17, 2026, for a change in how the Township of Langley is run, and Council has committed to consult the public before major decisions, to guarantee that residents who come to this chamber get their turn, to hold closed meetings only when the law requires, and to post every major decision and what it costs in plain language;
2. The rules that govern how Council meets, how the public is heard, how decisions are made and recorded, and what powers rest with the Mayor, with Council, and with staff are set out in the Township's Council Procedure Bylaw, its governance and administrative policies, and related regulations, and those instruments were amended a number of times during the 2022–2026 term;
3. Council cannot restore public confidence in those rules without first knowing exactly what was changed, when, by whose motion, on what vote, and with what effect on the powers of the Mayor, of

C. ITEMS FOR DISCUSSION

Council as a whole, and of the Chief Administrative Officer and staff;

4. Council has committed to a Council Procedure Bylaw amendment within 90 days and to new policies on public engagement, closed meetings, legal spending and indemnification, and an accurate inventory is the first step in each.

Therefore be it resolved that Council:

a) Direct staff to report to Council within 60 days with a complete list of every bylaw, policy, regulation, delegation, terms of reference and standing resolution of a procedural, governance or administrative nature that was adopted, amended, repealed or replaced between December 1, 2022, and the date of this resolution, including without limitation:
    - the Council Procedure Bylaw;
    - the Officers and Delegation bylaws;
    - the Council Remuneration and Expenses policies;
    - the Indemnification Bylaw;
    - the Code of Conduct;
    - the Public Hearing and delegation rules;
    - the Advisory Committee and Task Force terms of reference;
    - the Mayor’s Contingency Fund and Council Contingency policies;
    - the Purchasing Policy;
    - the Communications and Social Media policies;
    - land acquisitions and disposals;
    - labour relations;
    - the Records and Freedom of Information procedures; and
    - any resolution altering the duties of the Chief Administrative Officer or Mayor.

b) Direct that the list identifies, for each item:
    - the instrument and section changed;
    - the date of each reading and adoption;
    - the mover and seconder;
    - the recorded vote;
    - the staff report or other source that recommended the change; and
    - a plain-language summary of what the change did.

C. ITEMS FOR DISCUSSION

c) Direct that the report flag separately every change that added to, removed from, or transferred a power, duty or spending authority of the Mayor, of Council, of a committee of Council, or of the Chief Administrative Officer, including authority over agendas, delegations, speaking time, closed meetings, committee appointments, signing authority, contingency funds, legal services, communications and staff direction, with the text of the provision before and after the change;

d) Direct that the report includes any policy, practice or delegation adopted by the Chief Administrative Officer or a Director under delegated authority during the same period that affects public access to Council, Council's access to information, or the handling of correspondence to Mayor and Council;

e) Direct staff to publish the report on the Township website when it is placed on a Council agenda, and to bring forward with it a schedule for Council's review of the Council Procedure Bylaw within 90 days.

AMENDMENT
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That paragraph A be changed from 60 days to 120 days.
DEFEATED

Mayor Lundgren and Councillors Chalus, Kunst, Martens, Richter, and Townsley opposed

DEFERRAL
Moved by Councillor Ferguson,
Seconded by Councillor Pratt,
That the motion be deferred to the November 16, 2026 Regular Council Meeting.
DEFEATED

Mayor Lundgren and Councillors Chalus, Kunst, Martens, Richter, Townsley, and Whitmarsh opposed

MAIN MOTION
The question was called on the Main Motion, and it was
CARRIED

D. MOTION TO RESOLVE INTO SPECIAL CLOSED SESSION

Moved by Councillor Richter,
Seconded by Councillor Kunst,
That Council now resolve into a Special Closed Session for discussion of the following items, in accordance with and as identified under Section 90 of the *Community Charter*:

Item A.1 - Section 90(1) (n) Consideration
Item C.1 - Section 90(1) (a) Personnel
Item C.2 - Section 90(1) (a) Personnel
Item C.3 - Section 90(1) (a) Personnel
Item C.4 - Section 90(1) (a) Personnel
Item C.5 - Section 90(1) (g) Legal
CARRIED

E. ADJOURNMENT TO CLOSED SESSION

Moved by Councillor Townsley,
Seconded by Councillor Chalus,
That the Special Council meeting adjourn to the Closed Session at 12:07pm.
CARRIED

CERTIFIED CORRECT:

_____
Mayor

_____
Township Clerk

Council Delegation Request

All persons or organizations who wish to appear before Council as a delegation must submit a written request.

1 Delegate Information

Applicant/Organization name			
Joe Cindrich			
Address FOIPPA		City **Langley**	Postal code
Primary phone FOIPPA s.22(1)	Secondary phone	Email FOIPPA s.22(1)	

2 Council Meeting Information

Council meeting date
11/16/2026 **at 1:30pm**

3 Topic

Fraser Valley Employment Lands - zoning concerns

4 Additional Information

Purpose of presentation ☒ Information only ☐ Request letter of support ☐ Request funds
☐ Other _____

Desired resolution
More support for Industrial Lands.

Office use only	
☐ Approved ☐ Declined ☐ Other _____	☐ Applicant informed

Township of Langley
Legislative Services
20338 – 65 Avenue, Langley, BC V2Y 3J1 | 604-533-6003 | tol.ca

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Mike Parker
Date: Sunday, October 18, 2026 10:22:22 AM

Please note the following response to Delegation Requests has been submitted at Sunday October 18th 2026 10:20 AM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  11/16/2026

- **Name of delegate or organization wishing to appear**
  Mike Parker

- **Topic**
  Electoral reform to provide fairness for independent and non-incumbent councillors

- **Purpose of presentation**
  Information only

- **Desired resolution**
  Return candidate bio's to the township website
  Reinstate mail in voting
  Reform the election sign bylaw to allow signs in selected and visible public spaces

- **Full name**
  Mike Parker

- **Email address**
  FOIPPA s.22(1)

- **Address**
  FOIPPA s.22(1)

- **Primary Phone**
  FOIPPA s.22(1)

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Kirk James Wood
Date: Sunday, October 18, 2026 4:07:27 PM

Please note the following response to Delegation Requests has been submitted at Sunday October 18th 2026 4:05 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  11/16/2026

- **Name of delegate or organization wishing to appear**
  Kirk Wood

- **Topic**
  Request for Review of 2026 Residential Utility Late-Payment Penalty

- **Purpose of presentation**
  Other

- **for other, describe here:**
  Request Council's consideration of a one-time penalty waiver and clarification of the Township's authority and appeal procedures.

- **Desired resolution**
  We respectfully request that Council review the circumstances surrounding the 10% late-payment penalty applied to our 2026 residential utility account and consider granting a one-time waiver.

  We also request clarification of Council's legal authority in this matter. Township staff initially directed us to appeal to Mayor and Council but subsequently advised that based on "municipal and provincial guidelines, penalties are strictly enforced and cannot be waived or reduced by staff, or Council." On October 1, 2026 we requested clarification of the applicable legislation but have not received a response.

- **Full name**
  Kirk James Wood

- **Email address**

FOIPPA s.22(1)

- **Address**
  FOIPPA s.22(1)
- **Primary Phone**
  FOIPPA s.22(1)
- **Alternate Phone**
  FOIPPA s.22(1)
- **I would like to attach a presentation or additional information for Council**
  Yes
- **File upload**
  1. Wood-Utility Late Payment Waiver Request.jpg [643.4 KB]

[This is an automated email notification -- please do not respond]

July 21, 2026

Property Address: [redacted]
Account Number: [redacted]
Roll: [redacted]
Phone: [redacted]
Email: [redacted]

Mayor Eric Woodward and Members of Council
Township of Langley

Dear Mayor Woodward and Members of Council,

We are writing to respectfully request that Council consider waiving the 10% late payment penalty recently applied to our residential utility account.

We have lived at our home in the Township of Langley for almost six years. This year, we received our property tax notice and paid it through our bank's bill payment service on June 25, 2026, before the July 2 deadline.

Unfortunately, we never received our residential utility bill. When we contacted the Revenue and Tax Collections Department, it was pointed out that utility statements were mailed in March 2026 and that our property tax notice included a statement indicating that property taxes and flat utilities were due by July 2, 2026. We did not notice that statement at the time. We did, however, arrange timely payment of our property taxes before filing the notice.

Because we expected to receive a separate utility statement, as we did last year, we did not realize that our utility account was overdue until we received the late payment notice dated July 13, 2026.

We accept responsibility for overlooking the reminder on the property tax notice. However, we also never received the separate utility statement in the mail. Had we received it, we would have paid it promptly as we did our property taxes.

We are not disputing the utility charges and will promptly pay the outstanding balance. We respectfully request that Council exercise its discretion to grant a one-time waiver of the late payment penalty.

We appreciate Council's consideration of this request. In the future, we will be more attentive to information regarding utility payments included with our property tax notice, regardless of whether a separate utility statement is received.

Thank you for your time and consideration, and for your service to the citizens of the Township.

Respectfully,

Council Delegation Request

All persons or organizations who wish to appear before Council as a delegation must submit a written request.

1 Delegate Information

Applicant/Organization name			
Bob langston			
Address		City	Postal code
FOIPPA s.22(1)		**langley**	**V3a2s3**
Primary phone	Secondary phone	Email	
FOIPPA s.22(1)		FOIPPA s.22(1)	

2 Council Meeting Information

Council meeting date

~~**10/21/2026**~~ 11/16/2026 **at 1:30pm**

3 Topic

I am requesting to remove an existing oak tree on my property and replace it with a new tree in a more appropriate location. The current tree situated approximately 18 inches from my incoming municipal water line, creating a foreseeable risk of root interrference and potential damage to the line.

Under the current interpretaion of the tree bylaw iam not permitted to take proactive action unless the pipe is breached. Even then the staff would not necessarily approve a permit to remove the tree. Muitiple attempts to resolve this issue have not been successfull. I was assked to have an independent arborist or more than one assess the situation. The three that i did contact asked me if there was anyting wrong with the tree and when I said no they said it was a bylaw issue and not a tree issue. Going further with this the staff thru the township lawyer said i would need a "plumbing engineer" asses the situation. I did not persue that. and that is where we are at??

4 Additional Information

Purpose of presentation ☐ Information only ☐ Request letter of support ☐ Request funds
☒ Other **request a tree removal permit**

Desired resolution

I am requesting approval(permit) and replace it with one new tree on a more appropriate location on my property

Office use only	
☐ Approved ☐ Declined ☐ Other	☐ Applicant informed

SEE NEXT

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Amanda Smith
Date: Wednesday, October 21, 2026 9:22:22 PM

Please note the following response to Delegation Requests has been submitted at Wednesday October 21st 2026 9:22 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  11/16/2026
- **Name of delegate or organization wishing to appear**
  Langley Farmers' Institute
- **Topic**
  Awareness, and a review of our candidates meeting
- **Purpose of presentation**
  Information only, Other
- **for other, describe here:**
  Support and review of an agricultural person on the Board of Variance, support to approval to give more approval of agricultural powers through an updated terms of reference at the AAC level.
- **Desired resolution**
  Approval of issues
- **Full name**
  Amanda Smith
- **Email address**
  agriculture@leps.bc.ca
- **Address**
  705-20381 62 Ave
- **Primary Phone**
  604-825-0409

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JULY 21, 2025 - REGULAR MEETING	**REPORT:**	25-113
FROM:	PUBLIC WORKS DIVISION	**FILE:**	1030-01
SUBJECT:	INFRASTRUCTURE RENEWAL PROGRAM AND POLICY		

RECOMMENDATION:

That Council approve the Infrastructure Asset Replacement Policy – General Revenue and the Infrastructure Asset Replacement Policy – Utility User Rates included as Attachment A and Attachment B respectively.

EXECUTIVE SUMMARY:

At the Regular Meeting on December 2, 2024, Council directed staff to develop a comprehensive policy framework to address the Township of Langley's infrastructure renewal and replacement needs. In response, staff have prepared and are recommending the adoption of two Infrastructure Asset Replacement Policies that establish dedicated statutory reserves to support the renewal of existing capital assets and ensure long-term financial sustainability and reliable service delivery.

The proposed policies are structured around two funding sources. General Revenue will support the renewal of parks, stormwater and transportation infrastructure, while Utility User Rates will support the renewal of water, sanitary sewer infrastructure and solid waste collection carts.

The reserves will be guided by a lifecycle investment strategy and supported by annual project prioritization schedules aligned with asset management best practices. Initial contributions will begin at $500,000, with a minimum annual increase of $250,000.

These policies complement existing strategies such as the Roads Paving Program and future Facilities Division's plans. The policies also address a significant funding gap, estimated at $51M annually, required to maintain the Township's $5.3B (replacement value) in infrastructure assets in a state of good repair.

Maintaining a healthy reserve balance is an important strategy for reducing reliance on debt for Capital Renewal Projects as well as ensuring adequate lifecycle replacement of assets.

PURPOSE:

The purpose of this report is to obtain Council's approval for the adoption of the Infrastructure Asset Renewal and Replacement Reserve Policies which establish dedicated funding mechanisms through General Revenue and Utility User Rates to support the long-term renewal and replacement of existing municipal infrastructure assets.

BACKGROUND/HISTORY:

On December 2, 2024, at the Regular Meeting, Council passed the following resolution:

> *"That Council directs staff to develop a new Council Policy for ongoing infrastructure renewal program(s) for applicable rural roads, infrastructure and facilities asset categories to maximize the return on investment from existing property taxes and minimize any increases that may be needed within the next 10 years to substantially* address *the significant deferment of infrastructure and facilities renewal and replacement liabilities that the Township of Langley has accumulated, for Council's consideration later than within Q2 of 2025."*

The Roads Paving Program, Facilities Division's assets and IT Division's assets are not included in this report and proposed policies.

DISCUSSION/ANALYSIS:

Establishing a Capital Renewal and Replacement Policy will improve the Township's ability to deliver adequate service levels for our residents now and in the future. Maintaining a healthy reserve balance is an important strategy for reducing reliance on debt for capital renewal projects as well as ensuring adequate lifecycle replacement of assets.

Ideally, the Township would be setting aside an amount equal to the calculated required replacement contribution of all assets each year towards the renewal or replacement of those assets. In 2024, the Township's assets have been estimated to have a replacement value of more than $5.3B with an annual target reinvestment of more than $67M, where target reinvestment is defined as the estimated annual rate of asset replacement cost over ten years.

The Township's infrastructure asset classes include water, sanitary sewer, stormwater, parks and transportation infrastructure. These assets are essential to meeting the community's service delivery needs and must be maintained in a condition that supports their ongoing functionality.

The allocation of funds toward capital renewal and replacement reflects a proactive approach to maintaining financial sustainability. Financial sustainability includes maintaining capital assets in a condition that supports both current and future service levels. The table below outlines the estimated condition of all assets for each major asset category. The condition ratings are identified and further broken down in their respective Asset Management Plans where applicable.

Asset Category	Good (%)	Fair (%)	Poor (%)	Very Poor (%)
Water	**89%**	**2%**	**2%**	**7%**
Sewer	**89%**	**7%**	**3%**	**1%**
Stormwater	**51%**	**29%**	**15%**	**5%**
Transportation	**45%**	**51%**	**0%**	**4%**
Parks	**80%**	**14%**	**5%**	**1%**

Capital budget development should consider and include ongoing lifecycle cost analysis. Lifecycle cost is the total cost of an asset throughout its life including costs for planning, design, construction, acquisition, operation, maintenance, rehabilitation, disposal and ultimate replacement. A Public Works Infrastructure Renewal and Replacement Statutory Reserve could be utilized based on an assessment of renewal priorities across all critical asset classifications. The renewal prioritization matrix below gives an example of the priority criteria that will be used to prioritize expenditure from the statutory reserve.

Priority Level	Criteria	Examples
High	Critical safety risk, regulatory compliance, or imminent failure	Bridges, culverts, water or sewer mains at risk of failure, and requiring regulatory upgrades
Medium	Moderate degradation, service level impacts, potential cost escalation	Lifecycle, aging assets
Low	Minor wear and tear, non-critical assets	Minor repairs

The Township has other Reserves for capital projects, which can be used to fund new capital assets as well as renewal or replacement. These reserves are replenished from operating funds, which in some cases are not enough to fund any major capital asset replacements.

Related Policies and Documents:

The Corporate Asset Management Policy 03-838 was adopted by Council on March 5, 2018. The purpose of the policy is to communicate Council's commitment to asset management and to guide the development and implementation of asset management systems, strategies and plans for the Township of Langley. This policy establishes a framework to ensure that Township assets are managed in a sustainable, cost-effective manner to support the delivery of services to the community now and into the future.

Community Implications:

Prioritizing adequate capital replacement ensures that residents have the services they need when they need them. Proactive replacement drastically reduces emergency replacement or repair costs, as well as ensures minimal service disruption impacts to our residents. Prioritized and planned capital replacement greatly improves the opportunity for communications, allowing adequate notification to residents regarding potential service impacts.

Financial Implications:

The Township of Langley does not currently maintain a dedicated asset replacement funding for existing infrastructure. This is due to competing priorities within our growing community for available funding sources. Establishing dedicated renewal funding will reduce reliance on debt and reactive spending, supporting a more proactive approach to major capital needs. Establishing reserves provides:

- a sustainable funding mechanism for lifecycle investments
- reduced reliance on external borrowing
- improved asset reliability and lower long-term liabilities
- provides for a minimum balance to fund emergency infrastructure replacements.

The table below presents the additional investment required in all infrastructure asset categories to an average investment target.

Category	Asset Value	Average Annual Target Investment	Asset Replacement Available Capital	Annual Funding Gap
Water	$1.5B	$22.3M	$8.3M	$14M
Sewer	$2.2B	$17M	$8.3M	$8.7M
Stormwater	$859M	$5.7M	$0	$5.7M
Transportation[1]	$650M	$17M	$0	$17M
Parks[2]	$122.5M	$5.6M	$0	$5.6M
TOTALS	$5.3B	$67.6M	$16.6M	$51M

[1] The transportation asset values and investment targets presented herein do not include pavement replacement costs. Pavement renewal is managed separately under the Roads Paving Program, which operates under its own replacement strategy and funding framework.

[2] Asset values for parks are based on Tangible Capital Asset (TCA) values and do not reflect current replacement costs. An Asset Management Plan for Parks has not yet been completed. Once finalized, asset values will be updated accordingly to better reflect actual renewal and replacement needs.

The figures in the table above are high level and meant for long-term planning.

The Township has recently completed four updated Asset Management Plans including Water, Sewer, Stormwater and most recently Transportation. These Asset Management Plans identify specific annual reinvestment targets for each major asset category. These reinvestment rates are calculated based on a ten-year needs assessment for replacement of major assets and do not correlate directly with specific replacement projects that typically exceed the annual reinvestment rate. Therefore, it is intended that the annual reinvestment target amounts be directed to the Capital Infrastructure Renewal and Replacement Statutory Reserve.

Funding Strategy:

To address the funding gap, a phased strategy is proposed for the Capital Infrastructure Renewal and Replacement Reserve as presented in the attached proposed policies for Council's consideration.

While the Utility User Rates policy includes solid waste collection carts, staff are not recommending any increase to the reserve contribution for solid waste at this time.

Optional Recommendations/Alternatives:

- Approve as recommended – establish the Reserve and adopt the contribution schedule.
- Defer implementation – pending update of additional Asset Management Plans.
- Modify the contribution levels, funding sources, or minimum reserve balance.

Respectfully submitted,

Hakim Bismel
INFRASTRUCTURE ASSETS MANAGER
for
PUBLIC WORKS DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
Finance Division	S. Ruff

ATTACHMENT A Council Policy Infrastructure Asset Replacement - General Revenue
ATTACHMENT B Council Policy Infrastructure Asset Replacement - Utility User Rates

Township of Langley
Est. 1873

COUNCIL POLICY

INFRASTRUCTURE ASSET REPLACEMENT - GENERAL REVENUE

POLICY NUMBER:
EFFECTIVE DATE:

1. Purpose

1.1 To provide guidelines for the contributions and use of funds from general revenue to support the renewal or replacement of parks, stormwater and transportation capital assets.

2. Background

2.1 Historically, the Township's capital reserves have not been sufficient to address the long-term capital asset renewal and replacement needs.

2.2 Capital asset renewal cost refers to expenditures on existing assets aimed at restoring their service potential or extending their life expectancy to original levels prior to usage.

2.3 Establishing a reserve will improve the Township's ability to deliver adequate service levels for our residents now and in the future. Maintaining a healthy reserve balance is an important strategy for reducing reliance on debt for capital renewal projects as well as ensuring adequate lifecycle replacement of assets.

2.4 Township's infrastructure for parks, Stormwater and Transportation assets includes:

- Parks and open space capital infrastructure.
- Stormwater infrastructure, including culverts, pipes, ponds, outfalls and other capital infrastructure.
- Transportation infrastructure, such as roads, sidewalks, bridges, and streetlights and other capital infrastructure.
    - Note – the existing dedicated paving program is separate from this Policy.

3. Related Policy

3.1 Township of Langley Sustainability Charter

3.2 Corporate Asset Management Policy No: 03-839

4. Policy

4.1 The Township shall establish an Infrastructure Renewal and Replacement Statutory Reserve funded through general revenue for the purpose of providing funding for capital asset renewal and replacement of parks, stormwater and transportation assets.

4.2 Funding from these reserves shall be restricted to the renewal or replacement of existing infrastructure assets of parks, stormwater, and transportation. Renewal expenditures must restore the asset's original service potential or useful life.

4.3 A companion to the program for infrastructure asset renewal and replacement reserve are prudent operation and maintenance program.

4.4 It is prudent that the Township strive to ensure that regular contributions for capital maintenance and capital renewal be maintained at adequate levels over the long term.

4.5 Capital budget development should consider and include lifecycle cost analysis. Lifecycle cost is the total cost of an asset throughout its life including costs for planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal and ultimate replacement.

4.6 Capital assets renewal/replacement expenditures are approved by Council through the annual budget process.

4.7 The Township shall strive to contribute to this reserve on a best-efforts basis as follows:

- An initial contribution of $500,000 in the 2026 – 2030 Financial Plan, increasing by a minimum of $250,000 each year.

Approval History

Approved
Revised

Township of Langley
Est. 1873

COUNCIL POLICY

INFRASTRUCTURE ASSET REPLACEMENT - UTILITY USER RATES

POLICY NUMBER:
EFFECTIVE DATE:

1. Purpose

1.1 To provide guidelines for the contributions and use of fund from utility user rates to support the renewal and replacement of water and sanitary sewer and solid waste capital assets.

2. Background

2.1 Historically, the Township's capital reserves for water and sanitary sewer have not been sufficient to address the long-term capital asset renewal and replacement needs.

2.2 Capital asset renewal cost refers to expenditures on existing assets aimed at restoring their service potential or extending their life expectancy to original levels prior to usage.

2.3 Maintaining reserves improves the Township's ability to deliver adequate service levels for our residents now and in the future. Maintaining a healthy reserve balance is an important strategy for reducing reliance on debt for capital renewal projects as well as ensuring adequate lifecycle replacement of assets.

2.4 The Township's utilities infrastructure assets include:

- Water infrastructure, such as watermains, reservoirs, hydrants, pump stations, and other capital infrastructure.
- Sanitary sewer infrastructure, including mains, lift stations, and other capital infrastructure.
- Solid waste assets primarily include collection carts.

3. Related Policy

3.1 Township of Langley Sustainability Charter

3.2 Corporate Asset Management Policy No: 03-839

4. Policy

4.1 The Township shall maintain the Water Capital Works Reserve for the purpose of providing funding for capital asset renewal and replacement for water assets, funded through water utility user rates.

4.2 The Township shall maintain the Sewer Capital Works Reserve for the purpose of providing funding for capital asset renewal and replacement for sanitary

sewer assets, funded through sewer utility user rates.

4.3 The Township shall maintain the Solid Waste Equipment Reserve for the purpose of providing funding for capital asset renewal and replacement for solid waste assets, funded through solid waste utility user rates.

4.4 Funding from these reserves shall be restricted to the renewal or replacement of existing infrastructure assets of water, sanitary sewer, and solid waste respectively. Renewal expenditures must restore the asset's original service potential or useful life.

4.5 A companion to the program for infrastructure asset renewal and replacement reserve are prudent operation and maintenance program.

4.6 It is prudent that the Township strive to ensure that regular contributions for capital maintenance and capital renewal be maintained at adequate levels over the long term.

4.7 Capital budget development should consider and include lifecycle cost analysis. Lifecycle cost is the total cost of an asset throughout its life including costs for planning, design, construction, acquisition, operation, maintenance, rehabilitation and disposal and ultimate replacement

4.8 Capital assets renewal/replacement expenditures are approved by Council through the annual budget process.

4.9 The Township shall strive to contribute to each reserve on a best-efforts basis through the following methods:

- An additional contribution of $500,000 to water capital works reserve in the 2026 – 2030 Financial Plan, increasing by $250,000 each year.
- An additional contribution of $500,000 to sanitary sewer capital works reserve in the 2026 – 2030 Financial Plan, increasing by $250,000 each year.
- The Solid Waste Equipment Reserve does not currently require additional contributions beyond the existing contributions.

Approval History

Approved
Revised

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JULY 13, 2026 - REGULAR MEETING	**REPORT:**	26-87
FROM:	ENGINEERING DIVISION	**FILE:**	8330-20-003
SUBJECT:	TRANSPORTATION AND MOBILITY STRATEGY		

RECOMMENDATIONS:

That Council endorse, in principle, the Transportation and Mobility Strategy presented as Attachment A, as the Township's long-term guide for transportation planning and infrastructure priorities.

That Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations proposed in the Transportation and Mobility Strategy, including resources required for implementation.

EXECUTIVE SUMMARY:

Major changes have occurred since the Township's Master Transportation Plan (MTP) was adopted in 2009, which was largely automobile-focused and provides limited direction on transit integration, walking and cycling networks, goods movement, and complete-streets design. Since September 2023, staff have been working with a consulting team on a comprehensive Transportation and Mobility Strategy (TMS) through a five-phase process that concluded in the spring of 2026.

At the October 6, 2025 Regular Meeting, Council passed a motion directing staff to report to Council with the draft TMS for consideration prior to any additional public consultation. The draft TMS was presented to Council at the February 23, 2026 Regular Meeting. At the March 9, 2026 Regular Meeting, Council passed a resolution including 13 amendments to the draft TMS. The draft TMS was revised to incorporate the amendments as directed before presenting it to the public.

The fourth and final round of engagement for the TMS launched publicly on April 14, 2026. A total of 25 participants attended the online open house on April 29, 2026. A community survey was open on the Township website from April 27 to May 11, 2026. Respondents were encouraged to share comments, concerns, and suggestions to help refine the draft. In total, the survey received 77 responses. The public feedback received was incorporated into the TMS.

The TMS recommends 20 strategies and 72 actions for six themes: Land Use Integration, Safety, Transit, Cycling and Micromobility, Walking and Accessibility, and Driving and Goods Movement. These collectively establish a vision, goals, targets, network improvements, and implementation framework for the Township's future transportation system. Implementation will require significant staff time, consultant resources, or both.

PURPOSE:

The purpose of this report is to seek Council endorsement of the Transportation and Mobility Strategy (TMS).

BACKGROUND/HISTORY:

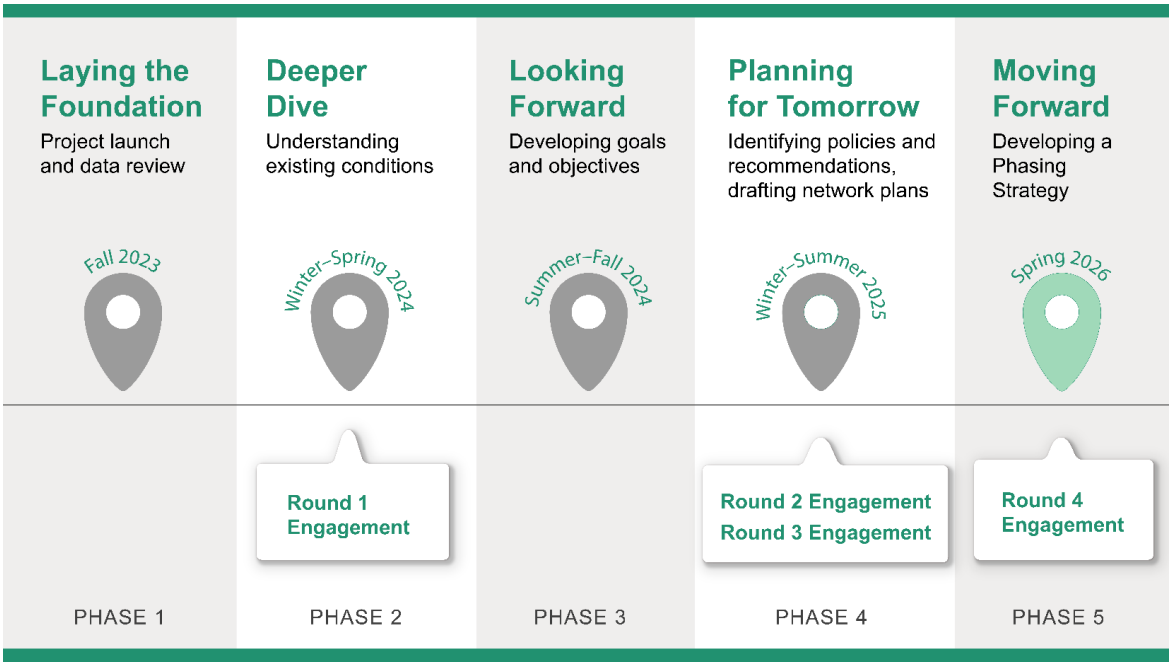
The Township of Langley is one of the fastest-growing municipalities in Metro Vancouver and the Fraser Valley. The population has increased by over 13% between 2016 and 2021 and is projected to more than double from over 150,000 residents today to approximately 350,000 residents by 2050. The Township's 2009 Master Transportation Plan (MTP) no longer reflects transportation needs in the Township and provides limited guidance on active and sustainable modes of transportation. The plan predates the Surrey-Langley SkyTrain (SLS) and Langley-Haney Place Bus Rapid Transit (LHP BRT) projects, major provincial highway corridor upgrades, significant population growth, and provincial legislative and policy changes, including Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOA) requirements. Since September 2023, staff have been working with a qualified transportation engineering consulting firm on developing a comprehensive Transportation and Mobility Strategy (TMS). Updates and workshops with Council were completed at various milestones, with feedback incorporated into the final TMS. At the October 6, 2025 Regular Meeting, Council passed the following motion:

> *"That Council directs staff to Report to Council with the draft Transportation and Mobility Strategy for its consideration prior to any additional public consultation."*

A draft TMS was presented to Council at its Regular Meeting on February 23, 2026. At the March 9, 2026 meeting, Council passed the 13 amendment resolutions, included as Attachment B, which have been incorporated in the TMS.

DISCUSSION/ANALYSIS:

The TMS is a long-term strategic planning document that identifies the vision, goals, and targets for transportation for the next 25 years. The TMS has been developed through a five-phase process that began in the fall of 2023 and concluded in the spring of 2026, as shown below.



The development of the TMS has included technical analysis based on industry best practices, alignment with existing Township, regional, and provincial policies and plans, collaboration with the Internal Working Group and Council, and four rounds of community engagement with stakeholders, agency partners, interest groups, and the public.

A detailed overview of the project background, approach, and engagement activities was previously provided to Council through the staff report 26-16 presented at the February 23, 2026 meeting.

Round 4 Engagement:

Following the March 9, 2026, Council meeting, the draft TMS was revised to incorporate the amendments as directed before presenting it to the public. The fourth and final round of engagement for the TMS launched publicly on April 14, 2026. The purpose of the Round 4 Engagement was to collect feedback on the draft TMS and confirm that the proposed vision, goals, targets, strategies, actions, and network recommendations reflect community priorities and aspirations.

An online open house was held on April 29, 2026, from 5:00pm to 6:30pm. During the session, the project team presented an overview of the draft TMS, including its vision, goals, and six theme areas. Participants were invited to ask questions and share feedback throughout the presentation, with facilitated discussions held for each theme area. A total of 25 participants attended the online open house. Attendees included representatives from the BC Trucking Association, HUB Cycling, the Langley Farmers Institute, the Greater Langley Chamber of Commerce, TransLink, and Fraser Health Authority, and members of the public.

A community survey was open on the Township website from April 27 until May 11, 2026. The survey invited participants to provide open-ended feedback on each of the six themes of the draft TMS, including the proposed strategies, actions, road cross sections, and network maps. Respondents were encouraged to share comments, concerns, and suggestions to help refine the draft. In total, the survey received 77 responses.

A What We Heard Report summarized the feedback collected through Round 4 Engagement and is included as Attachment C.

Final TMS, Recommendations, and Potential Implementation:

The final version of the TMS presented as Attachment A considers the public feedback from Round 4 Engagement activities and incorporates previous Council amendments. The TMS also includes a Road Safety Strategy (RSS) attached to the main body of the report.

The TMS is divided into six themes that present the strategic directions and long-term transportation networks. Each of the themes contains several strategies and actions that outline the steps to be taken by the Township to work towards the TMS vision, goals, and targets. The six themes are:

- Land Use Integration
- Safety
- Transit
- Cycling and Micromobility
- Walking and Accessibility
- Driving and Goods Movement

A table that lists the recommended strategies and actions is provided below for each theme. Staff have also included a potential time frame for implementation, a high-level estimate of

hours/staff resources for each action, and whether the action can be done through existing staffing levels, requires additional staff, or additional resources from an external consultant. The time frame (horizon) referenced in the table is defined as:

- Short term: 2026 to 2035
- Medium term: 2035 to 2045
- Long term: 20+ years

The resources required are classified into the following three categories.

- Existing – action to be completed with existing staffing levels
- Additional – action requires additional staffing resources
- External – action requires external resources such as consulting services

The estimated hours of work noted are high-level estimates at this time and subject to refinement as the TMS is implemented. The estimated hours for the individual actions assume they are completed individually, and there may be some efficiencies with completing similar actions at the same time.

In addition, some of the actions are currently underway or partially underway, and these actions are flagged with a * symbol in the respective tables below.

Theme 1: Land Use Integration:

This Theme focuses on strengthening the relationship between land use and transportation planning to support growth, improve access to destinations, encourage active transportation, and support investment in rapid transit and connections to community hubs. There are two strategies and eight actions as follows.

- Strategy LU1: Integrate land use and transportation planning.
- Strategy LU2: Align existing and future strategies with the TMS.

Table 1: Summary of Land Use Integration Actions:

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
LU1.1: Develop multi-modal transportation options in and between community hubs.*	Short	100	Nil	Existing
LU1.2: Concentrate population and employment growth near future rapid and frequent transit routes, and within community hubs.*	Short	100	200	Existing
LU1.3: Support the development of affordable residential housing in areas with access to existing and planned sustainable transportation options.*	Short	100	200	Existing
LU1.4: Create safe, welcoming, and comfortable spaces that attract people and make the Township's streets an enjoyable place to be.*	Short	50	200	Additional

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
LU1.5: When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided.	Short	100	200	Additional
LU1.6: Integrate high-quality landscaping and other green infrastructure in transportation projects to increase overall tree canopy coverage and natural aesthetics.*	Short	50	100	Existing
LU2.1: Update existing and develop new Township planning and policy documents with the recommendations outlined in the TMS.*	Short	2,000	400	External/ Additional
LU2.2: Advocate for TMS recommendations to be incorporated into external plans and strategies.*	Short	50	100	Existing
Subtotal Estimated Hours		**2,550**	**1,400**	

Theme 2: Safety:

The Safety Theme advances a Vision Zero approach to eliminate serious injuries and fatalities on the transportation network through safer road design, speed management, intersection improvements, and enhanced safety monitoring. Six strategies and 22 actions are outlined below.

- S1: Refine and enhance the Township's road safety management system.
- S2: Manage speeds on Township roads.
- S3: Enhance safety at urban intersections.
- S4: Enhance safety at rural intersections.
- S5: Protect vulnerable road users.
- S6: Facilitate a culture of transportation safety.

Table 2: Summary of Safety Actions:

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
S1.1: Work with partners to develop a safety data management strategy and address gaps in the data available for the Township.	Short	400	575	Additional
S1.2: Conduct regular network screening and safety reviews.*	Medium	400	575	External/ Additional

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
S1.3: Conduct planning and design stage road safety audits on major projects.*	Medium	400	575	External/ Additional
S2.1: Update and implement the road cross sections and design standards included in the Subdivision and Development Servicing Bylaw.*	Short	50	100	Existing
S2.2: Pilot Safe System speed limits.	Short	700	1,800	External/ Additional
S2.3: Implement slow streets.*	Short	700	1,800	External/ Additional
S2.4: Enhance speed enforcement.*	Medium	50	200	Additional
S3.1: Enhance left-turn treatments.*	Short	400	800	External/ Additional
S3.2: Enhance right-turn treatments.*	Medium	400	800	External/ Additional
S3.3: Implement roundabouts in urban areas where feasible.*	Short	300	500	External/ Additional
S3.4: Advocate for the expansion of intersection safety enforcement.*	Medium	100	50	Existing
S4.1: Prepare a traffic control toolkit for rural intersections.*	Medium	400	100	External/ Additional
S4.2: Explore opportunities to implement roundabouts where feasible.	Short	300	300	External/ Additional
S4.3: Implement access management and alternative designs.*	Long	600	200	External/ Additional
S5.1: Provide leading pedestrian intervals.*	Short	200	200	External/ Existing
S5.2: Provide protected intersections.*	Short	200	100	Additional
S5.3: Enhance motorcycle safety.*	Medium	200	100	External/ Existing
S5.4: Encourage more transit use.*	Short	50	Nil	Existing
S5.5: Monitor the safety of electric micromobility devices.	Short	1,000	1,000	External/ Additional
S6.1: Work with partners to address unsafe behaviours.*	Short	200	100	Existing
S6.2: Conduct baseline surveys.	Medium	1,000	300	External/ Additional
S6.3: Build a safety culture among children.*	Short	750	750	External/ Additional
Subtotal Estimated Hours		**8,800**	**10,925**	

Theme 3: Transit:

The Transit theme seeks to improve transit access, reliability, and connectivity while supporting future transit investments, including Surrey-Langley SkyTrain and Langley-Haney Place Bus Rapid Transit, and encouraging land use patterns that support transit ridership. There are three strategies and eight actions as follows.

- T1: Support the implementation of planned transit projects.
- T2: Increase transit service coverage and convenience.
- T3: Enhance access to and amenities at transit stops.

Table 3: Summary of Transit Actions:

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
T1.1: Work with TransLink, BC Transit, and MOTT to monitor the impact of SkyTrain and other new transit projects on the Township-wide transit network.*	Short	250	250	Existing
T1.2: Work with TransLink to implement the Langley-Haney Place BRT.*	Short	1,000	Nil	Existing
T1.3: Work with partners to create mobility hubs and Park and Ride facilities at transit exchanges and stations, particularly at the 216 Street, 232 Street, and 264 Street interchanges.*	Short	400	Nil	Additional
T1.4: Work with agency partners to continue to explore opportunities for enhanced regional and inter-regional transit connections.*	Short	50	100	Existing
T2.1: Work with TransLink to increase local service coverage and Frequent Transit Network routes connecting to SkyTrain, BRT services, and community hubs.*	Short	400	100	External/ Additional
T2.2: Work with TransLink to identify and implement transit priority measures that improve bus speed and reliability along the existing and future Frequent Transit Network.*	Short	100	400	External/ Additional
T3.1: Plan for the pedestrian network and the cycling and micromobility network to connect to transit stops to encourage and enable multi-modal travel.*	Short	100	250	Existing/ Additional

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
T3.2: Increase comfort and safety for people using transit by improving bus stop accessibility and amenities.*	Short	400	500	Existing/ Additional
Subtotal Estimated Hours		**2,700**	**1,600**	

Theme 4: Cycling and Micromobility:

Building on the Township 2015 Cycling Plan, this theme supports the expansion of a safe and connected cycling and micromobility network to provide more transportation options and encourage active, healthy, and sustainable travel. Three strategies and nine actions are proposed in this theme.

- C1: Create a complete and connected cycling and micromobility network.
- C2: Plan for electric micromobility and shared options.
- C3: Support cycling and micromobility in the Township.

Table 4: Summary of Cycling and Micromobility Actions:

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
C1.1: Fill in gaps by building new cycling and micromobility routes that provide connections to and between community hubs and other destinations.*	Short	600	1,000	External/ Additional
C1.2: Work to upgrade existing cycling and micromobility routes to align with current design guidelines.*	Short	400	400	External/ Additional
C1.3: Support regional cycling and micromobility connections.*	Short	200	200	Existing/ Additional
C1.4: Provide a network of routes that are comfortable for most users.*	Short	400	Nil	Additional
C1.5: Improve intersections and crossings for people cycling and using micromobility devices.*	Medium	400	200	External/ Additional
C2.1: Advocate for more study, guidance, and regulation of electric micromobility devices.	Short	50	50	Additional
C2.2: Work with shared micromobility service providers to pilot service in the Township.	Medium	600	600	External/ Additional
C3.1: Conduct a bicycle parking review and develop a program to provide more secure bicycle parking and end-of-trip facilities.*	Medium	600	400	External/ Additional

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
C3.2: Continue to support active transportation education, promotional programs, and initiatives.*	Medium	400	600	External/ Additional
Subtotal Estimated Hours		**3,650**	**3,450**	

Theme 5: Walking and Accessibility:

This theme focuses on creating a more walkable and accessible community through improvements to pedestrian infrastructure, connectivity, and accessibility for people of all ages and abilities. The following are the three strategies and ten actions recommended in the TMS.

- W1: Expand and enhance the pedestrian network connecting people to community destinations.
- W2: Enhance accessibility for people walking.
- W3: Encourage walking in the Township.

Table 5: Summary of Walking and Accessibility Actions:

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
W1.1: Fill in gaps in the pedestrian network by strategically investing in new sidewalks and multi-use paths in pedestrian priority areas.*	Short	600	1,000	External/ Additional
W1.2: Widen and enhance pedestrian facilities within community hubs and along major streets.*	Medium	400	600	External/ Additional
W1.3: Provide more off-street connections and cut throughs such as walkways.*	Medium	200	200	Existing
W1.4: Expand and enhance existing greenways and trails, and the on-street connections to them.*	Long	600	400	External/ Existing
W2.1: Create new and enhance existing crossings to accommodate people of all ages and abilities, including both operational and infrastructure enhancements.*	Medium	600	400	External/ Existing

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
W2.2: Use a universal accessibility lens and review current best practice design guidelines during the planning, design, construction, and operation of transportation projects.*	Short	400	200	External/ Additional
W2.3: Enhance lighting, where appropriate, particularly in community hubs and areas with high pedestrian activity.*	Medium	200	400	External/ Additional
W2.4: Implement the transportation recommendations identified in the Township's Accessibility Plan.*	Short	400	200	Additional
W3.1: Develop a Wayfinding Strategy for active transportation users (pedestrians, micromobility users, equestrians, and on trails) and routes.*	Medium	600	200	External / Additional
W3.2: Explore opportunities for open streets/car free days as part of special community events.	Long	400	200	Additional
Subtotal Estimated Hours		**4,400**	**3,800**	

Theme 6: Driving and Goods Movement:

The last theme recognizes the continued importance of the road network for residents, businesses, and goods movement while identifying improvements needed to support growth, manage demand, improve safety, and enhance network efficiency. There are three strategies and 15 actions as follows.

- D1: Improve the street network to accommodate motor vehicle travel.
- D2: Facilitate the efficient and safe movement of goods and services.
- D3: Support and coordinate the 'electrification' of travel and new mobility.

Table 6: Summary of Driving and Goods Movement Actions:

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
D1.1: Update the Township's road classification map.*	Short	100	100	Existing
D1.2: Complete and enhance mobility on the Township's arterial and collector road network.*	Short	1,000	500	External/ Additional
D1.3: Work with MOTT to explore road improvement options on roads under their jurisdiction.*	Short	200	100	Existing

Proposed Actions	Horizon (short, medium, long, all)	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)	Existing/ Additional/ External
D1.4: Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.*	Short	1,000	1,800	External/ Additional
**D1.5: Implement the recommendations of the 2026 Township-Wide Parking Study and Bylaw Review to manage curb space.*	Short	8,050	9,600	External/ Additional
D2.1: Update and confirm the Township's truck routes.*	Short	400	Nil	External/ Existing
D2.2: Work with TransLink to create a Dangerous Goods Route Network.*	Medium	400	Nil	External/ Existing
D2.3: Continue to work with TransLink to harmonize truck permitting and regulations.*	Long	600	200	Existing
D2.4: Explore opportunities to encourage the use of smaller goods movement vehicles in urban areas and community hubs.	Medium	600	400	External/ Additional
D2.5: Advocate for and implement trucking safety and operational improvements based on provincial, regional, and municipal studies and guidelines.*	Medium	400	200	External/ Additional
D2.6: Monitor the impact of rail freight on the Township's transportation network.*	Medium	300	150	External/ Additional
D3.1: Advocate for a study to plan for and regulate new transportation technologies.*	Short	400	200	External/ Additional
D3.2: Work with developers and service providers to implement car share in the Township.	Short	600	200	Additional
D3.3: Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.*	Short	100	100	External/ Additional
D3.4: Install more EV charging infrastructure.*	Medium	400	200	External/ Additional
Subtotal Estimated Hours		**14,550**	**13,750**	

** More information is available in a Council report from January 26, 2026

As summarized in the table below, the total estimated set-up hours/resources are 36,650, and the total estimated annual ongoing hours are 34,925. The final TMS is included as Attachment A.

Table 7: Summary of Required Resources:

Horizon (short, medium, long, all)	Existing/ Additional/ External	Estimated Hours/ Resources for Set up	Estimate of Ongoing Hours (annual)
Short	Existing	3,000	1,550
	Additional	2,600	25,125
	External	19,800	-
Medium	Existing	300	750
	Additional	50	6,500
	External	8,700	-
Long	Existing	600	600
	Additional	400	400
	External	1,200	-
Total Estimated Hours		**36,650**	**34,925**

Recommendations:

As noted above, the recommendations of the TMS can be implemented in phases, based upon priorities and Council direction. However, implementation of the recommendations will require significant resources in both staff time and/or consultant hours/fees. Given the current internal capacity, most of the proposed works cannot be undertaken without these resources.

Staff recommends that Council endorse, in principle, the Transportation and Mobility Strategy as the Township's long-term guide for transportation planning and infrastructure priorities over the next 25 years.

Staff also recommends that Council direct staff to bring forward separate reports, as appropriate, on the implementation of specific recommendations included in the strategies and actions proposed in the TMS and resources required for implementation.

Financial Implications:

Budget implications for implementing the recommendations outlined in the TMS have not been determined at this time. As noted in Table 7, it is anticipated that the successful implementation of many recommendations will require additional staff resources and/or capital funding. These requirements, including estimated costs and potential funding approaches, will be identified and presented as part of subsequent implementation reports to Council for consideration.

Respectfully submitted,

PAUL CORDEIRO
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A Transportation and Mobility Strategy
ATTACHMENT B March 9, 2026, Council Amendment Resolutions
ATTACHMENT C What We Heard Report: Round 4 Engagement



Transportation and Mobility Strategy



Township of Langley Est. 1873

URBAN SYSTEMS

TranSafe Consulting LTD — Road Safety Engineering and Planning

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Executive Summary

Introduction

The **Transportation and Mobility Strategy (TMS)** establishes a long-term, multi-modal framework to guide transportation planning and investment in the Township of Langley to 2050. It replaces the Township's 2009 Master Transportation Plan, which is no longer aligned with current growth pressures, best practices in transportation planning, design, and safety, climate objectives, or provincial land-use legislation. The TMS considers all modes of transportation in the community today and strategically guides the transportation network for the next 20+ years.

The Township is one of the fastest-growing municipalities in Metro Vancouver, with a projected population increase from approximately 150,000 residents today to as many as 350,000 by 2050. Growth will be strongly concentrated in urban areas, particularly Willowbrook, Willoughby, and future rapid transit corridors, while rural areas will see less growth due to the Agricultural Land Reserve (ALR). At the same time, major external plans, policies, and investments are reshaping transportation patterns, including:

- **Surrey–Langley SkyTrain (SLS) extension**
- **Langley–Haney Place Bus Rapid Transit (LHP BRT)**
- **Provincial housing legislation enabling Transit-Oriented Areas (TOAs)**
- **Major Provincial highway corridor upgrades**

The TMS responds to these changes by emphasizing the need to provide more transportation options, enhanced transportation safety, land use integration, and long-term affordability, while maintaining the functionality of the road network for residents, businesses, agriculture, and goods movement.

It is important to recognize that the implementation of the TMS will require significant investment and resources, as well as a shift to prioritize providing more transportation options beyond driving to meet the vision, goals, and targets of the TMS. The TMS will require major investment in infrastructure, standards, policies, programs, maintenance, and staff capacity. It will also need ongoing support from the Township and its partners. As a long-term strategy, priorities and projects will evolve over time, with the TMS updated every 5 to 10 years to reflect changing conditions.

Plan Process and Timeline

The TMS has been developed through a five-phase process. The planning process started in the Fall of 2023 and concluded in the Spring of 2026, as shown in **Figure ES-1**. The TMS was developed through a combination of technical analyses based on industry best practices and ensuring alignment with existing Township, regional, and provincial policies and plans. Community members, interest groups, and agency partners were invited to be part of creating the TMS through four rounds of engagement.

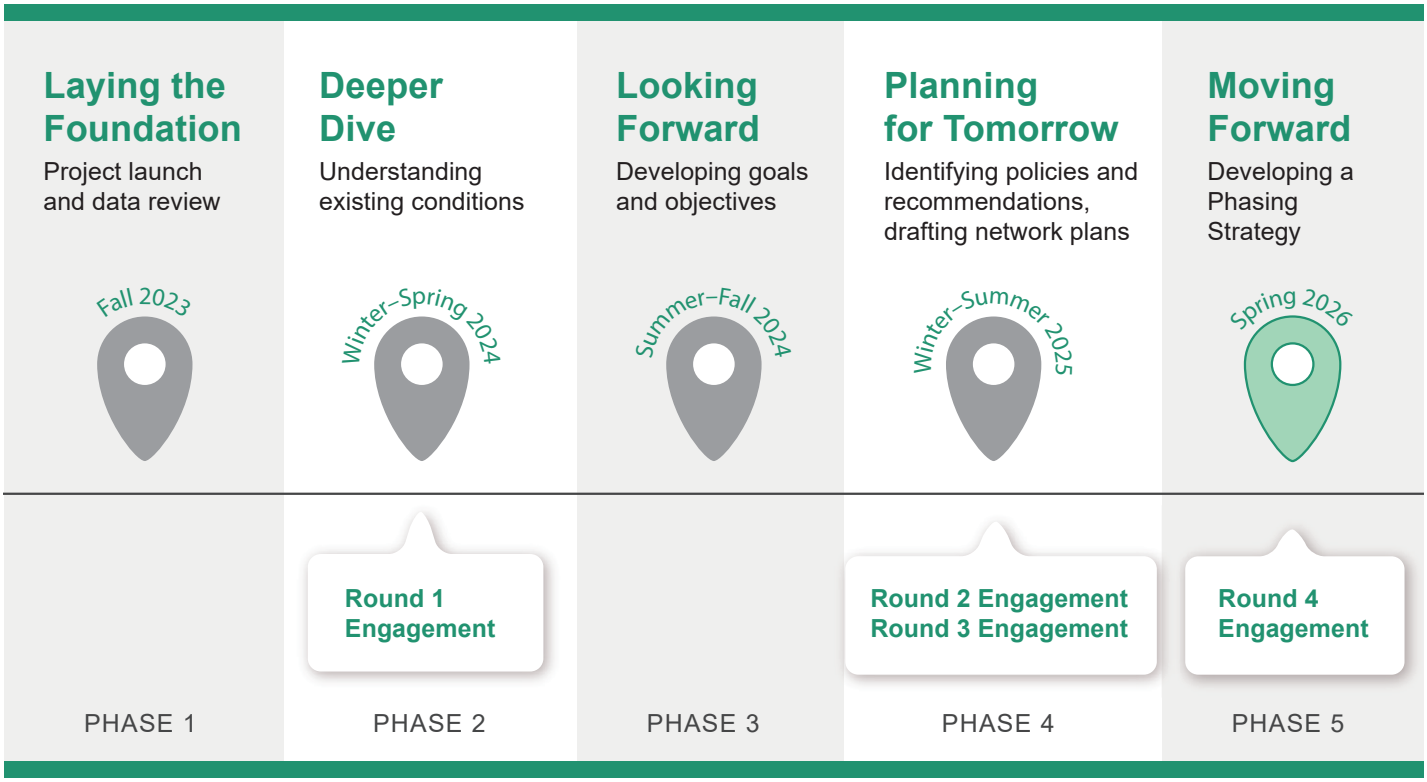


Figure ES1. **TMS Project Process**

Engagement at a Glance

Round 1 Engagement

Purpose: To inform community members about the project and collect broad input on transportation needs, challenges, and opportunities.

More than **1,600** **interactions**

Activities

1 community survey
1,210 Respondents

3 pop-up events
226 Attendees

1 road safety strategy workshop
31 Attendees

2 open houses
38 Attendees

3 interest group roundtables
51 Attendees

1 agency meeting
36 Attendees

1 Trinity Western University event

1 presentation to the Agricultural Advisory Committee

Round 2 and 3 Engagement

Purpose: To collect feedback on the proposed planning approach and preliminary recommendations.

More than **2,250** **interactions**

1 community survey
1,897 Respondents

2 pop-up events
200 Attendees

20 Attendees
1 open house

1 agency meeting
29 Attendees

1 road safety strategy workshop
28 Attendees

3 Council Advisory Committee meetings

2 interest group roundtables
39 Attendees

2 Council workshops*

Round 4 Engagement

Purpose: To collect feedback on the draft TMS and what has changed since the previous round of engagement.

More than **100** **interactions**

Online open house
25 Attendees

Online survey
77 Respondents

Vision, Goals, and Targets

As shown in **Figure 2**, the TMS includes:

1 vision
for the future of transportation

4 goals
and supporting objectives to support the vision

3 targets
to monitor progress towards achieving the goals

6 themes
each of which includes a number of strategies and actions

The TMS also includes an implementation and monitoring plan that identifies short-, medium-, and long-term priorities along with implementation approaches, funding sources, and performance indicators (beyond the targets) that can measure the implementation of the TMS and how well the Township is working to achieve the goals.



Figure ES2. **TMS Framework**

Vision

The Township's transportation system is **integrated**, **people-oriented**, **adaptive** to **environmental** conditions, and supports the **economy** ensuring that **people and goods** can travel **safely** and **reliably** to any destination.

Goals

The TMS includes four goals:

Adaptive and Efficient.
Provide an adaptive transportation network that ensures the efficient and reliable movement of people and goods.

Connected and Integrated.
Provide a connected community, with both connected infrastructure and enhanced social connections.

Safe and Inclusive.
Make transportation safer, more inclusive, socially equitable, and work towards achieving Vision Zero.

Sustainable and Healthy.
Create a transportation system that helps to reduce climate change and supports the well-being of community members.

Targets

Targets provide a way to monitor progress, guide implementation, and align the TMS with regional and provincial goals. Three targets were established as benchmarks for measuring success over time.

- **Increase Sustainable Transportation Mode Share.**
  Increase walking, cycling, and transit trips to 30–50% of all trips by 2050, recognizing variation between urban and rural areas.
- **Reduce Serious Traffic Injuries and Fatalities.**
  Work toward zero traffic-related fatalities and serious injuries by 2050.
- **Reduce Transportation-related GHG Emissions.**
  Work toward eliminating transportation-related greenhouse gas emissions, recognizing regional and provincial dependencies.

It is important to note that in addition to the three targets noted below, a series of performance indicators have been developed to monitor how well the Township is working towards achieving the goals of the TMS.

TMS Strategies

The TMS is organized into six themes, each supported by strategies and actions. It is important to note that the Township is already working on several actions listed and are ongoing. The actions that have been identified as a priority over the short term have been identified below.

Theme 1 : **Land Use Integration**

2 Strategies | 8 Actions

Land use and transportation are interconnected, shaping how people access services, engage with their community, and interact with the environment. Many transportation challenges can be addressed through coordination with land use planning and decision making.

Strategies and Actions:

- **Integrate land use and transportation planning.**
  - Develop multi-modal transportation options in and between community hubs.
  - Concentrate population and employment growth near future rapid and frequent transit routes, and within community hubs.
  - Support the development of affordable residential housing in areas with access to existing and planned sustainable transportation options.
  - Create safe, welcoming, and comfortable spaces that attract people and make the Township's streets an enjoyable place to be.
  - When new development occurs and creates a gap in the pedestrian and cycling network, provide a temporary connection or transition.
  - Integrate high-quality landscaping and other green infrastructure in transportation projects.
- **Align existing and future plans and strategies with the TMS.**
  - Update existing and develop new Township of Langley planning and policy documents with the recommendations outlined in the TMS.
  - Advocate for TMS recommendations to be incorporated into external plans and strategies.

Theme 2: **Safety**

6 Strategies | 22 Actions

The Township is committed to providing a transportation network that is safe and efficient for people of all ages and abilities using a Vision Zero approach with the goal of preventing all injuries and deaths from motor vehicle collisions. As part of the TMS planning process, the Township developed a Road Safety Strategy (RSS). Theme 2: Safety is based on the recommendations included in the RSS document.

Strategies and Actions:

- **Refine and enhance the Township's road safety management system.**
  - Work with partners to develop a safety data management strategy and address gaps in the data available for the Township.
  - Conduct regular network screening and safety reviews.
  - Conduct planning and design stage road safety audits on major projects.
- **Manage speeds on Township roads.**
  - Update and implement the road cross sections and design standards included in the Subdivision and Development Servicing Bylaw.
  - Pilot Safe System speed limits.
  - Implement slow streets.
  - Enhance speed enforcement.
- **Enhance safety at urban intersections.**
  - Enhance left-turn treatments.
  - Enhance right-turn treatments.
  - Implement roundabouts in urban areas where feasible.
  - Advocate for the expansion of intersection safety enforcement.
- **Enhance safety at rural intersections.**
  - Prepare a traffic control toolkit for rural intersections.
  - Explore opportunities to implement roundabouts where feasible.
  - Implement access management and alternative designs.
- **Protect vulnerable road users.**
  - Provide leading pedestrian intervals.
  - Provide protected intersections.
  - Enhance motorcycle safety.
  - Encourage more transit use.
  - Monitor safety of electric micromobility devices.
- **Facilitate a culture of transportation safety.**
  - Work with partners to address unsafe behaviours.
  - Conduct baseline surveys.
  - Build a safety culture among children.

Theme 3: **Transit**

3 Strategies | 8 Actions

Public transit in Metro Vancouver is funded by TransLink and operated by various subsidiary companies. Public transit includes SkyTrain, SeaBus, West Coast Express, Rapid Bus, BRT, HandyDART, conventional transit, including community shuttles, and the Fraser Valley Express (BC Transit). While TransLink manages transit service in the Township, the Township supports transit by providing and maintaining amenities such as shelters, benches, and lighting, and by working with TransLink to request improvements to service coverage and frequency.

Strategies and Actions:

- **Support the implementation of planned transit projects.**
  - Work with TransLink, BC Transit, and Ministry of Transportation and Transit (MOTT) to monitor the impact of SkyTrain and other new transit projects on the Township-wide transit network.
  - Work with TransLink to implement the Langley-Haney Place BRT.
  - Work with partners to create mobility hubs and Park and Ride facilities at transit exchanges.
  - Work with agency partners to continue to explore opportunities for enhanced regional and inter-regional transit connections.
- **Increase transit service coverage and convenience.**
  - Work with TransLink to:
    - Work with TransLink to increase local service coverage and Frequent Transit Network routes connecting to SkyTrain, BRT services, and community hubs.
    - Implement transit priority measures to improve bus speed and reliability.
- **Enhance access to and amenities at transit stops.**
  - Plan for the pedestrian and cycling and micromobility networks to connect to transit.
  - Improve bus stop accessibility and amenities.

Theme 4: **Cycling and Micromobility**

3 Strategies | 9 Actions

Cycling refers to the use of a bike or an e-bike. Other wheeled and micromobility devices such as kick scooters, electric kick (e-kick) scooters, rollerblades, and skateboards are often included under cycling, as they typically use the same infrastructure as cyclists. By strategically prioritizing cycling and micromobility convenience and safety, the Township can create more active, healthy, and sustainable communities.

Strategies and Actions:

- **Create a complete and connected cycling and micromobility network.**
  - Fill in gaps by building new cycling and micromobility routes that provide connections to and between community hubs and other destinations.
  - Work to upgrade existing cycling and micromobility routes to align with current design guidelines.
  - Support regional cycling and micromobility connections.
  - Provide a network of routes that are comfortable for most users.
  - Improve intersections and crossings for people cycling and using micromobility devices.
- **Plan for electric micromobility and shared options.**
  - Advocate for more study, guidance, and regulation of electric micromobility devices.
  - Work with shared micromobility service providers to pilot service in the Township.
- **Support cycling and micromobility in the Township.**
  - Conduct a bicycle parking review and develop a program to provide more secure bicycle parking and end-of-trip facilities.
  - Continue to support active transportation education, promotional programs, and initiatives.

Theme 5: **Walking and Accessibility**

3 Strategies | 10 Actions

Walking is the most fundamental form of transportation. It is important to note that when referenced in the TMS, walking and pedestrians includes people walking or rolling for a variety of trip purposes, including trips for transportation (travelling to school, work, transit, and running errands) and recreation, including people walking dogs, jogging, and getting exercise. The terms pedestrians and walking also refer to people using mobility devices such as wheelchairs, walkers, and strollers.

Strategies and Actions:

- **Expand and enhance the pedestrian network connecting people to community destinations.**
  - Fill in gaps in the pedestrian network by strategically investing in new sidewalks and multi-use paths in pedestrian priority areas.
  - Widen and enhance pedestrian facilities within community hubs and along major streets.
  - Provide more off-street connections and cut-throughs such as walkways.
  - Expand and enhance existing greenways and trails, and the on-street connections to them.
- **Enhance accessibility for people walking.**
  - Create new and enhance existing crossings to accommodate people of all ages and abilities, including both operational and infrastructure enhancements.
  - Use an universal accessibility lens and review current best practice design guidance during the planning, design, construction, and operation of transportation projects.
  - Enhance lighting, where appropriate, particularly in community hubs and areas with high pedestrian activity.
  - Implement the transportation recommendations identified in the Township's Accessibility Plan.
- **Encourage walking in the Township.**
  - Develop a Wayfinding Strategy for active transportation users (pedestrians, micromobility users, equestrians) and routes.
  - Explore opportunities for open streets/ car free days as part of special community events.

Theme 6: **Driving and Goods Movement**

3 Strategies | 15 Actions

Driving is an important part of the Township's transportation system, particularly for goods movement, access to jobs and services, and supporting a growing community. While the TMS aims to reduce reliance on motor vehicles by expanding active and sustainable transportation options, it also recognizes the need for a safe, connected, and efficient road network that supports residents, businesses, commercial goods movement, and well-managed parking as urban areas continue to grow and densify.

Strategies and Actions:

- **Improve the street network to accommodate motor vehicle travel.**
  - Update road classification map.
  - Complete/enhance mobility on the arterial and collector road network.
  - Work with MOTT to explore road improvements on provincial roads.
  - Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.
  - Implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review to manage curb space.
- **Facilitate the efficient and safe movement of goods and services.**
  - Update and confirm the Township's truck routes.
  - Work with TransLink to create a Dangerous Goods Route Network.
  - Continue to work with TransLink to harmonize truck permitting and regulations.
  - Explore opportunities to encourage the use of smaller goods movement vehicles in urban areas and community hubs.
  - Advocate for and implement trucking safety and operational improvements based on provincial, regional, and municipal studies and guidelines.
  - Monitor the impact of rail freight on the Township's transportation network.
- **Support and coordinate the 'electrification' of travel and new mobility.**
  - Advocate for a study to plan for and regulate new transportation technologies.
  - Work with developers and service providers to implement car share in the Township.
  - Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.
  - Install more EV charging infrastructure.

Implementation

The strategies and actions included in the TMS will be carried out by the Township over the next 25 years and beyond. To implement the actions, the Township will need to increase funding for transportation related projects and secure new and additional sources of funding through local, provincial, and federal partnerships. The Township must also increase staff resources to manage and implement the recommendations of the TMS and RSS.

Infrastructure Improvements

Infrastructure projects identified in the TMS include:

- **Road Network Projects**
  New arterial and rural roads and road widening projects intended to complete and enhance mobility within the Township.
- **Cycling and Micromobility Network Projects**
  New cycling and micromobility routes that fill gaps in the existing network.
- **Transit Network Projects**
  Constructing a new bus stop equipped with accessible landing pads, shelter, and seating.
- **Pedestrian network projects**
  New pedestrian facilities (sidewalks or multi-use paths) that fill gaps in the existing network.
- **Conceptual order-of-magnitude cost estimates**
  Conceptual order-of-magnitude cost estimates were developed for each of the capital investments identified in the plan to provide a sense of the potential overall future levels of transportation investment for the Township in current (2026) dollars.

Table ES1: **Estimated Level of Investments for Capital Improvements**

Improvement Type	Level of Investment
Road Network*	$1,020M
Cycling and Micromobility Network	$750M
Transit Network**	$10M
Pedestrian Network	$90M
Total	**$1,870M**

**Road network projects include active transportation infrastructure (walking and cycling) improvements along these corridors. Also only 16 Avenue improvement costs are included, as it is the highest among the three southern east/west widening projects (16, 24, or 32 Avenue)*

*** Future transit costs represent the expected expenses for upgrading bus stops along existing FTN routes and adding new stops as part of future FTN routes*

These costs are conceptual estimates in 2026 dollars and exclude land acquisition, major utility relocations, and provincial capital projects. To implement the TMS effectively, the Township will use a range of strategies tailored to each project, including quick-build treatments, coordinating implementation with other capital works and development applications, collaboration with agency and community partners to deliver and fund projects, and pursuing funding from multiple local, regional, provincial, and federal sources.

The TMS identifies the proposed phasing plan for the road network and cycling network infrastructure projects and a proposed criteria for prioritizing transit and pedestrian improvements.

Strategies and Actions

The TMS includes 72 actions intended to enhance transportation in the Township. The following is the list of actions that have been identified priorities to be initiated within the short-term timeframe. This does not mean that others can't start implementation earlier, just that these are the priority areas to focus on initially:

Table ES2: **Priority Actions**

Land Use Integration	Safety	Transit
• Strengthen planning policy and initiatives focused on providing multi-modal transportation options. • Where new development creates a gap in the pedestrian or cycling network, provide a temporary connection or roadway transition (investment program). • Integrate recommendations of the TMS into the OCP, Community Plans, and Neighbourhood Plans. • Update the Subdivision and Development Servicing Bylaw. • Update the Rural Plan. • Develop a Transportation Demand Management Plan.	• Develop a road safety management program. • Conduct a Township-wide speed limit review. • Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate. • Review and update the Township's current process for installing protected-only phasing. • Identify candidate locations and implement left-turn treatments. • Review the safety and operational impacts of the existing roundabouts in the Township. • Consider developing a roundabout first policy. • Develop criteria for where leading pedestrian intervals (LPIs) are unsuitable. • Identify locations to implement LPIs.	• Work with agency partners, share the recommendations of the TMS and suggest changes to improve service coverage and frequency. • Conduct regular updates to the inventory of existing bus stop amenities. • Develop a list of bus stop amenity enhancement projects and develop an investment program to implement projects annually.

Cycling and Micromobility	Walking and Accessibility	Driving and Goods Movement
• Continue to fill gaps in the cycling and micromobility network based on the network phasing plan. • Develop a funding program focused on upgrading existing routes. • Continue to explore the removal of barriers (such as baffle gates) along multi-use paths. • Continue to monitor results of the e-kick scooter pilot and develop an education campaign. • Conduct an inventory of existing Township-owned bicycle parking. • Provide more bicycle parking at Township-owned facilities. • Update the Zoning Bylaw to include updated bicycle parking and end-of-trip requirements.	• Develop an implementation plan to fill gaps in the pedestrian network and upgrade existing pedestrian facilities. • Explore opportunities to implement trails along utility rights-of-way (through the Rural Plan). • Implement new designated pedestrian crossings mid-block (where feasible). • Enhance safety, accessibility, and network connectivity to intersections and crosswalks. • Use an universal accessibility lens and review current best practice design guidelines. • Implement the transportation recommendations in the Township's Accessibility Plan.	• Update the road classification map. • Enhance mobility on the Township's arterial and collector roads based on the network phasing plan. • Work with MOTT to explore road improvement options on their roads. • Implement the 2026 Township Wide Parking Study and Bylaw Review. • Confirm and update the Township's truck routes. • Create a Dangerous Goods Route Network. • Work with partners to implement car share. • Convert the Township's fleet to Zero-Emission vehicles where possible.

In terms of resources, the implementation of the TMS will require:

- Additional staff capacity (transportation safety, planning, data, communications).
- Investment in maintenance equipment to support year-round active transportation.
- Strong coordination between Township departments and partnerships with TransLink, MOTT, ICBC, and others.

The TMS includes a monitoring framework to track progress towards achieving the TMS goals. Regular reporting on key performance indicators will occur every one to two years.

Closing

The Township of Langley TMS represents a comprehensive and ambitious plan for transportation over the next 25 years along six themes – land use integration, safety, transit, cycling and micromobility, walking and accessibility, and driving and goods movement. Throughout the development of the TMS, there were significant opportunities for public consultation and agency partner engagement. Overall, there is public support for the TMS including general support for the priority initiatives. The Township will continue to seek partnership and grant opportunities. The short-term investments will be incorporated into the Township's 5-year Financial Plan. Finally, there will be a full review of the TMS recommended every 5 to 10 years.



1 Introduction

The Township of Langley (Township) is a vibrant, diverse, and rapidly growing community located at the eastern boundary of Metro Vancouver adjacent Fraser Valley in southwest British Columbia. The Township plays an essential role in the broader region with important regional transportation connections via Highway 1 and Fraser Highway. The Township is known for having ample recreational opportunities, increasing employment opportunities, lower housing costs than many other communities, and a high quality of life.

The Township is one of the fastest growing municipalities in Metro Vancouver and the Fraser Valley, as it grew by over 13% between 2016 and 2021 and is expected to more than double in population from over 150,000 residents today to approximately 350,000 residents by 2050, based on municipal planning projections. Neighbouring municipalities such as the City of Langley, Surrey, Maple Ridge, and Abbotsford, are also expected to continue to grow rapidly. Combined, this local and regional population growth is putting increasing pressures on the Township's transportation network, resulting in the need for the Township to update its priorities and plans for investment.

This new Transportation and Mobility Strategy (TMS) has been developed to reflect the reality of transportation and land use in the Township and to provide a refreshed transportation vision for the community. The TMS is well timed to respond to significant changes in the local and regional transportation landscape, including the Surrey-Langley SkyTrain (SLS) project, Langley-Haney Place Bus Rapid Transit (LHP BRT) project, Provincial initiatives to create transit-oriented developments and increase small-scale multi-unit housing, and the Fraser Valley Highway 1 Corridor Improvement Program. The TMS will also help the Township achieve its broader goals and aspirations related to climate change and environmental sustainability, safety, and livability.

The TMS considers all modes of transportation in the community today and strategically guides the transportation network and community growth to 2050. This document outlines a transportation framework that will guide informed, equitable, and sustainable decision-making based on best practices for years to come. It is a long-term strategic planning document that identifies an approach for multi-modal transportation planning in the Township based on information and the data that was available during the planning process. It identifies policy and programming recommendations, infrastructure projects, and provides a plan for implementation.

It is important to recognize that the implementation of the TMS will require significant investment and resources, as well as a shift to prioritize walking, cycling, and transit to meet the vision and goals of the TMS. The TMS includes significant investments in new infrastructure, upgrades to existing infrastructure, resources for the development of new standards and policies, funding for new programming and public education, maintenance of new infrastructure, and staff resources. It will require ongoing support from the Township and its partners, along with sustained investment in all transportation modes. As the TMS is a long-term, strategic document, it is anticipated that additional projects will emerge over time to reflect changing priorities. The TMS will be updated within five to ten years to reflect the current trends and conditions to re-confirm and identify new priorities.

1.1 Plan Process and Timeline

The TMS has been developed through a five-phase process. The planning process started in the Fall of 2023 and concluded in the Spring of 2026, as shown in **Figure 1**. The TMS was developed through a combination of technical analyses based on industry best practices and ensuring alignment with existing Township, regional, and provincial policies and plans. Community members, interest groups, and agency partners were invited to be part of creating the TMS through four rounds of engagement.

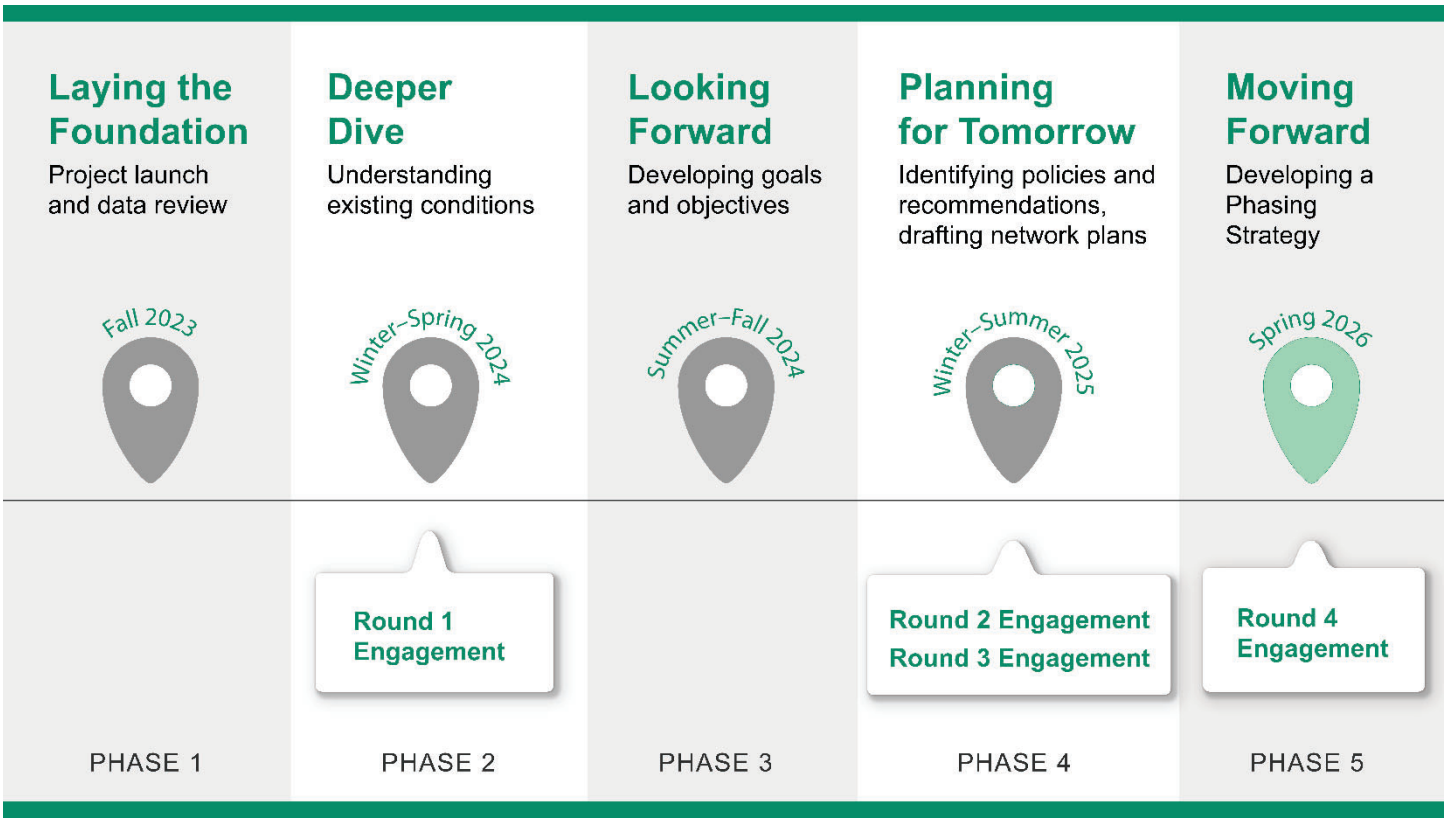


Figure 1: TMS Project Process

1.2 Community Engagement

Throughout the development of the TMS, Mayor and Council, community members, and agency partners were engaged to provide direction and input on various aspects of the TMS. The process included four rounds of engagement, as summarized in **Table 1**. Throughout the process, the Township raised awareness about the project and collected information on transportation in the Township by engaging with thousands of people representing a wide variety of agencies, perspectives, and interests.

Table 1: Summary of Engagement Activities

Round 1 Engagement	Round 2 and 3 Engagement	Round 4 Engagement
Purpose: To inform community members about the project and collect broad input on transportation needs, challenges, and opportunities.	**Purpose:** To collect feedback on the proposed planning approach and preliminary recommendations.	**Purpose:** To collect feedback on the draft TMS and what has changed since the previous round of engagement.
Activities: • 1 community survey (1,210 respondents) • 3 pop-up events (226 people engaged) • 1 Road Safety Strategy workshop (31 attendees) • 2 open houses (38 attendees) • 3 interest group roundtables (51 attendees) • 1 agency meeting (36 attendees) • 1 Trinity Western University event • 1 presentation to the Agricultural Advisory Committee	**Activities:** • 1 community survey (1,897 respondents) • 2 pop-up events (200 attendees) • 1 Road Safety Strategy workshop (28 attendees) • 1 open house (20 attendees) • 2 interest group roundtables (39 attendees) • 1 agency meeting (29 attendees) • 3 presentations to advisory committee meetings • 2 Council workshops*	**Activities:** • online open house (25 attendees) • online survey (77 responses)
More than 1,600 interactions	**More than 2,250 total interactions**	**More than 100 total interactions**

*A workshop with Mayor and Council was held on September 23, 2024, to seek input on the draft TMS vision and goals and to discuss potential targets. A second Council workshop was held on September 29, 2025, to confirm direction of the TMS strategies, actions, and network recommendations and to discuss the approach to prioritization.

During each round of engagement, engagement activities were communicated through several channels.

- Township website
- Press releases
- Social media campaigns
- Newspaper advertisements
- Community signs
- Rack cards (informational pamphlets)
- Direct outreach to interested groups
- Direct outreach to agencies
- Direct outreach to recreation centres, libraries, and coffee shops
- E-newsletters

1.3 First Nations Engagement

Throughout the development of the TMS, the Township emailed, sent, and dropped off letters to leadership of q̓ʷɑ:n̓ƛ̓ən̓, (Kwantlen), q̓ic̓əy̓(Katzie), Máthxwi (Matsqui) and Se'mya'me (Semiahmoo) First Nations providing information of the scope of the project and the proposed opportunities for participation and engagement. The Township will continue to engage with First Nations as projects and programs identified in the TMS move towards implementation.

1.4 TMS Framework

As shown in **Figure 2**, the TMS includes:

- **1 vision** for the future of transportation;
- **4 goals** and supporting objectives to support the vision;
- **3 targets** to monitor progress towards achieving the goals; and
- **6 themes,** each of which includes a number of strategies and actions.

The TMS also includes an implementation and monitoring plan that identifies short-, medium-, and long-term priorities along with implementation approaches, funding sources, and performance indicators (beyond the targets) that can measure the implementation of the TMS and how well the Township is working to achieve the goals.



Figure 2: TMS Framework

1.5 TMS Overview

The TMS summarizes key findings from each phase of the project process and presents the strategies and actions, as well as the implementation plan. The strategies and actions include projects, policies, studies, and partnerships that will move the Township towards the vision and goals. The implementation plan speaks to how the Township can prioritize and fund the identified projects, policies, studies, and partnerships. The TMS is made up of the following sections:

- **Section1: Introduction** introduces the TMS by providing background and context, it outlines the planning process, as well as the engagement approach.
- **Section 2: Setting the Stage** summarizes the existing conditions in the Township today, including influencing policies, the community's profile, transportation patterns, and key transportation issues and opportunities.
- **Section 3: Planning for the Future** documents the TMS vision, goals, targets, and the themes which the strategies and actions are organized.
- **Section 4: Strategies and Actions** outlines the strategies and actions the Township will work to implement over the long term.
- **Section 5: Implementation Plan** summarizes how the Township will implement the strategies and actions, including the staff resources and capital funding required.

The TMS also has the following appendices:

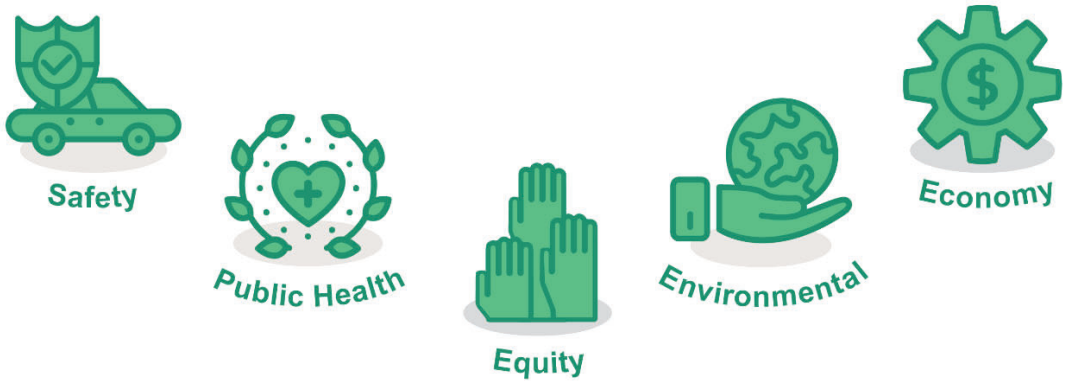
- Appendix A: Maps
- Appendix B: Road Safety Strategy
- Appendix C: Infrastructure Map and Road Cross Sections

2 Setting the Stage

The Township's transportation system is shaped by many local and regional factors, including land use and demographics, policy context, current and historic mobility trends, and key issues that have been identified by the community. This section summarizes the key factors that shape mobility patterns in the Township.

2.1 Why Mobility Matters

Mobility and transportation are important elements in our everyday lives and directly impact how safe, affordable, and equitable the Township is. Creating a mobility system that prioritizes people and sustainability can address a wide range of broader societal objectives, shaping our communities and everyday lives. Creating a safe and sustainable mobility system is a key priority for the Township. The TMS is being developed through the following five core lenses:



Safety: High automobile speeds and traffic volumes contribute to traffic-related injuries and fatalities for pedestrians, cyclists, and motorists. Safe street design improves safety for all road users and addresses people's perception of community and road safety.

Public Health: Transportation and urban planning policies can effectively encourage physical activity. With more active transportation and transit options and enhanced walkable communities, people can be healthier and more social. Being more physically active improves people's overall physical and mental health. It can reduce chronic disease and premature death rates, subsequently reducing strain on the public health system.

Equity: Affordable and equitable transportation can enable residents of all ages, abilities, races, genders, and lived experiences to access necessary amenities and services that are critical components to people's well-being. The cost of owning a vehicle (such as car payments, insurance, maintenance, and fuel) is significant and rapidly increasing. This also disproportionately impacts lower-income individuals and families.

Environmental: Transportation-related air pollutants and noise contribute to poor air quality. Poor air quality and excessive greenhouse gas (GHG) emissions negatively affect quality of life, public health, and contribute to climate change. Supporting sustainable transportation options, such as walking, rolling, cycling, and transit use, will help the Township to meet its goals of reducing GHG emissions and make communities more people friendly through reduced traffic noise and air pollution.

Economy: An efficient transportation and mobility network benefits more than just commuting employees – goods are easily delivered, customers can access shops more frequently, and the community becomes a sought-after destination for new businesses. Housing and transportation costs, often the two largest household expenditures, are barriers for many. Affordable housing options need to be provided where households have access to sustainable, cost-effective transportation options, particularly transit and proximity to places of employment and daily needs.

2.2 Opportunities and Challenges

The TMS addresses several opportunities and challenges facing the Township, including:

Accommodating All Modes of Transportation, Including Emerging Transportation Technologies
The TMS accommodates all modes, including walking, cycling, rolling, transit, electric vehicles (EVs), goods movement, and private vehicle travel. Planning for emerging transportation technologies such as micromobility devices, shared-vehicle services, EVs, Intelligent Transportation Systems (ITS), and autonomous vehicle technology is an opportunity to diversify the mobility system to be sustainable, convenient, and equitable for more people. However, these innovations pose challenges to regulation, safety, cost, maintenance, and implementation.

What are micromobility devices: Micromobility includes a variety of personal or shared mobility devices, including bicycles, electric bicycles (e-bikes), skateboards, kick scooters (electric and manual), rollerblades, etc.

Safe Mobility
The TMS aims to improve safety for all modes of transportation. This includes adopting Vision Zero principles and incorporating the recommendations of the Road Safety Strategy (RSS), which was developed in parallel to the TMS. The TMS integrates complete street principles, slow streets, All Ages and Abilities (AAA) cycling facilities, and traffic calming measures. AAA facilities are often described as cycling facilities that are comfortable for most people. They are safe and comfortable for people who are experienced cyclists and those who are trying cycling for the first time.

Some of the concerns identified through the TMS process regarding mobility safety include intersection safety, excessive speeding, and a lack of active transportation facilities.

Complete Streets
Existing congestion, limited parking capacity, a lack of transit service, disconnected pedestrian and cycling infrastructure, and a high volume and speed of vehicle traffic were identified as challenges across the Township. The Township's population and employment is projected to continue to grow, further increasing the demand on the road network. To accommodate this growth, the Township will need to continue to strengthen the relationship between transportation and land use and plan for a cultural shift away from personal motor vehicle dependence. The TMS explores the concept of complete streets to ensure that road infrastructure enables this shift. However, it is important to note that implementing complete streets and more active transportation infrastructure can become challenging at some locations. This is due to factors such as constrained rights-of-way, the Agricultural Land Reserve (ALR), and the presence of ditches and watercourses, to name a few.

Environmental Action
To meet the Township's, regional, and provincial goals of reducing GHG emissions, immediate action is needed. Reducing emissions associated with transportation, which currently account for 54% of greenhouse gas (GHG) emissions, may be the Township's most significant opportunity. Currently, 87% of all trips to work or school are made by motor vehicles, a non-sustainable mode of travel. The TMS advances the mobility actions related to the environment by accelerating the implementation of pedestrian infrastructure, improving the cycling and micromobility network, and enhancing transit.

Rapid Transit and Transit-Oriented Development
The Township is nearing a significant increase in transit service. The SLS, planned Langley-Haney Place Bus Rapid Transit (LHP BRT) service along the 200 Street corridor, and increased transit services on Highway 1, may fundamentally shift how residents and visitors approach mobility. These projects are expected to increase the convenience of transit as a mode of transportation.

These significant investments in transit infrastructure will be supported by higher density developments near transit stations. These developments will create Transit-Oriented Areas (TOAs) that facilitate sustainable travel and access to daily needs and services. Additionally, the development of TOAs will increase opportunities for active transportation as they cluster destinations with employment, commercial, institutional, recreation, and residential uses, shortening the required distance for residents to access daily needs and the Frequent Transit Network (FTN).

TransLink, in conjunction with the Township, will need to create a Bus Integration Plan to ensure transit connectivity as the SLS and LHP BRT projects launch. Additionally, there will be opportunities to work with TransLink, BC Transit, local businesses, and developers to promote and encourage Transportation Demand Management (TDM) initiatives and incentives for residents and employees.

Integrating Transportation and Land Use
The Township is in a state of transition from predominantly vehicle-oriented rural and suburban neighbourhoods to vibrant urban communities oriented around transit and mixed-use nodes. Since 2006, the proportion of single-family detached homes to denser multi-family developments have decreased by 14%, a trend that is expected to accelerate.

The Township's communities such as Fort Langley, Brookswood-Fernridge, Aldergrove, and Murrayville are separated by lands in the ALR which accounts for approximately 75% of the land in the Township. This land use structure can make it challenging to create a connected mobility system. Proactive planning for and integrating sustainable and active mobility networks within and between evolving communities can reduce vehicle dependency and create complete communities.

2.3 An Equity-Informed Plan

The Township's communities are becoming increasingly diverse and municipal planning and decision-making processes benefit from promoting the values of equity, diversity, and inclusion (EDI). EDI initiatives are supported by the Township's *2021 to 2030 Social Sustainability Strategy* as it includes actions aimed at addressing inherent injustices and biases that create barriers for some people while benefiting others. The strategies, actions, and outcomes of the TMS will serve all, particularly traditionally underserved populations.

Equity is an important consideration in transportation and mobility. For example, some equity-deserving populations may not have access to a vehicle, or even a motorized scooter. For these populations, access to transit and to safe cycling and walking facilities is particularly important as a result.

Developing an equity-informed plan means considering and serving equity-deserving groups. Equity-deserving groups are those that identify barriers to equal access, opportunities, and resources due to disadvantage and discrimination and actively seek social justice. Equity deserving groups experience significant collective barriers in participating in society. This could include attitudinal, historic, social, and environmental barriers based on age, ethnicity, disability, economic status, gender, nationality, race, sexual orientation, and transgender status, etc.

As part of the development of the TMS a GIS-based equity analysis was used to identify areas of the Township where there are higher concentrations of equity-deserving populations. The analysis had limitations due to the smaller sample size in rural areas but can be considered as a tool for the Township as part of its future planning and decision-making. The TMS identifies strategies and actions that favour equity-deserving people and neighbourhoods to ensure investments in time and infrastructure support the Township's commitment to improving community equity.

2.4 Policy Context

The TMS is closely linked to several other plans and policies at the local, regional, and provincial levels. These documents set the overarching vision and goals for land use, transportation, and other key long-term planning considerations in the Township and beyond.

Local Plans and Policies

To ensure the TMS accurately reflects the Township's current policy and regulatory framework, the TMS integrates recommendations identified in recent community and neighbourhood plans, Engineering Services Plans (ESPs), policy initiatives, and provincial guidelines. Integrating the interdisciplinary work done since the existing Township 2009 Master Transportation Plan (MTP) will allow the TMS to support and advance already established goals, targets, objectives, and projects. Other municipal documents incorporated into the TMS include the Sustainability Charter, Official Community Plan (OCP), Housing Action Plan, Age- and Dementia-friendly Action Plan, Low Carbon Mobility Plan, 2015 Cycling Plan, 2026 Township Wide Parking Study and Bylaw Review, Climate Action Strategy, and other technical studies. The TMS was developed based on the data and information available at the time of planning, it is intended to reflect current conditions as best as possible with the information available.

External Plans and Policies

Over the past several years, TransLink, Metro Vancouver, the Province, and the Federal Government have developed plans, guidelines, and associated targets to combat climate change and increase sustainable transportation modes.

Under climate action, both the provincial and federal governments had established bold targets to reduce GHG emissions. Canada had set a target to cut its GHG emissions by 40-45% below 2005 levels by 2030, while the Province's CleanBC plan included targets to reduce GHG emissions to 40% below 2007 levels by 2030, 60% by 2040, and 80% by 2050.

To foster the building of complete communities, the Province has made several changes to the Local Government Act that act to increase residential density in existing neighbourhoods and near frequent transit.

These legislative changes were adopted through Bill 44-2023, Small-Scale Multi-Unit Housing (SSMUH), and Bill 47-2023, Transit-Oriented Areas.

Bill 44 aims to moderately increase density in historically single-family neighbourhoods by permitting appropriately sized parcels to allow for four to six dwelling units. Bill 47 requires municipalities to permit high residential densities near rapid transit stations and bus exchanges. For the Township, these new changes mean that existing neighbourhoods outside of the ALR will see significant densification, especially where frequent transit exists or is planned. These emerging TOAs will need significant investment in active transportation infrastructure to create well-connected and healthy neighbourhoods where people can have the option to walk and bike to nearby destinations if they are able.

The Province also recently amended the Local Government Act via Bill 16, which provides municipalities with new tools to require land and off-site improvements for infrastructure. This includes expanded powers to Works and Services Bylaws and road dedication. Bill16 provides local governments with the authority to enact bylaws that require developers to contribute, through either direct improvement or cash-in-lieu, to transportation demand facilities, such as micromobility parking, EV charging, end of trip facilities, and more.

In 2019, the Province released Move. Commute. Connect. — B.C.'s Active Transportation Strategy. The strategy sets bold targets to double the percentage of trips taken with active transportation modes by 2030 as a way to help the Province meet its GHG emissions targets. In 2019, the Province also released the British Columbia Active Transportation Design Guide to establish best practices in facility design. The Province also administers the Active Transportation Infrastructure Grant to support active transportation investments across British Columbia.

At the regional level, TransLink adopted Transport 2050, Metro Vancouver's updated Regional Transportation Strategy, which outlines a new long-range vision with over 100 actions or strategies to make transportation options more convenient, reliable, affordable, safe, comfortable, and environmentally sustainable. The Transport 2050 strategy has a target for walking, cycling and transit to account for at least half of all passenger trips by 2050. Transport 2050 identified the SLS as a 10-year priority. The LHP BRT project between the Township and Maple Ridge is also identified. The route for the LHP BRT includes the Golden Ears Bridge, 201 Street /199A Street /202 Street connecting to the Carvolth Transit Exchange, then 86 Avenue to 200 Street south to Willowbrook Drive, connecting to the Willowbrook SkyTrain Station.

The proposed Fast & Reliable Transit Network in Transport 2050 also identifies extending the Major Transit Network south into the Township over the long term, with the proposed route continuing along the 200 Street corridor connecting to Campbell Heights in Surrey and Maple Ridge.

Additionally, TransLink manages several municipal funding programs including Bicycle Infrastructure Capital Cost Sharing (BICCS), Walking Infrastructure to Transit (WITT), Bus Speed and Reliability (BSR), and Major Road Network & Bike Cost Share (MRNB) programs on an annual basis. They can also provide funding for implementing the Major Bikeway Network and Major Road Network structures, operations, maintenance, and rehabilitation. Coast Mountain Bus Company (CMBC) manages the Transit Related Road Infrastructure Program (TRRIP) to support smaller localized pedestrian improvements related to transit, which can be implemented within a short timeframe.

These initiatives represent new partnership opportunities to help finance transformational active transportation infrastructure programs for communities with shovel-ready projects that meet the goals of making active transportation safe, comfortable, and connected.

2.5 Community Context

The Township is the sixth largest municipality and has the fastest percentage of growth of all municipalities in Metro Vancouver. The Township is made up of several communities and neighbourhoods. It contains a high diversity of land uses, and approximately three-quarters of its land base is part of the ALR. The combination of rural and urban lands creates a diverse landscape of denser suburban and urban communities, such as Willoughby, Willowbrook, Walnut Grove, Brookswood-Fernridge, Murrayville, Fort Langley, and Aldergrove, among others, often surrounded by the ALR. The rapid growth experienced in some of these communities will continue to transform the Township, especially over the next two decades, as Transit-Oriented Development occurs in Willowbrook, and along portions of the 200 Street part of the LHP BRT corridor. Additionally, the Township has several important industrial and employment and economic areas that are daily destinations for both residents and people commuting to the Township for work and goods movement.

Geography and Land Use

- The Township is located on the eastern border of the Metro Vancouver region, directly adjacent to the Fraser Valley Regional District (FVRD).
- The stretch of Highway 1 that travels through the Township facilitates the movement of people and the movement of goods from Asia to North America. Highway 13 connects Highway 1 to the US border crossing and Highway 10 connects Highway 1 to other areas of the Township, the City of Langley, and Surrey.
- Recent provincial legislative changes around Small-Scale Multi-Unit Housing (Bill 44 - 2023) and Transit-Oriented Areas (Bill 47 - 2023) will result in significant densification near frequent transit infrastructure and over the long term the remainder of the Township's urban areas.
- The future SLS and LHP BRT will significantly change how these new residents travel locally and regionally.
- The Township's scenic terrain creates an advantageous landscape for increasing active transportation but does make it challenging to provide connections between communities separated by distance and the ALR.

Demographics

- The Township is the sixth largest municipality in Metro Vancouver, with a population of over 150,000 residents.
- The Township is the fastest growing municipality in Metro Vancouver on a percentage basis. From 2016 to 2021, the Township experienced the highest percentage growth rate (13%) of any Metro Vancouver or Fraser Valley community (Statistics Canada Census).
- The Township is projected to grow at an even faster rate in the future, reaching approximately 350,000 by 2050, an increase of approximately 230,000 residents compared to 2021 (Metro Vancouver).
- Regional growth will continue to place demand on the local mobility system. The Township's neighbouring communities, being Surrey, City of Langley, Maple Ridge, and Abbotsford, grew by 21% or approximately 145,000 new residents between 2011 and 2021 (Statistics Canada Census).
- Most of the growth is anticipated to occur in existing urban areas, with particular focus near rapid and frequent transit, such as the Willowbrook and Willoughby communities, particularly along sections of 200 Street corridor that are part of the LHP BRT corridor and near the future Willowbrook SLS Station and Transit Exchange. The SLS and LHP BRT, combined with updated requirements for TOAs, will bring more people to the Township and the eastern region of Metro Vancouver.

- Employment opportunities are expected to significantly increase in conjunction with the increase in residential, office, and commercial density related to growth in TOAs and other neighbourhoods.
- The Township has the third lowest population density (432/km^2) in Metro Vancouver for jurisdictions with a population greater than 5,000 (Statistics Canada Census). This is primarily due to approximately 75% of the Township's land base being designated as part of the ALR.

Travel Patterns

TransLink conducted a Trip Diary Survey between September and December 2023. The Trip Diary Survey provides a snapshot of travel patterns made by residents throughout Metro Vancouver, including the Township. This section summarizes key findings for the Township from the Trip Diary:

- **Mode Share:** 87% of trips made by Township residents are by motor vehicle, while approximately 12% are made by sustainable transportation, including walking (8%), transit (3%), and cycling (less than 1%) (**Figure 3**). Sustainable transportation has increased in the Township in recent years, from approximately 8% of all trips in 2011 and 2017 to approximately 12% in 2023 (**Figure 4**).
- **Number of Trips:** Nearly half a million trips (467,900) are made by Township residents every day, resulting in 3.43 million kilometres driven by Township residents each day. Over 56,000 of these trips are made by walking, transit, or cycling. In total, Township residents make an average of 3.16 trips per day.
- **Trip Distance:** The average distance of trips made by Township residents is approximately 10km, although this varies significantly by mode of transportation. Transit has by far the longest average trip distance (20.9km) followed by auto driver (10.9km) or auto passenger (9.4km). The shortest average trip distances are for cycling (2.6km) and walking (0.6km). Many vehicle trips are also relatively short and could potentially be replaced by cycling or walking trips.
- **Trip Destination:** Most trips (86%) either stay within the Township or are to adjacent municipalities of Surrey (17%) or City of Langley (12%). In addition, about 2% of trips are to Burnaby, and 2% to Maple Ridge, while all other municipalities have less than 1% of daily trips. Approximately 3% of trips are to the FVRD.
- **Trip Purpose:** The most common purpose of trips made by Township residents is shopping or personal business, which accounts for nearly a third (31%) of all trips, followed by commuting to work (28% of all trips), and social, recreational, or dining purposes (18%).
- **Time of Day:** Most trips are made during peak periods, with one quarter of all trips (25%) made during the PM Peak (3:00 – 6:00pm) and 18% during the AM Peak (6:00 – 9:00am). Over a third of all trips (34%) are made during mid-day periods (9:00am – 3:00pm).
- **Typical Commute Patterns:** 80% of Township residents indicated that they commute regularly, compared to 20% who regularly work from home.

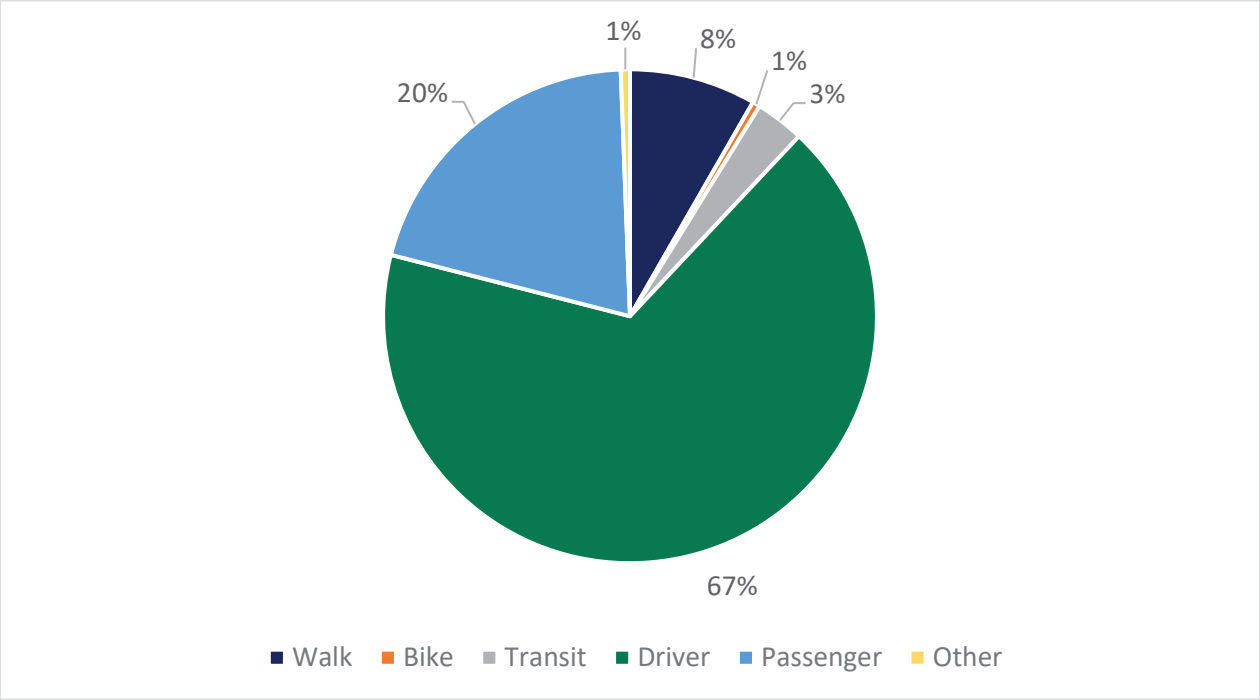


Figure 3: Mode Share (Source: TransLink, 2023 Trip Diary Survey)

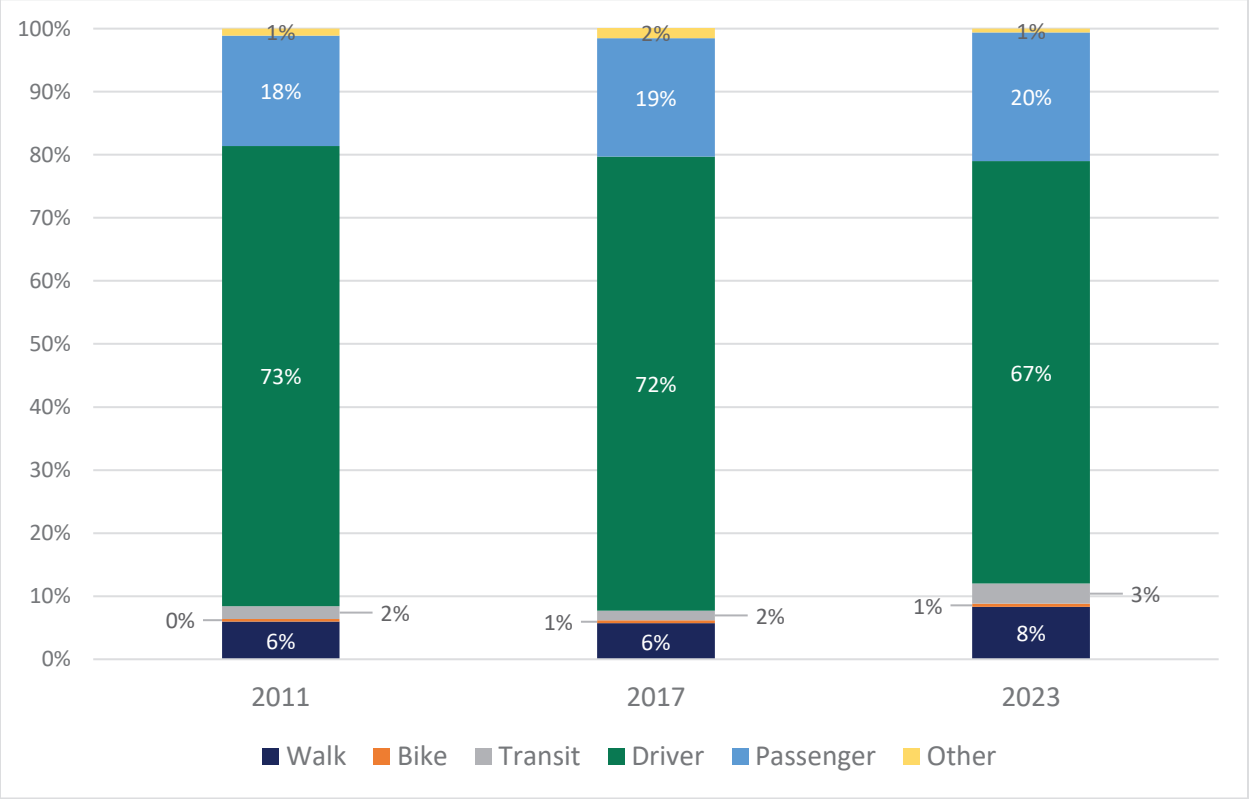


Figure 4: Mode Share by Year (Source: TransLink, 2023 Trip Diary Survey)

3 Planning for the Future

Much has changed in the Township in recent years that requires a new approach for planning transportation in the future. The Township's existing 2009 MTP does not reflect current practices in transportation planning, design, and safety. It places a large focus on motor vehicles and does not consider the importance of integrating transportation and land use planning, making it harder to design complete communities.

The following factors, based on the current community context, have been considered as part of a new approach to transportation planning for the TMS:

- Population growth and new Provincial land use requirements will strain the transportation network, causing more congestion and delays.
- Growth cannot be accommodated by motor vehicle trips alone (it is not feasible or affordable to widen or build as many new streets as would be needed to meet demand).
- The TMS needs to identify actions and an approach that will provide people with more options to get around. To do this, a new multi-modal approach to transportation planning is a guiding principle for the TMS. This multi-modal approach focuses on providing diverse, safe, and reliable transportation options that meet the needs of the community (**Figure 5**).

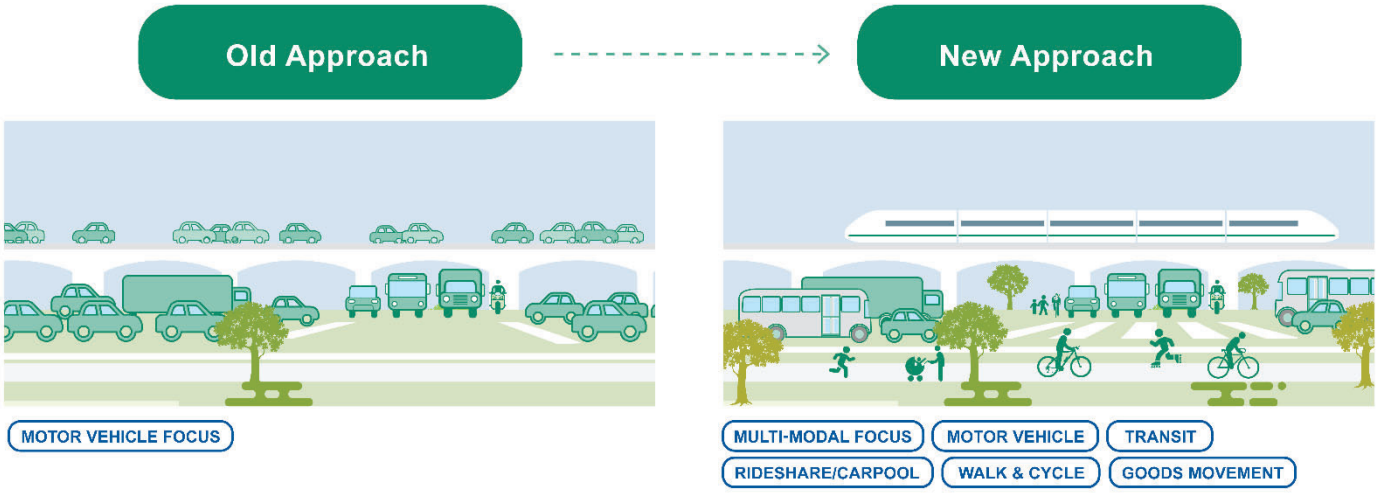


Figure 5: Township of Langley Planning Context (Previous Transportation Plan compared to the new TMS)

3.1 Vision, Goals, and Targets

An overarching vision along with supporting goals and targets were developed to guide the future of transportation decision-making in the Township. The proposed vision, goals, and targets shape the overall direction of the TMS and serve as a basis from which improvements and investments (strategies and actions) are identified and prioritized.

Vision

The vision statement outlines the broad aspirations for the future of transportation in the Township. It is meant to be inspiring and to guide the goals and actions included in the TMS and implemented in the years to come.

TMS Vision

The Township's transportation system is **integrated**, **people-oriented**, **adaptive** to **environmental** conditions, and supports the **economy** ensuring that **people and goods** can travel **safely** and **reliably** to any destination.

Goals

Goals are more developed ideas to help achieve the vision. The goals are intended to be specific, measurable, attainable, relevant, and time-based to ensure the implementation of the TMS is successful. The TMS includes four goals:

Adaptive and Efficient. Provide an adaptive transportation network that ensures the efficient and reliable movement of people and goods.

Connected and Integrated. Provide a connected community, with both connected infrastructure and enhanced social connections.

Safe and Inclusive. Make transportation safer, more inclusive, socially equitable, and work towards achieving Vision Zero.

Sustainable and Healthy. Create a transportation system that helps to reduce climate change and supports the well-being of community members.

Table 13 outlines the different performance indicators that will be used to measure the goals of the plan. This includes a list of indicators beyond the three targets. Including network efficiency indicators such as bus speed and reliability (as provided by TransLink), intersection Level of Service, and total kilometres of new infrastructure built.

Targets

Targets were developed to ensure the Township can monitor, measure, and evaluate progress over time. They will support the prioritization of the policies and actions identified in the TMS and how the Township implements the TMS in the years to come. Targets can also be used to track how well the Township is working to achieve regional and provincial targets.

Three targets were developed to serve as benchmarks to monitor, measure and evaluate progress implementing the TMS and working towards achieving the vision and targets. It is important to note that in addition to the three targets noted below, a series of performance indicators have been developed to monitor how well the Township is working towards achieving the goals of the TMS.

- **Target: Increase Sustainable Transportation Mode Share.**
  Increase mode share of trips by active transportation and public transit.

  The Township has existing planning documents and strategies that include targets to increase the number of trips made by sustainable modes of transportation. In addition, TransLink has set a target that at least half (50%) of all trips in Metro Vancouver be made by sustainable transportation by 2050. Sustainable modes of transportation are typically defined as walking, cycling, micromobility, and taking transit.

  Through discussions with Township staff and communications with Council, a review of the Township's current mode share and land use patterns within the Township, and a desire to align with the 50% regional sustainable transportation mode share goal identified in TransLink's Transport 2050, a 30-50% sustainable transportation mode share was selected as the preferred target for the TMS, as seen in **Figure 6.**

  A range was selected recognizing the Township's existing land use and the fact that a significant proportion of the municipality is rural in nature and included as part of the ALR. It also recognizes that significant investment in transit, which is outside of the Township's jurisdiction, will be required to achieve these targets.

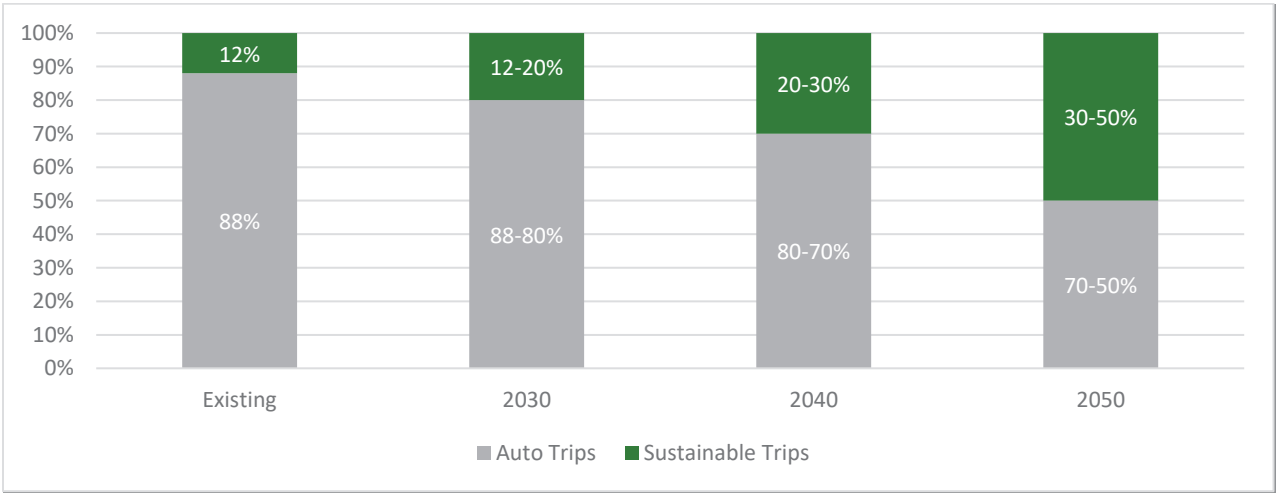


Figure 6: Sustainable Transportation Mode Share Targets (All Trip Purposes)
Source: Existing 2023 TransLink Trip Diary

The TMS recognizes that the Township is made up of communities with a range of contexts, including existing and planned areas with varied urban land use designations, dwelling types, and development potential. There are communities in the Township that will see rapidly growing higher-density TOAs around the new SLS station (Willowbrook SkyTrain Station) and along future LHP BRT corridors (portions of Willowbrook Drive, 200 Street, 86 Avenue, 202 Street, and 201 Street). These communities, including Willowbrook and Willoughby, are expected to see the highest mode share shift in the next 25 years. Other communities, including Aldergrove, Brookswood-Fernridge, Fort Langley, Gloucester, Northwest Langley, Murrayville, and Walnut Grove, are expected to see a moderate mode share shift as land uses continue to densify, but at a lower unit density. Lastly, there are rural areas of the Township that will likely see minimal to no shift in mode share due to low density land uses and longer travel distances.

Based on this, to achieve the mode share targets identified, there will need to be a higher shift in some communities of the Township, like Willowbrook and Willoughby, to make up for the minimal shift in rural areas of the community.

- **Target: Reduce Serious Traffic Injuries and Fatalities.**
  Work towards zero serious injuries and fatalities.

  Vision Zero is a guiding philosophy that originated in Sweden and broadly states that deaths and serious (life altering) injuries resulting from crashes are unacceptable and aims to eliminate them. It emphasizes the prioritization of human life and the idea that deaths and serious injuries are preventable. The TMS includes a target of zero serious traffic injuries and fatalities by 2050.

  The Township will monitor this target by tracking the number of total reported collisions per year resulting in an injury or fatality and the percentage of total reported collisions resulting in an injury or fatality based upon ICBC and RCMP collision data.

  The strategies and actions identified in the TMS and RSS were developed with this goal in mind and equip the Township and agency partners with guidance on how to work towards this target.

- **Target: Reduce Transportation-related GHG Emissions.**
  Work towards zero transportation GHG emissions.

  The Township already has planning documents and strategies in place that identify reducing overall GHG emissions. Recognizing that transportation accounts for approximately 54% of all GHG emissions in the Township, there are opportunities within the TMS to outline strategies to reach the target of reducing transportation-related GHG emissions.

  A shift to active and sustainable modes of transportation, as reflected in the Township's mode share, and an increased prevalence of electric vehicles owned and operated by the Township as an organization, residents, and businesses will help to indicate how well the Township is working towards this target.

4 Strategies and Actions

This section presents the six themes that present the strategic directions and long-term networks of the TMS. Each of the themes contains several strategies and actions that outline the steps to be taken by the Township to work towards the TMS vision, goals, and targets. Key input to the development of these themes, strategies, and actions include existing policy, input from the community members, agency and community partners, and Council. The six themes are to be advanced in service of the goals of a safe, connected, adaptive, and sustainable transportation system in the Township of Langley.

The six themes of the TMS are:

- Land Use Integration
- Safety
- Transit
- Cycling and Micromobility
- Walking and Accessibility
- Driving and Goods Movement

Theme 1 Land Use Integration

Land use and transportation are interconnected, shaping how people access services, engage with their community, and interact with the environment. Many transportation challenges can be addressed through coordination with land use planning and decision-making.

The Township's existing planning documents, including the OCP, community plans, neighbourhood plans, and corridor plans, recognize the important relationship between land use and transportation planning. The TMS is an opportunity to reiterate and strengthen actions to ensure that as the Township grows in population, the transportation network can support growth by providing more transportation options. It can also help to ensure that growth occurs in a way that supports rapid transit and make active transportation a convenient option.

Current Context

- Some neighbourhoods are transitioning away from vehicle-oriented (rural/suburban) neighbourhoods to transit-oriented (urban) communities with more mixed land uses.
- Several Township and regional plans and policies already call for enhanced integration of land use and transportation, and the TMS is an opportunity to strengthen that integration and highlight its importance.
- Many Township communities are separated by agricultural and rural lands that are within the ALR. This land use structure can make it challenging to create a connected mobility system.
- Population growth (in and around the Township) will continue to put pressure on the transportation network and increase congestion for motor vehicles, particularly if other modes of transportation are not safe and convenient options.
- Through community engagement it was noted that there is a desire to better connect new and existing neighbourhoods and developments to the transit, pedestrian, and cycling networks.

Strategies and Actions

Under the theme of Land Use Integration there are two strategies and a total of 8 actions:

- **LU1** – Integrate land use and transportation planning.
- **LU2** – Align existing and future plans and strategies with the TMS.

The following outlines the actions that fall under each of these strategies.

LU1- Integrate Land Use and Transportation Planning.

Transportation planning will play a key role in alleviating strain on the Township's transportation system as population continues to grow. Providing complete and connected community hubs that are supported by multi-modal transportation options will help to reduce travel distances and provide more transportation options beyond driving. Transportation investments in higher density, mixed-use locations like community hubs are likely to see higher use, making them more cost-effective transportation investments. The actions under this strategy focus on providing multi-modal transportation options in locations with the most people and destinations. These locations are referred to as community hubs; the hierarchy of community hubs is described in more detail below.

- **Action LU1.1: Develop multi-modal transportation options in and between community hubs.** Community hubs, as illustrated in **Figure 7**, are areas of the Township that are planned to be denser, more populated areas, and/or community employment centres. They have been identified based on existing and current updates to the Township's planning documents and land use designations.

  Multi-modal transportation infrastructure will be prioritized within and provide connections between community hubs. Within community hubs, individuals will be able to easily access transit, pedestrian, and cycling networks. The mixed-use development and densification, ensuring current and future transit service passes through or terminates at community hubs, and high-quality active transportation infrastructure will help shift travel patterns towards more sustainable transportation choices and active travel modes in these areas. It will also ensure people throughout the Township will have better access to community hubs and their daily needs.

  Community hubs are referenced throughout the TMS document and there are specific actions and recommendations for community hubs. The following is a description of the different types of community hubs.

  - **Willowbrook Regional Centre** – Metro Vancouver's Regional Growth Strategy identifies the Willowbrook area as a Regional Centre. Regional Centres are identified as "transit-oriented communities with diverse populations, a range of employment opportunities, public spaces, and lively cultural and entertainment amenities. These characteristics make urban centres ideal locations to accommodate growth."[1] This designation also supports high and medium density housing, mixed-use forms of development, institutional and entertainment activities, and community amenities.
  - **Rapid Transit Corridor** – With the planned implementation of the LHP BRT route including portions of 200 Street, the Township will have a new rapid transit route and direct connection to Maple Ridge. The corridor is expected to see significant growth and redevelopment in alignment with provincial legislation for neighbourhoods near frequent transit. The Township will continue to work to develop specific guidelines for transit corridors.
  - **Town Centre –** As identified in the Township's OCP and Metro Vancouver's Regional Growth Strategy, Town Centres provide commercial (retail and office), institutional, entertainment activities, and community amenities at a scale to best serve those communities. Town Centres are designated to promote high- and medium-density housing.
  - **Community Centre -** As identified in the Township's OCP, they focus points of development and provide a similar function to Town Centres. In the case of Fort Langley, they also provide tourism-related activities.
  - **Neighbourhood Centre -** As identified in neighbourhood and community plans, they are smaller hubs that serve the adjacent neighbourhood. They consist of a limited number of commercial establishments to serve the day-to-day needs of residents and provide lower-density forms of multi-family housing as defined in neighbourhood plans.

  It is critical to also highlight the importance of the Township's rural land use and transportation considerations within rural areas. The rural land use designations are Agriculture, Rural, Rural Commercial Centre, and Conservation and Recreation. While these areas are not identified as

[1] Metro Vancouver. https://metrovancouver.org/services/regional-planning/urban-centres

community hubs, there are important transportation considerations for rural areas of the Township particularly when considering transportation safety and facilitating agricultural activities and goods movement. Connecting rural areas of the Township to community hubs has been considered through the network planning approach. The recommendations of the TMS will be integrated into an update of the Rural Plan.

As part of this action to develop multi-modal transportation options in and between community hubs, the Township will work to implement the next steps listed below.

- Plan higher population and employment densities in community hubs. The scale of these densities will vary based on the type of community hub with the highest densities in Regional Centres and along Rapid Transit Corridors.
- Work with TransLink to connect community hubs with transit routes and services (additional details are included in **Theme 3: Transit**). This includes ensuring that all community hubs have access to transit services. Regional Centres and Rapid Transit Corridors will have access to rapid transit options (future SLS and LHP BRT), and Town Centres will have access to frequent transit networks.
- Work to ensure community hubs have continuous and connected active transportation networks (additional details are included in **Theme 4: Cycling and Micromobility** and **Theme 5: Walking and Accessibility**). Below are some of the key actions identified under these themes specific to community hubs.
    - Provide a denser network of cycling routes and pedestrian facilities within community hubs.
    - Community hubs are also locations where wider sidewalks, and a higher density of pedestrian cut-throughs (walkways), and designated crossing opportunities.
    - Ensure transit, pedestrian, and cycling and micromobility networks converge at community hubs and provide clear wayfinding to help people navigate the transportation network and multi-modal options.
    - Enhance lighting, where appropriate, on roads, greenways and trails within community hubs.
- When implementing shared mobility services, start with providing services within community hubs, including car sharing (**Action D3.2**) and shared electric and micromobility services options (**Strategy C2**).
- Encourage the use of smaller goods movement vehicles within community hubs, particularly the Regional Centre, the Rapid Transit Corridor, and Town Centres (**Action D2.4**).
- Parking and curb space management considerations for community hubs have been identified in the 2026 Township Wide Parking Study and Bylaw Review (**Action D1.6**). The study recognizes demands for curb space is different in community hubs when compared to other areas of the Township.

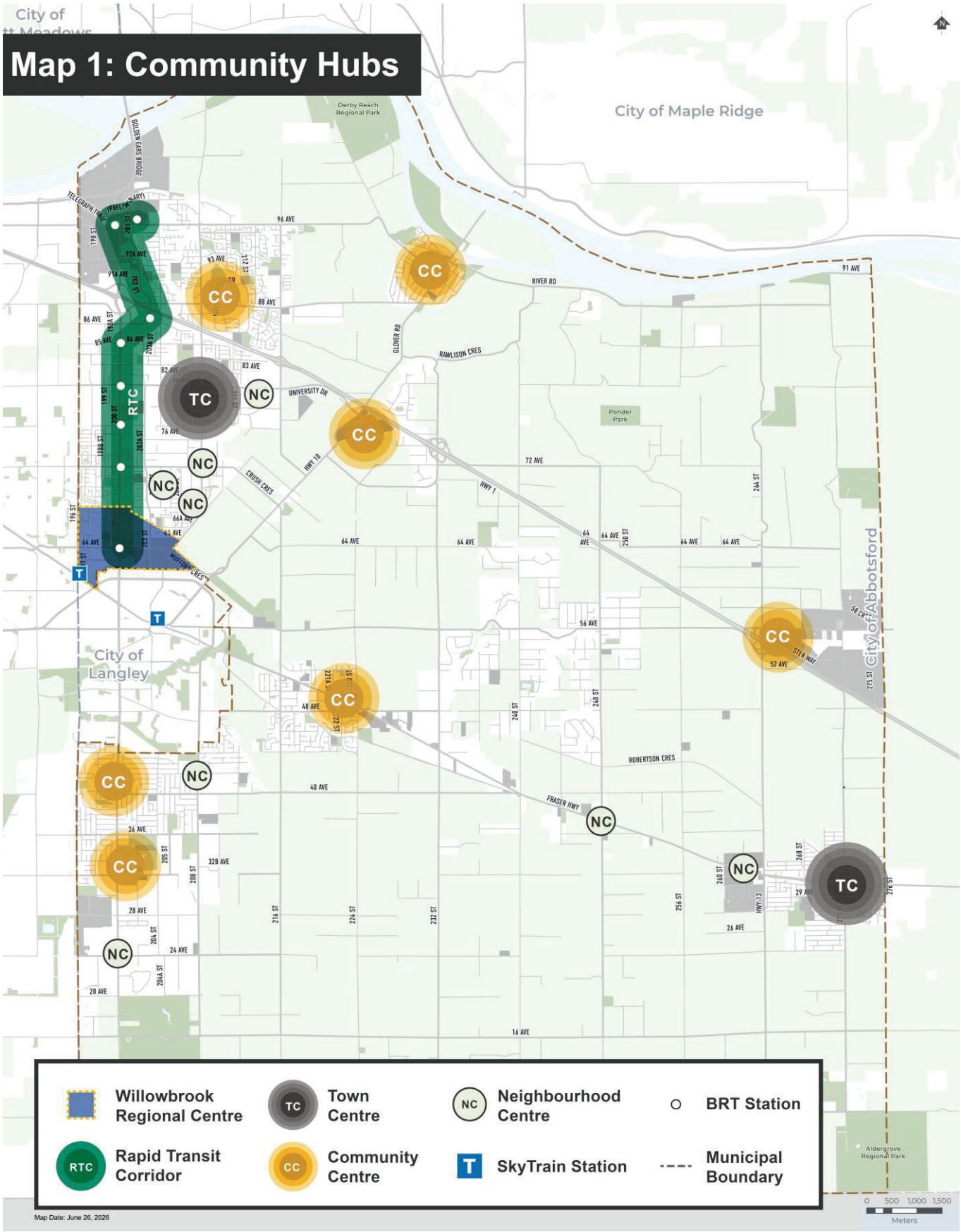


Figure 7: Township Community Hubs

- **Action LU1.2: Concentrate population and employment growth near future rapid and frequent transit routes, and within community hubs.**
  The planned implementation of the SLS and the LHP BRT route will enhance the Township's access to rapid and frequent transit. The Province defines TOAs as the area within 800 metres of a rapid transit station (e.g., SkyTrain station) and 400 metres of a bus exchange and West Coast Express that the Province has listed in regulations. These areas will see increased mixed-use growth and development.

  As new frequent transit routes are implemented the Township will continue to concentrate population and employment in these areas ensuring that employment and highly populated areas are within a 5-minute (400 metres) walk of frequent transit and 10 minutes (800 metres) of rapid transit.

  Additionally, TransLink considers existing and future population and employment densities as part of the transit service planning process when determining the frequency and coverage of the transit network. By planning population and employment growth strategically within community hubs, the Township is in a better position to advocate for more frequent service and more routes to key destinations. More information about this is discussed in **Theme 4: Transit**.

  In support of this action, along with the Township's existing planning documents and provincial legislation, the Township will continue to concentrate population and employment growth near future rapid and frequent transit routes and within community hubs to provide land use conditions that support an enhanced transit network.

- **Action LU1.3: Support the development of affordable residential housing in areas with access to existing and planned sustainable transportation options.**
  The Township's OCP outlines actions that include providing a mix of housing types to offer a wide variety of housing units that meet the needs of all members of the community. Metro Vancouver is experiencing an affordability crisis and there is a clear desire for residents to have affordable residential housing options, and an affordable transportation network. With more affordable housing options near transit routes and community destinations, the Township can reduce the need for a personal vehicle (a financial expense) and reduce the amount of driving needed to access an individual's daily needs.

  In support of this action, the Township will continue to support the direction in the OCP to develop a mix of housing types, including affordable housing options, in areas with access to existing and planned active transportation routes, transit routes, and community destinations.

- **Action LU1.4: Create safe, welcoming, and comfortable spaces that attract people and make the Township's streets an enjoyable place to be.**
  The Township's OCP includes policies that highlight the importance of public spaces and amenities to create more comfortable and attractive spaces for community members. Street beautification and public art are also highlighted as opportunities to contribute to the cultural and heritage character of neighbourhoods. Providing supportive amenities along active transportation and transit routes can help create more enjoyable and lively public spaces.

  The Township's Subdivision and Development Servicing Bylaw sets out the requirements for developers as they deliver new buildings and neighbourhoods. This bylaw includes typical cross sections and transportation design guidelines for new neighbourhoods, for frontages along the

boundaries of development, and is often used to inform the design of other transportation projects. This Bylaw outlines the transportation facilities to be delivered through development.

In support of this action, the Township can move forward with the following next steps.

- Develop guidelines for the installation of public amenities through capital projects and development. These guidelines should cover the design, placement, and installation of public amenities such as seating, garbage receptacles, recycling bins, and public art.
- Establish a public art policy to encourage the creation and installation of public art, as outlined in the OCP. This could include a formula for funding contributions for both private and public landowners.
- Apply Crime Prevention Through Environmental Design (CPTED) principles in the design and development of public and shared spaces.
- Update the Subdivision and Development Servicing Bylaw to align with current design guidelines. Additional details about these proposed updates can be found in **Action S2.1.**

- **Action LU1.5: When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided.**
  As new residential and commercial building development occurs in the Township, new transportation infrastructure is also implemented. Guidance regarding the design and location of new infrastructure is outlined in the Subdivision and Development Servicing Bylaw. The Township, like many other municipalities in the region, have seen gaps in transportation infrastructure form as infill and subdivision development occurs in phases. This can impact the continuity of the road, pedestrian, and cycling networks. These gaps are often a result of the timing of property sales and development opportunities. This can create discontinuous facilities, particularly for people walking and cycling, which end midblock. In some cases, there is no alterative facility beyond transitioning into the roadway which may not be safe or accessible.

  In support of this action, the Township will ensure that when gaps in the active transportation network are created due to development that transitions from facilities, a temporary facility is provided to connect routes and fill gaps in the short term. The Township will create a policy to work with developers to improve transitions between new infrastructure and the roadway to ensure infrastructure is accessible.

  The Township will consider developing an investment program to fill in gaps where no future development is planned. Additional details about rapid implementation techniques and how this can be achieved are outlined in the implementation chapter.

- **Action LU1.6: Integrate high-quality landscaping and other green infrastructure in transportation projects to increase overall tree canopy coverage and natural aesthetics.**
  Green infrastructure provides significant environmental, social, and economic benefits. Green infrastructure includes natural vegetation, soils, and bioengineered solutions that mimic natural systems. In the context of active transportation, green infrastructure refers to the integration of natural elements and sustainable design such as providing tree-lined active transportation corridors and implementing green buffers or bioswales to capture, filter, and reduce stormwater. Incorporating green infrastructure can help support climate change mitigation and resilience, create more inviting and attractive environments, and save costs in stormwater management.

In support of this action, the Township can move forward with the following next steps.

- Seek opportunities to incorporate green infrastructure, retain existing trees, and plant new trees during the planning and design of transportation projects where possible.
- In rural areas, the Township will continue to limit the impact of the transportation network on agricultural areas, natural ecosystem systems, and ecologically sensitive areas.
- Update the Subdivision and Development Servicing Bylaw to align with current design guidelines on green infrastructure. Additional details about these proposed updates can be found in **Action S2.1.**

LU2- Align existing and future plans and strategies with the TMS.

The actions under this strategy focus on ensuring Township planning and policy documents, including community and neighbourhood plans, bylaws, and other guiding documents align with the TMS. It also identifies new policy and planning documents that could be developed to support the implementation of the TMS. Additionally, there is an action that focuses on how the recommendations of the TMS can be incorporated into the plans and projects of neighbouring municipalities, TransLink, Metro Vancouver, the FVRD, and the Ministry of Transportation and Transit (MOTT).

- **Action LU2.1: Update existing and develop new Township planning and policy documents with the recommendations outlined in the TMS.**
  One important outcome of the TMS was integrating recommendations outlined in existing Township planning and policy documents into the TMS, to ensure it accurately reflected current transportation plans and strategies. The TMS also identifies new strategies and actions that recommend updating existing documents to align with current planning and design practices. Below is a summary of the updates to existing Township documents that may be considered to ensure alignment with the TMS. In support of this action, the potential next steps for the Township include.
  - Updating the OCP to reflect the infrastructure recommendations and actions outlined in the TMS. Updates may also include incorporating the concept of community hubs and new Provincial legislation on housing.
  - Updating community and neighbourhood plans to reflect infrastructure recommendations and actions outlined in the TMS.
  - Updating the Subdivision and Development Servicing Bylaw with updated street cross sections to align with TMS recommendations, as described in **Action S2.1**.
  - Updating the Zoning Bylaw with additional guidance on bicycle parking and end of trip facilities (**Action C3.1**), opportunities to designate car share parking locations, new vehicle parking and loading requirements, accessible parking, TDM requirements, shared parking provisions in mixed-use, and EV charging infrastructure as part of new developments (**Action D1.5**).
  - Reviewing and updating the Township's Traffic Calming Policy as needed to align with the recommendations of the TMS particularly when implementing actions to manage speeds on Township roads (**Strategy S2**) and when adding traffic calming when implementing new infrastructure projects.
  - Updating the Highway and Traffic Bylaw as needed based on provincial guidance regarding micromobility devices (e-bikes, electric kick scooters (e-kick scooters), etc.)
  - Integrating the recommendations of the TMS into an updated Rural Plan.
  - Reviewing and updating other Township documents. While the existing documents listed above have the strongest relationship with the TMS, other documents including the Climate Action Strategy, Age-and Dementia-friendly Action Plan, Accessibility Plan, and others may also be updated based on the TMS.

- In addition to updating existing documents, the Township will also develop a TDM Plan. The purpose of this plan would be to identify non-infrastructure approaches, including programming and promotions, to support active and sustainable transportation. This can include the following.
    - Programs and events that reduce private vehicle trips and incentivize active transportation, transit, and car share memberships.
    - Public campaigns that promote active and sustainable transportation.
    - Working with employers to encourage multi-modal transportation options to and from work or remote/hybrid options.
    - Encouraging developers to prioritize active transportation and transit and allow developments to reduce the amount of automobile parking constructed.

- **Action LU2.2: Advocate for TMS recommendations to be incorporated into external plans and strategies.**
  The TMS identifies potential projects involving roads and services that are outside of the Township's jurisdiction. These projects would need to be planned, designed, and implemented by external agencies. These agencies include TransLink, MOTT, Metro Vancouver, FVRD, BC Transit, neighbouring municipalities, and other provincial and regional agencies. As a result, the Township will advocate to have the TMS recommendations incorporated into plans, strategies, and projects that are developed by other agencies and government bodies.

  For example, TransLink is responsible for transit service and operations within the Township and the Metro Vancouver region, in 2025 they initiated the developed of the South of Fraser East Area Transport Plan (SoFE ATP). The findings of the TMS, including technical analysis and input from community members and interest groups, have been shared with the TransLink team working on the SoFE ATP. The MOTT has jurisdiction over roads that travel through the Township (Highway 1, Highway 10/Glover Road, and Highway 13/264 Street). Any potential projects identified on these corridors are to be explored with other agencies.

  Throughout the TMS document, actions and projects that have been identified based on technical analysis and community input that are not within the Township's jurisdiction will be noted within the description of the action.

Theme 2 Safety

Every day, people travel for various reasons to fulfill their daily needs on the Township's transportation network, whether by driving, walking, cycling, motorcycling, taking transit, or using micromobility devices. The Township aims to ensure that roads are safe for everyone – no matter who they are, where they are going, or how they are getting there. Unfortunately, this is not always the case and within the Township (based on 2018-2022 ICBC data):

- every two hours a collision occurs
- every five hours a collision injures someone
- every three months a collision kills someone

Transportation-related collisions have significant impacts on people's lives, especially those that cause fatalities or serious injuries. Collisions are traumatic events for those involved and tragic events for families and communities affected.

The Township is committed to providing a transportation network that is safe and efficient for people of all ages and abilities using a Vision Zero approach with the goal of preventing all injuries and deaths from motor vehicle collisions. As part of the TMS planning process, the Township developed a Road Safety Strategy (RSS). The RSS recognizes that everyone has the right to travel safely, regardless of how they chose to get around. Improving safety for people walking, cycling, and other vulnerable road users is essential, as they face the greatest risk of serious injury or death in a collision.

The RSS provides a path forward for improving transportation safety for all modes of transportation with the ultimate objective of eliminating fatalities and serious injuries on the Township's roads. To maximize the chances of success, the Township has adopted Vision Zero principles in the development of the RSS, and the Safe System Approach framework (**Figure 8**) for achieving this goal. The objectives of the RSS are to:

- articulate a vision for safe mobility in the Township
- capture local trends and concerns (both rural and urban areas), with a focus on recommendations based on data and evidence
- apply industry best practices
- provide a list of potential actions aimed at reducing fatalities and injuries
- empower the Township, its partners, stakeholders, and the public towards a positive change in safety culture
- interface with and inform the overall TMS

The RSS was informed by an analysis of data, input from community members, key partners, and stakeholders, and a review of best practices in other jurisdictions. This led to the identification of strategies and actions outlined in this document.

To understand collision trends in the Township, collision data was provided by the ICBC based on claims submitted to them during the five year period between 2018 and 2022. The records included all collisions that occurred on both Township roads and on roads under provincial jurisdiction (MOTT). In addition to ICBC data, RCMP data has also been reviewed and presented throughout the document. It is important to note that the different data sets provide different types of information and are recorded/reported at different times. Both have their benefits and limitations and can differ in the results. Information from both data sources has been presented throughout this chapter.

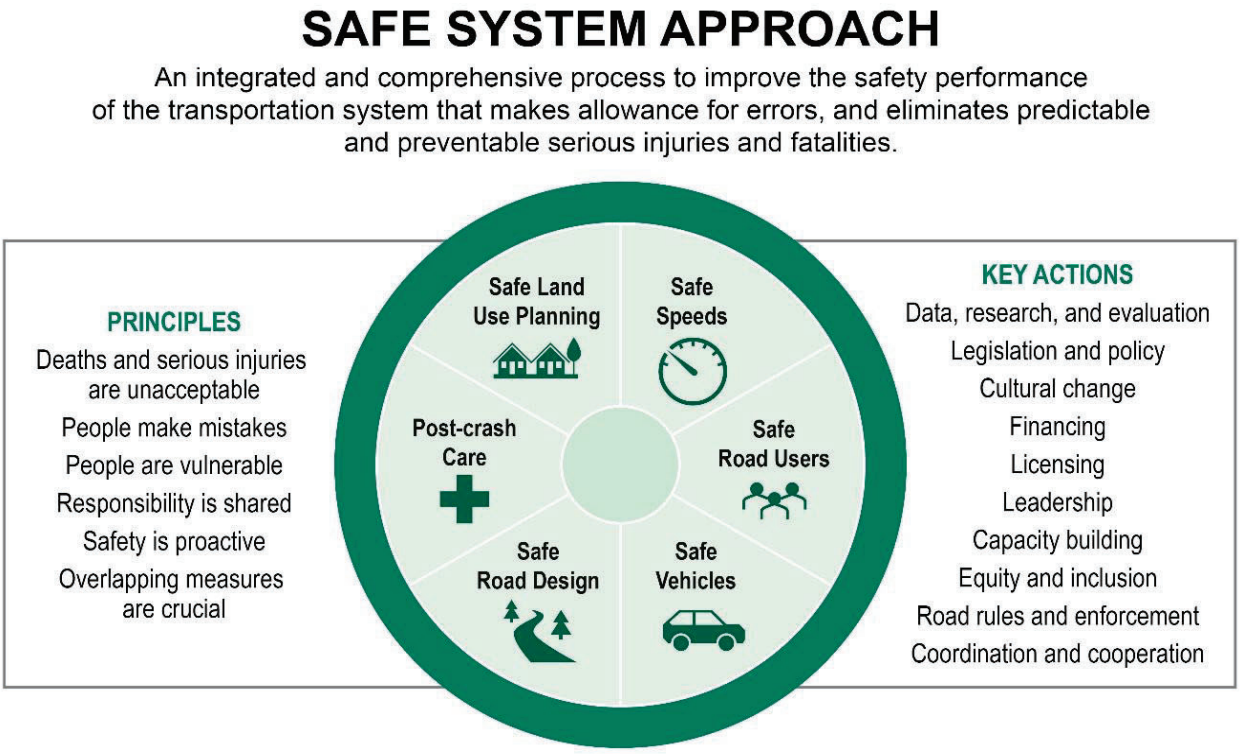


Figure 8: Safe System Approach Framework
(Source: Adapted from TAC - https://www.tac-atc.ca/en/vz-ss-primer-canada)

The RSS, and the actions outlined in this section of the TMS, are intended to identify both engineering treatments and programing initiatives that have been proven to address transportation safety issues and support a shift in culture and behaviours of community members, Township staff, and decision makers. The RSS is a guiding document that responds to transportation safety issues and focuses on providing effective and implementable actions and initiatives that will make the Township a safer place to be.

This section of the TMS (**Theme 2: Safety**) is based on the recommendations included in the RSS document. For additional information and more details about the RSS, how it was developed, the safety analysis completed, examples from elsewhere, and each action included under this theme, please refer to the RSS document in **Appendix B**.

Current Context

- Nearly one half of all collisions in the Township result in injury (ICBC data).
- The overall annual average fatal and injury (casualty) collisions is 1,177 on Township roads. Based on a population of 132,603 (2021 Census), the annual baseline rate is 8.9 casualty collisions per 1,000 people.
- RCMP data was used to understand collision locations in relationship to land use. More than one-third of the reported injury and fatality collisions occurred in rural/industrial areas, as identified by reviewing available RCMP data (2013-2022).
- There were 326 collisions involving vulnerable road users (pedestrians, cyclists and motorcyclists), accounting for a combined 6% of casualty collisions.
- The most predominant casualty collision type in the Township is rear end, accounting for about half of the total, followed by side impact collisions (20%), conflicted (11%), and single vehicle collisions (8%).
- To improve road safety, the Township will need to work with other governments and agencies.
- Based on community engagement, improving transportation safety was identified as one of the most important outcomes of the TMS, as identified by survey respondents (TMS community survey #1).
- The following is a list of the common themes identified through community engagement.
    - More enforcement of traffic laws, particularly related to speeding, distracted driving, and parking.
    - Improve safety at intersections.
    - Make streets safer for cyclists and pedestrians.
    - Lower motor vehicle speeds.

Strategies and Actions

Through the development of the RSS which included a review of collision data, community feedback, and best practices, six strategies were identified. The recommendations for each strategy are meant to improve safety for everyone—whether they are walking, cycling, driving, or taking transit.

Under the theme of Safety there are six strategies and a total of 22 actions:

- **S1** – Refine and enhance the Township's road safety management system.
- **S2** – Manage speeds on Township roads.
- **S3** – Enhance safety at urban intersections.
- **S4** – Enhance safety at rural intersections.
- **S5** – Protect vulnerable road users.
- **S6** – Facilitate a culture of transportation safety.

The following outlines the actions that fall under each of these strategies.

S1 – Refine and enhance the Township's road safety management system.

A road safety management system is an essential part of any road agency's transportation safety program. It requires that appropriate data is identified and used for all safety management activities. Safety management activities include screening the road network for collision-prone locations, conducting In-Service Road Safety Reviews, and implementing safety enhancements. The Township currently carries out some of these activities with the assistance of ICBC and external consultants. Implementing a broader road safety management

system may enable the Township to seek annual funding for improving safety throughout the Township more consistently and systematically.

- **Action S1.1: Work with partners to develop a safety data management strategy and address gaps in the data available for the Township.**

  Accurate data is essential for the identification of transportation safety issues, the development of mitigation strategies, and for monitoring the success of the implemented measures. Collision data is the most critical source of data available. However, other sources of safety information can include road user behaviour data from ICBC and/or the RCMP, demographic data, travel patterns, traffic volumes, information about the infrastructure, enforcement data, conflict data, and injury data (hospital/ambulance data) can be helpful to understand safety issues and opportunities.

  The Township receives collision data annually from ICBC and analyzes collision data in response to requests or in support of specific projects. There are challenges with the data sources. Most notably, ICBC data does not specify injury severity, and RCMP data covers only a subset of the collisions. Additionally, information about injury severity from RCMP reports does not always accurately reflect eventual outcomes. Both datasets may under-represent the active transportation user injuries. Overcoming these issues will require improvements to data at the provincial level (RCMP, ICBC, Fraser Health, etc.), beyond the Township's jurisdiction. The next steps for the Township to advance this action are listed below.

  - Initiate discussions with ICBC and the RCMP regarding the existing data issues to address gaps and quality, including a more accurate understanding of injury severity and other contributing factors, and agree on ways to address these issues.
  - Identify other data sources of transportation related injuries (including serious injury) in the absence of reliable collision data, including ongoing discussions with Fraser Health and other data providers.
  - Review other safety data that can be used to reflect safety performance, such as speeds, violations, and conflicts.
  - Conduct a pilot project with Fraser Health on the use of hospitalization data as a primary source of information on serious injuries. This is something that has also been initiated by other communities.

- **Action S1.2: Conduct regular network screening and safety reviews.**

  Network screening refers to the analysis of a transportation network to identify locations (corridors, intersections, and other locations) where the greatest concentrations of collisions occur. The end goal is to identify where additional analysis is needed and to develop solutions to improve safe mobility. There are existing guidelines and established methodologies for conducting network screening and safety reviews.

  The Township has predominantly conducted In-Service Road Safety Reviews based on specific projects and/or when requested. In-Service Road Safety Reviews can be done at the intersection and at the corridor scale. These safety reviews may be partially funded with support from agencies such as ICBC and completing them can assist with requests for funding for implementing identified mitigation measures. The next steps for the Township to advance this action are listed below.

  - Seek annual funding for regular screening, safety reviews, and a dedicated staff member to oversee these tasks.
  - Conduct a network screening every 3-5 years and based on the results, identify 3-5 injury-collision prone intersections (or corridors containing several intersections) to review.
  - Complete 3-5 intersection safety reviews (or one major corridor review) per year, using a Safe System Approach. Ensure reviews include “before” data collection, such as conflicts, speeds or violations.
  - Implement improvements at the injury-collision prone locations.
  - Conduct an evaluation of the effectiveness of improvements every 3-5 years using collision data, or more frequently using other metrics.

- **Action S1.3: Conduct planning and design stage road safety audits on major projects.**

  A Road Safety Audit (RSA) is a formal examination of a transportation project, from a safety perspective, it is done during the planning or design stage. It has been recognized that the earlier RSAs are conducted, the greater impact they can have on the overall safety performance of the project. Additionally, it is more cost effective to address safety issues before construction rather than after. The Transportation Association of Canada (TAC) Canadian Road Safety Audit Guide is the most relevant reference document for conducting RSAs. Safe System Assessments (SSAs) have recently emerged as an alternative to RSAs, more aligned with Safe System principles and more explicitly considering speeds, each type of road user and management of conflict points.

  The Township has conducted RSAs in the past, with the support of ICBC staff. However, a formal policy for conducting and funding RSAs is not in place. The next steps for the Township to advance this action are listed below.

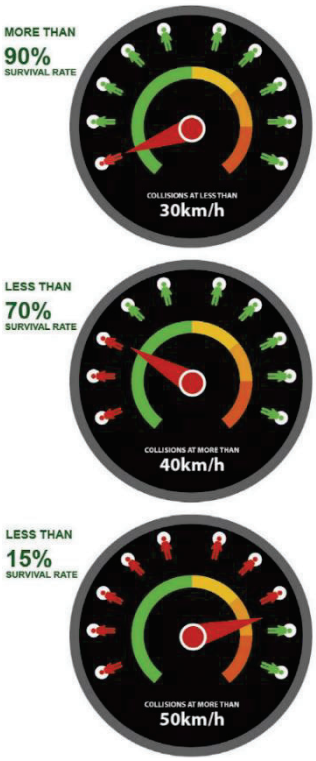
  - Consider developing a policy for conducting an RSA and/or SSA based on the Safe Systems Approach (types of projects and at what stages).
  - Train Township staff on how to conduct or oversee an RSA and SSA.
  - Pilot SSAs and evaluate outcomes.

S2 – Manage speeds on Township roads.

The relationship between speed and collision severity is well-documented. The higher the vehicle speed involved in a collision, the more likely it is to result in serious injury or fatality. Effective speed management can both prevent collisions and make them less severe.

Available ICBC collision data (2018- 2022) shows that 50% of reported collisions in the Township resulted in injury, which suggests that speed was likely a primary or secondary factor. Community members shared that they were concerned with speeding on Township roads.

Speed data reviewed as part of the TMS planning process indicated that several corridors have recorded motor vehicle speed that are higher than the posted speed limit. In the urban areas, high speeds combined with higher volumes of road users can result in injury-causing rear end collisions. High-speed right-turning geometry at intersections and roads without designated walking and cycling facilities can compromise the safety of crossing pedestrians and cyclists.



Relationship between motor vehicle speed and pedestrian facility risk in a collision.
(BC Active Transportation Design Guide)

The most sustainable way to achieve safer speeds is not by only changing speed limits, but by modifying roadway design features to make it more natural for drivers to travel at the target speeds and then posting speeds that are consistent with these designs. An effective speed management strategy consists of:

- developing design standards and cross sections that would result in lower operational speeds
- posting clear speed limits that reflect target speeds
- educating the public about the dangers of speeding
- alerting motorists of their speeds in real time
- conducting manual or automated speed enforcement if the information and warnings noted above are disregarded

Enhancing intersection treatments, including updating intersection designs and/or adjusting signal timing to manage corridor speeds can also be considered. Intersection considerations are discussed more in **S3** and **S4.**

- **Action S2.1: Update and implement the road cross sections and design standards included in the Subdivision and Development Servicing Bylaw.**
  As part of the TMS planning process, updated cross sections were developed with the intent that they will be included in the next update to the Subdivision and Development Servicing Bylaw. The Bylaw regulates and sets out the requirements for the provision of works and services that are needed as part of the subdivision and development of land. The new cross sections were developed to align with current engineering design standards and reflect current best practices and trends within the region. Key updates to the cross sections are listed below.
    - Updating the cross sections to reflect the Township's updated road classifications and existing and planned land use.
    - Active transportation infrastructure that aligns with current design guidance including:
        - More cycling facility options on arterial roads, including bike path (grade separated) and protected bike lane (at grade with motor vehicles) options.
        - Space for active transportation users on all new roads.
        - Wider pedestrian facilities (sidewalks and multi-use paths).
        - A reduced width for motor vehicle lanes on arterial and collector roads, except when required to accommodate transit buses, goods movement (truck routes), and emergency vehicles.
    - Additional boulevard space for trees and vegetation.
    - Lighting on all new roads with additional pedestrian scale lighting on wider roads and boulevards.
    - The updated road cross sections propose a wider curb lane (3.5 metres) along truck routes to accommodate wider vehicles.

Why are communities reducing the width of motor vehicle lanes?

The TAC Geometric Design Guide for Canadian Roads recommends a lower end of 3.0 metres for motor vehicle lanes not expected to be occupied by trucks or buses. The most sustainable way to achieve safer speeds is not by only changing speed limits, but by modifying roadway design features to make it more natural for drivers to travel at the target speeds.

Reducing lane widths especially along collector and local roads and all roads where the speed limit is 50 km/h or less has the potential reduce vehicle speeds and make more room available for bike lanes, sidewalks, and for a wider buffer or raised separation between vehicle and bike lanes.

The updated cross sections can be found in **Appendix C**. These proposed cross sections will be incorporated into the next update to the Subdivision and Development Servicing Bylaw. A road infrastructure map has been prepared and included in **Appendix C.** This map identifies the recommended ultimate cross sections for collector and arterial roads throughout the Township, reflecting the updated cross sections and standards. In some circumstances, the ultimate road cross section may only be achievable in the long term through future redevelopment of the adjacent properties. This envisions future updates to existing established neighbourhoods with redevelopment to higher density, in the long term. Identifying these road cross sections allows for the Township to secure future property requirements through a development process.

The Township will implement the updated cross sections on new projects and prioritize corridors for retrofits to align with the new standards. In the future, the Township will continue to further refine design standards to improve safety.

- **Action S2.2: Pilot Safe System speed limits.**
  Safe System (or "survivability-based") speed limits represent a new philosophy towards setting speed limits that is consistent with moving towards zero deaths and serious injuries. Several municipalities across Canada have modified their approach to speed limits to consider survivability including Victoria, Saanich, and Rossland. Treatments on collector and minor arterial roads such as creating narrowings, speed tables, and signal coordination have been implemented to achieve further reductions.

  Reduced speed limits are much more likely to be effective when implemented in conjunction with design changes along the roadways or at intersections along the corridor. The next steps for the Township to pilot Safe System speed limits on urban and rural roads are listed below.
  - Conduct a Township-wide speed limit review. Identify arterial and collector roadways for speed limit changes.
  - Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate.
  - Evaluate effectiveness of design changes.
  - Identify additional roadways for similar treatments and implement changes.

- **Action S2.3: Implement slow streets.**
  "Slow streets" refers to reduced speed limits in residential areas that are consistent with speeds that are typically survivable for pedestrians – 30 km/h or 40 km/h. Slow streets emphasize walking and cycling without being at a significant risk of a collision with a vehicle.

  In 2020, the City of Vancouver started implementing 30 km/h speed limits in 25 neighbourhoods and was supported by a speed hump program to further reduce speeds and other temporary and permanent traffic calming measures. The program received strong community support and was further expanded. In neighbouring Surrey, a Slow Streets Pilot was implemented in several residential communities in 2021, but its success was limited due to the lack of physical changes implemented.

  Traffic calming is an effective tool used to reduce vehicle speeds and lower traffic volumes, contributing to safer and more liveable neighbourhoods. The Township has an existing Council approved Neighbourhood Traffic Calming Policy. Traffic calming measures are selected based on the TAC Canadian Guide to Traffic Calming, and includes tools such as speed humps, speed cushions, raised crosswalks, raised intersections, curb extensions, chicanes, traffic circles, lane narrowing, signage and pavement markings, education, and enforcement.

  The next steps for the Township to implement slow streets are listed below.
  - Identify potentially suitable neighbourhoods and initiate implementation of slow street projects in these residential areas, for Council to consider. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits.
  - Review and update (as needed) the Township's Traffic Calming Policy.
  - Implement improvements for active transportation users, to benefit from the slower vehicle speeds. Maintain ongoing communication with residents in slow streets project areas to ensure community feedback is obtained.
  - Identify additional roadways and implement changes.

- **Action S2.4: Enhance speed enforcement.**
  Speed enforcement aims to prevent drivers from exceeding the speed limit by penalizing those who do. This not only affects speed violators who get caught, but also those who see or hear that enforcement is occurring. The role of speed enforcement is sometimes controversial but has been shown to support safety outcomes. While safe and appropriate speed limits and self-regulatory tools such as narrower lanes or traffic calming can be effective and reduce our reliance on speed enforcement, enforcement remains essential where these physical measures are absent. There are different speed enforcement strategies for road corridors in urban and rural areas of a community.

  On urban roads, speed enforcement can be more focused on corridor segments where a higher frequency or proportion of serious injuries and fatalities occur. Safe speeds are particularly important at the approaches to intersections. As a result, Intersection Safety Camera enforcement can have a significant impact on intersection safety. To help reduce the number of collisions at intersections, the RCMP, provincial government, and ICBC have partnered together to operate the Intersection Safety Camera Program.

  On rural roads, it is more challenging to enforce speeds across a vast network. Therefore, automated speed enforcement such as “average speed limits” – which are currently being piloted by the Province – may be considered. These measure speeds over a distance rather than at a specific point. Intersection Safety Cameras are discussed again in **S3** specific to intersection safety. However, this type of enforcement measure is only possible on roads with limited intersections and driveways.

  The next steps for the Township to work with partners to enhance speed enforcement are listed below.
  - Share network screening results with the RCMP to focus enforcement efforts where injuries resulting from specific behaviours are more frequent.
  - Work with the Province and ICBC to implement more speed enforcement at locations in the form of Intersection Safety Cameras
  - Advocate for automated speed enforcement camera installations at non-signalized intersections and at mid-block locations.
  - Follow the average speed limit technology pilot in BC, and if successful, advocate for the installation along injury-prone high-speed limited-access rural roadways in the Township.

S3 – Enhance safety at urban intersections.

Data indicates that approximately 64% of collisions in the Township are on urban roads, based on RCMP data between 2013 and 2022. Of these, 80% are rear-end, right angle, and left-turn oncoming collision types, which suggests that they are taking place at intersections. Safety strategies and measures at intersections seek to:

- separate critical movements in time
- separate critical movements in space
- increase compliance with the prevailing traffic control
- warn users of the presence of the intersection and other users
- slow traffic to safer speeds on the approaches and through intersections

Intersection treatments can be relatively cost-effective due to their limited footprint when compared to corridors treatments. They can target commonly seen collisions involving movements at each approach, including:

- Through vehicle collisions – right-angle collisions typically involve red light violations; rear end collisions typically occur due to high approach speeds, inattention, congestion, and lane changing.
- Left-turn collisions – these typically involve sight constraints, making the turn when the gap is inadequate, risky movements during the intergreen period, or inadequate attention to crossing pedestrians.
- Right-turn collisions – these are typically related to right-turn speeds, and divided attention at red lights between oncoming traffic from the left and pedestrians on the right. They also often occur within channelized right-turn roadways.

While there are other contributing factors to these collision types, the following actions have been developed to address the typical contributing causes.

It is important to note that there are additional actions under **Strategy 4** (rural intersections) and **Strategy 5** (vulnerable road users) that identify other intersection treatments that can also improve safety at urban intersections. While the actions have been broken down by strategy area, treatments identified at urban intersections may be considered at rural signalized intersections and vice versa. Intersection treatments identified to enhance safety for vulnerable road users (**Strategy 5**) can be considered at intersections throughout the Township.

- **Action S3.1: Enhance left-turn treatments.**
  Left-turn related collisions are one of the top collision types in the Township, this includes reported left-turn collisions involving a pedestrian. There are several proven treatments that can address these collision patterns at urban signalized intersections, including protected only left-turns (left-turning vehicles proceed only when the traffic in the opposite direction is stopped), left-turn calming (requires drivers to make a wider and slower turn), and providing left-turn lanes (or extending the length of existing lanes). Please note providing protected-only left-turns may increase vehicle queues in the left-turn lane, and in some cases, may require lengthening left-turn bays to prevent the left-turn queue from backing into the adjacent through travel lane.

  The next steps for the Township to enhance left-turn treatments at intersections are listed below.
  - Review and update (as needed) the Township's current process for installing protected-only phasing.
  - Screen the network for other candidate locations to provide protected-only phasing.
  - Implement left-turn treatments at a selection of candidate locations.
  - Evaluate the effectiveness of the treatments by conducting a before-and-after study of locations in the Township where protected-only left-turn phasing, or other treatments, have been installed.
  - Develop a program and secure funding to implement left-turn treatments annually, at the locations with the highest potential for improvement.

- **Action S3.2: Enhance right-turn treatments.**
  Rear-end collisions represent the most common injury collision type in the Township. Typically, a proportion of rear-end collisions occur at channelized right-turning lanes, when vehicles stop to turn right and following vehicles collide with stopped vehicles. These incidents are an indicator of the right-turn geometry being incompatible with the traffic control, for example, yield control for wide turning geometry. In addition, right-turn movements are the most common turning movement involved in collisions with pedestrians and cyclists. Drivers of a right-turning vehicle proceeding on a red signal are often pre-occupied with looking to the left for traffic and may be accelerating to accept a gap while a pedestrian is crossing.

  Some of the treatments that have been shown to reduce right-turn speeds and conflicts between motor vehicles and pedestrians include the following.
  - Reconfiguration or removal of channelized right-turn lanes. Removing right-turn channels with a reduction in corner radius can improve safety for people walking and cycling by reducing vehicle turning speeds and the number of conflict points with vulnerable road users. A “smart” right-turn channel is a channelized right-turn with a more compact right-turn island, results in reduced right-turn speeds, and improved sight lines. This can be considered when removal is not feasible. Design of the intersection should also ensure truck turn movements on roads designated as truck routes and accommodate turning movements for transit buses and emergency vehicles at all intersections.
  - Protected intersections include design features that minimize conflicts between drivers and vulnerable road users (additional details about protected intersections can be found in **Action S5.2**).
  - Right-turn-on-red restrictions can eliminate conflicts with pedestrians.
  - Leading pedestrian intervals can address collisions with right-turning vehicles when they have a green light (additional details about leading pedestrian intervals can be found in **Action S5.1**).

  The next steps for the Township to enhance right-turn treatments at intersections are listed below.
  - Screening the road network for locations where right-turn injury collisions (involving vehicles or pedestrians) are most common.
  - Develop and adopt a “channelized right-turn removal or reconfiguration” policy and design that enhances safety, while accommodating trucks along truck routes and being fully accessible.
  - Develop a warrant system for the application of the right-turn treatments.
  - Pilot the application of a “smart channel”.
  - Evaluate the effectiveness of right-turn treatments.
  - Implement right-turn treatments at a few locations each year, subject to funding approval for design and construction.

- **Action S3.3: Implement roundabouts in urban areas where feasible.**
  The Township has implemented roundabouts at several urban intersections recently as part of new development and road projects. Roundabouts have been implemented throughout Willougby, including locations along 201 Street, 204 Street, and 207A Street. The Township currently plans and implements roundabouts in urban areas through neighborhood plans, development projects, and capital works. The Township’s existing Subdivision and Development Servicing Bylaw includes details for the design of roundabouts at locations where two collector roads intersect. As roundabouts have fewer conflict points and traffic speeds are slower than within a traditional intersection, roundabouts tend to be a safer intersection treatment. The benefits of multi-lane roundabouts are slightly less pronounced than single-lane

roundabouts. Public education regarding the use of roundabouts will be required as part of their implementation. While roundabouts may be new for some road users, they typically become accustomed to them relatively quickly and start realizing the safety benefits.

The Township will continue to implement roundabouts in urban areas where feasible. Implementing roundabouts in rural areas is identified as an action under Strategy 4.

- **Action S3.4: Advocate for the expansion of intersection safety enforcement.**
  The RCMP, provincial government, and ICBC have partnered together to operate the Intersection Safety Camera program. Through this program, there are currently 140 cameras in 26 communities across the Province to deter drivers from running a red light. The cameras are placed at intersections based on the type, severity, and frequency of crashes at that location. Intersection Safety Cameras that issue tickets for red-light violations are a proven countermeasure, with some studies claiming a 30% reduction in injury or fatalities in right-angle collisions at signalized intersections.

  While there are currently four cameras in the Township, there may be opportunities for the Township to work more closely with its partners to justify the installation of additional cameras in the Township, particularly where collisions are resulting in serious injuries and fatalities. The next steps for the Township to expand intersection safety enforcement at intersections are listed below.
    - Screen and review the network for locations with a high frequency of side-impact or right-angle injury collisions at signalized intersections and identify possible causes of right-angle collisions.
    - Initiate formal discussions with ICBC and the Province for the installation of additional Intersection Safety Cameras on Township roads, including the ability to enforce speed on green where speeds are also an issue.
    - Work with partners to identify locations for the installation of Intersection Safety Cameras and work with ICBC to conduct before-and-after studies.
    - Continue to screen the network for locations with right-angle casualty collisions and advocate for additional Intersection Safety Cameras locations.
    - Work with partners to develop an annual program for Intersection Safety Camera installations and agree on criteria for the removal of existing cameras.

S4 – Enhance safety at rural intersections.

Approximately, 30% of casualty collisions in the Township occur in rural areas. A significant proportion of the collisions in rural areas occur at intersections and involve vehicles at stop-controlled approaches crossing a roadway with higher speed traffic. However, the intersection traffic control may also be more wide-ranging, from uncontrolled to signalized, or roundabout controlled.

Observations at rural and suburban intersections revealed wide intersection geometries at several locations, higher motor vehicle speeds, a mixture of different types of traffic control along the same corridor, and poor stop compliance (primarily rolling stops). The recommendations under this strategy focus on mitigating the safety issues identified at rural and suburban intersections. It is important to note that additional design consideration for the size and travel speed of farming vehicles and will be required when considering safety improvements and road projects within rural areas of the Township.

- **Action S4.1: Prepare a traffic control toolkit for rural intersections.**
  In rural areas, distances between intersections are typically longer compared to urban areas, and there is a lower level of expectation of each intersection. Therefore, it is critical that traffic controls are provided that align with expectation, support high rates of stop compliance, and require safe speeds. The Township primarily uses the TAC Manual of Uniform Traffic Control Devices for Canada for guidance regarding the use of stop control configuration and the deployment of flashing beacons. It is suggested this practice be supplemented by considering the following.
    - If there is a significant number or proportion or right-angle or side-impact collisions at an intersection and if traffic volumes are the same order of magnitude on perpendicular approaches, a four-way stop may be considered, if warranted. Research suggests that four-way stops are associated with a much lower risk of severe collision than two-way stops. This is because it is much less likely for a driver at a four-way stop to run a stop sign than it is for a driver at a two-way stop to accept an inadequate gap.
    - Overhead flashing beacons can be used as a proactive device rather than a reactive device. They should be installed consistently, where the intersection may be less visible or on the approach where there is a lower expectation of stopping.
    - Other devices that are much more conspicuous (such as signs with LED borders or reflective posts) or directly within the driver's view (such as median-mounted stop signs) or stop control enforcement can be considered where traditional tools have not addressed crossing collision patterns.

  The next steps for the Township are listed below.
  - Review and identify a range of stop-control treatments for rural intersections based on the Manual of Uniform Traffic Control Devices for Canada and other guides. Identify treatments for use in the Township and a consistent approach for location identification.
  - Develop a hierarchy for levels of stop-control treatments based on collision history and Safe System principles.
  - Test all-way stop-control conversions and enhancements at collision-prone locations and evaluate effectiveness. This would only be considered at locations where the collision history and types of collisions are likely to be mitigated through this type of measure.
  - Depending on the results of the test applications, consider expanding the use of the most effective stop-control options and devices at more locations. This may also include advocating for additional Intersection Safety Cameras at non-signalized or mid-block locations.

- **Action S4.2: Explore opportunities to implement roundabouts where feasible.**
  The Township has implemented two roundabouts in rural areas on its roads and has coordinated with the Province on additional highway installations.

  The Township does not have an official policy (such as a "roundabout-first" policy) on the conversion of stop-controlled or signalized intersections to roundabouts. The appropriateness of a roundabout is reviewed on a case-by-case basis. Roundabouts are a very good option where other stop-control enhancements (**Action S4.1**) have not had the desired impact.

  The next steps for the Township are listed here.

- Review the safety and operational impacts of the existing roundabouts in the Township.
- Consider developing a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural intersections. Such a policy should consider the factors where roundabouts may or may not be appropriate based on industry leading guidance, location specific context, and the impact on farming vehicles. Roundabouts in urban areas are included in Strategy 3 (urban intersections).
- Screen and identify candidate intersections or corridors for roundabout conversions (or a system of roundabouts in the case of corridors).
- When reviewing and upgrading existing intersections, review roundabout feasibility.
- Implement roundabouts at collision-prone intersection locations, where feasible.

Why Implementing Roundabouts Can Sometimes Be Challenging.

It is understood that roundabouts typically have a larger footprint and may require land acquisition and Agricultural Land Commission approval. They may also require environmental review and mitigation, underground utility improvements, and drainage and stormwater improvements. They can also create challenges for trucks, farm vehicles, emergency vehicles, pedestrians, cyclists, and people with disabilities including sight loss; however, effective designs can mitigate several of these issues. Finally, intersection operations need to be reviewed to ensure that queueing on some approaches does not extend to other conflict points or increase the rear-end collision risk. If these issues and their significant costs can be overcome, roundabouts can offer significant safety benefits.

Note that very few multi-lane roundabouts have been implemented in BC as the safety benefits of a roundabout diminishes and the land implications and costs increased. A roundabout first policy may be appropriate for single lane roundabouts where the two intersecting roads only have or are only planned to have two lanes.

- **Action S4.3: Implement access management and alternative designs.**
  At some unsignalized intersections and driveways, it was observed that drivers are undertaking high-risk maneuvers to cross oncoming traffic. This can result in severe side-impact collisions, particularly along high-speed roads or at intersections where adequate sight distance is not provided or movements from a cross-street are unexpected. In these cases, safety can be improved by:
    - addressing sight line issues
    - providing right-in/right-out access
    - consolidating driveways

  Reducing or consolidating existing access points and driveways would require consultation with residents or business owners that may be impacted. Also, in some cases an alternate route may need to be identified to provide safer access to and from the property or neighbourhood. The next steps for the Township are listed below.
    - Identify collision-prone unsignalized intersections and conduct SSAs.
    - Update access management hierarchy - from restricting only the riskiest movements to providing alternative designs, a full closure, or consolidation with other access points.
    - Work with landowners to address issues and discuss alternative access.
    - For new developments, enforce bylaws that limit left-turn and through movements to/from driveways across major roadways, implement signage, and consider physical infrastructure treatments such as raised medians.

S5 – Protect vulnerable road users.

Vulnerable road users – including people walking, cycling, motorcycling, or using another type of small micromobility device – are more likely to be killed or seriously injured when a collision occurs. Vulnerable road users not only lack the protection that drivers and passengers in an automobile enjoy but take longer to reach their destination and are subject to falling.

In the Township, according to ICBC, collisions involving vulnerable road users accounted for 6% of the total collisions. The majority of vulnerable road user collisions involved pedestrians. The proportion of users involving scooters and other mobility devices was not evident from collision data reviewed and would require a detailed review of police narrative descriptions. However, the Township also receives complaints of incidents in which e-kick scooter and e-bike users operating on multi-use paths and sidewalks at high speeds coming into conflict with pedestrians and other users.

Vulnerable road user safety strategies aim to:

- Provide protected signal phasing for vulnerable road users
- Provide safer facilities for vulnerable road users
- Provide greater warning to both vulnerable road users and drivers in advance of conflict points
- Accommodate mobility, sensory and cognitive limitations (i.e. full accessibility)
- Lower vehicle speeds in the vicinity of vulnerable road user facilities

The Township has undertaken several initiatives to support vulnerable road user safety, including:

- Extending crossing times at signalized intersections
- Providing leading pedestrian intervals
- Filling in gaps in the sidewalk network
- Providing pedestrian countdown timers
- Installing Rectangular Rapid Flashing Beacons (RRFBs)
- Providing protected bike lanes

The following section identifies actions that can supplement current efforts in enhancing safety for vulnerable road users. Additional actions regarding enhancing the transportation network for people taking transit (**Theme 3**), people cycling and using micromobility devices (**Theme 4**), and people walking (**Theme 5**) can be found in other sections of the TMS document.

- **Action S5.1: Provide leading pedestrian intervals.**
  Based on ICBC data, approximately 3% of casualty reported collisions in the Township involve pedestrians. Most of these occur at signalized intersections and specifically involve left-turn or right-turn vehicle movements.

  Leading pedestrian intervals can help to reduce conflicts between turning vehicles and pedestrians or cyclists crossing the intersection. They do so by allowing pedestrians to begin their crossing before vehicles are permitted to enter the intersection. This increases their visibility because they are already in the intersection when drivers begin to move. It also reduces conflicts with pedestrians crossing turning vehicles.

  The Township has implemented leading pedestrian intervals around some schools and shopping centres. The next steps for the Township are listed below.
  - Evaluate the impact of leading pedestrian intervals at all locations where they have been installed.
  - Adopt or develop criteria where the installation of leading pedestrian intervals is not suitable.
  - Select, based on the developed criteria, signalized intersections within each Community Centre, Town Centre, and Neighbourhood Centre identified in **Figure 7** (Township Community Hubs) and implement leading pedestrian intervals at these locations, for Council consideration.
  - Implement leading pedestrian intervals at select locations.
  - Evaluate effectiveness of all new leading pedestrian interval installations and consider additional installations.

  Leading pedestrian intervals are typically implemented at intersections where there is no left-turn signal. In locations where there are permissive signals is to convert the signal to a fully protected left-turn signal.

- **Action S5.2: Provide protected intersections.**
  A protected intersection is designed to make it safer for vulnerable road users in the approach to and when crossing an intersection. This is achieved by shortening crossing distances, reducing exposure, increasing visibility, and improving yielding behaviour by motor vehicle drivers. Protected intersections consist of several interacting design elements, the most important are listed below.

- Crossride setback, or the lateral offset from the motor vehicle lane to the bicycle crossride, which enables better sightlines and allows more time for drivers to stop for pedestrians and people on bicycles.
- Forward stop bar, which places people on bicycles who are waiting further ahead than motor vehicles, improving the visibility of people on bicycles and reducing potential for conflicts at the start of the signal phase.
- Corner safety island, which separates and protects the bicycle and pedestrian space from the roadway at the corner.
- Integrated accessibility features to facilitate safe crossing by vulnerable road users.

There are other elements that can be present at protected intersections but that are not required, such as bicycle signals.

The next steps for the Township are listed below.

- Adopt protected intersection designs as the new design standard for all new urban intersections built moving forward, that are identified as part of the long-term cycling and micromobility network, and where feasible.
- Identify candidate locations for retrofitting existing urban intersections as protected intersections.
- Conduct an in-service review of the candidate location(s) to fully understand the use by different modes, operations at all conflict points, and the collision history.
- Design and construct protected intersections as part of cycling and active transportation projects, where feasible.

- **Action S5.3: Enhance motorcycle safety.**
  Motorcycles are inherently the most high-risk form of travel. This is due to a combination of their high speeds, the lack of protection in the event of a collision, and their visibility to other road users. There were 5 ICBC reported fatal collisions between 2018 and 2022 involving motorcyclists on Township roads. Collisions involving motorcyclists are more likely to lead to fatalities and serious injuries than other modes.

  The Township currently has no specific programs or activities related to motorcycle safety, but partners such as ICBC and the RCMP do have targeted education and enforcement campaigns throughout the province. While the issues around motorcycle safety cannot be fully addressed given the inherent risks, they can be alleviated with a combination of more education, enforcement, engagement, and more explicit consideration in engineering studies. The next steps for the Township are listed below.
  - Screen the network for collisions and conduct reviews where there is a concentration of collisions involving motorcyclists.
  - Engage with ICBC, the RCMP, Fraser Health, and other partners regarding education and engagement activities, and provide support.
  - Research online resources and identify specific programs or products to provide to motorcyclists.
  - With the development of motorcycle safety programs in other cities, review successes in other jurisdictions and identify programs the Township could adopt.
  - When collisions involving motorcyclists result in serious injuries or fatalities, conduct post-collision reviews of the location.

- **Action S5.4: Encourage more transit use.**
  Public transit is a critical part of the Township's existing and future transportation system and provides an affordable, safer and a more equitable transportation choice. Research has consistently shown that public transit is the safest form of travel. While bus transit services in the Township are managed by TransLink and operated by CMBC, the Township is responsible for providing connections to and amenities at bus stops. The Township can also advocate for transit service changes and transit priority measures that can ensure transit buses travel efficiently on the Township's roads.

  Increasing transit ridership can significantly reduce collisions and injuries in the Township, as long as:
  - connections to transit (such as improved sidewalks, bikeways, crosswalk locations, Park and Ride facilities) are safe, and
  - transit reliability and priority measures (such as increased service, dedicated bus lanes and traffic signal priority) can be expanded.

  Encouraging more transit use is a major theme of the TMS and a transportation priority in the region. The Township will continue to encourage more transit use by implementing the actions outlined in the TMS, particularly under **Theme 3** (Transit). This includes continuing to upgrade bus stop accessibility and amenities, ensuring that transit is fast and reliable, and that routes are frequent and convenient connecting people to community and regional destinations.

- **Action S5.5: Monitor safety of electric micromobility devices.**
  Micromobility includes a variety of personal or shared mobility devices, including e-bikes, skateboards, scooters (electric and manual), rollerblades, etc. Electric micromobility devices, also referred to as e-micromobility devices, include e-kick scooters and e-bikes.

  According to research, e-micromobility mode share in Metro Vancouver quadrupled between 2019 and 2023, driven by the growing presence of personal and shared e-bikes and e-kick scooters.[2] The study also found that the average speeds on off-street cycling facilities and multi-use paths increased by 2 km/h during this period. The combination of the presence of more e-micromobility devices and increased speeds introduces new road safety challenges mentioned below.
  - Comfortable passing widths and speeds on infrastructure: Due to the varied sizes and speeds of e-micromobility devices, there may be infrastructure design challenges when considering comfortable passing and side-by-side riding.
  - A lack of collision and injury data: Despite the uptake in e-micromobility, there is a significant gap in collision and injury data involving e-micromobility devices due to a lack of complete, consistent, and reliable data, underreporting in hospital charting, and variability in diagnostic coding practices.[3]
  - Rider behaviour and education: As e-micromobility devices are relatively new, riders may be unfamiliar with safe riding practices or municipal traffic bylaws.

  The Township currently has no specific programs or activities related to e-micromobility safety. However, partners such as Fraser Health and community organizations have targeted initiatives. E-micromobility safety can be supported via a combination of more education, enforcement, and more explicit consideration in engineering studies. As e-kick scooters and other e-micromobility devices continue to

[2] Bigazzi, A., & Hassanpour, A. (2024). Four-Year Trends of Personal Mobility Devices in Metropolitan Vancouver: The Evolution of Mode Shares, Speeds, and Comfort in Off-Street Paths.
[3] Wong, E. & Yau, B. (2025). Electric micromobility devices: Balancing safety with sustainability.

involve, there needs to be greater consideration about how to safely integrate them into mobility system and network.

- Education: More messaging to the public about how to safely operate e-micromobility devices.
- Engineering: Ensure that road alignment, geometric design, and maintenance practices consider the operational characteristics of e-micromobility devices. The increased presence of e-micromobility devices may also impact preferred facility width and user separation considerations.
- Enforcement: Target e-micromobility behaviours that may be unsafe such as double-riding, not wearing a helmet, and sidewalk riding.

There are additional details regarding the BC Electric Kick Scooter Pilot Project and other actions related to micromobility usage under **Strategy C2** within **Theme 4: Cycling and Micromobility**. The next steps for the Township specific to monitoring the safety of electric micromobility devices are listed below.

- Partner with Fraser Health, the RCMP, and the Province to support broader micromobility data collection and evaluation, with a focus on e-micromobility devices related to safety and enforcement.
- Engage with partners to explore opportunities to support e-micromobility education campaigns and activities.
- Continue to work with the Province to support legislative changes to accommodate the safe use of micromobility devices.
- With the development of e-micromobility safety programs in other cities, review successes in other jurisdictions and identify programs to adopt for the Township.
- When data is available, for collisions involving e-micromobility that result in serious injuries or fatalities, conduct post-collision reviews of the location.

S6 – Facilitate a culture of transportation safety.

The community engagement for the TMS highlighted common safety related themes including:

- the occurrence of unsafe driving and speeding
- the need for more enforcement and education

The prevalence of such behaviours speaks to an opportunity to nurture and change transportation safety culture in the Township. Safety culture refers to the shared belief system of a group of people, which influences road user behaviors and actions that impact traffic safety. Road user behaviors include actions that influence crash risk and crash severity. The transportation system is a shared system and to achieve a target of zero fatalities and serious injuries, it is necessary to create a culture that prioritizes safety, encourages safe road user behavior, and facilitates cooperation among stakeholders and agency partners.

Changing culture and providing for safe mobility is a shared responsibility, and various organizations work diligently to address road safety within their own mandates, including different Township departments, the Province, RCMP, ICBC, Fraser Health, various advocacy groups, and others. Each partner organization brings specific mandates, expertise, perspectives, and ability to reach different segments of the public. Many partners already have programs in place for addressing various driver behaviours and continue to enhance these efforts.

While changing beliefs is difficult and could take years, it is necessary to start now to start seeing the results within a few years. No municipality is likely to achieve zero serious injuries and fatalities without this cultural transformation. Some efforts have been focused on younger members of the community (children and youth),

as it is less challenging to influence beliefs and habits at a younger age. It is important to start these efforts well before driver licensing, since young drivers are over-represented in injury and fatality collisions.

The following section identifies specific actions that can supplement current efforts in building safety culture in the Township.

- **Action S6.1: Work with partners to address unsafe behaviours.**
  Based on research, the most common behaviours that contribute to fatal and injury collisions in urban and rural areas are as follows:
  - distraction/inattention
  - following too close
  - unsafe lane changes
  - speeding and aggressive driving
  - alcohol or drug Impairment
  - fatigue

  Various partners have programs for each of these behaviours. The Township currently participates in some of these campaigns. However, closer coordination with partners, including the use of injury collision data and community engagement results related to these efforts can help to strengthen these campaigns to have a greater impact on residents and workers in the Township, including the farming community. The next steps for the Township to implement this action are listed below.
  - Discuss existing programs with partners, and how the Township can lend support.
  - Provide/enhance road safety knowledge and communications on Township website.
  - Consider developing a Township specific road safety campaign.

- **Action S6.2: Conduct baseline surveys.**
  The root of many transportation safety issues is cultural in nature. However, it is difficult to get a handle on these issues without first understanding them. Surveys can be conducted to gain an objective understanding of behaviours and what beliefs and attitudes may be contributing to them. They can identify gaps in knowledge, cultural beliefs or behavioural patterns that will facilitate a better understanding and can lead to more informed strategies and public messages.

  Knowledge, Attitude, and Practice (KAP) surveys are often conducted in health sciences and road safety. The results of each of these components (knowledge, attitude, and practice) are then compared to assess the links between them, and where interventions may be most effective. For example, if respondents state that they believe that texting while driving is unsafe, but they recently engaged in such behaviour despite that, then there is a disconnect between beliefs and practices.

  The first surveys that are conducted would represent a baseline understanding of the state of road safety culture in the Township. Future surveys could then be conducted to assess changes in public culture and the effectiveness of the efforts and work underway by the Township and its partners. The next steps to implement this action are listed below.

- Consult with other road safety partners (ICBC, RCMP, TransLink, and MOTT) on the merits and viability of a KAP survey.
- Assist road safety partners in the following:
    - Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association and the Traffic Injury Research Foundation.
    - Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture.
    - Share the results with agency partners to support the identification of mitigation measures.
- Conduct follow-up surveys to assess effectiveness, and to monitor changes in public culture over time.

- **Action S6.3: Build a safety culture among children.**

  Children and youth are highly impressionable and start to form habits that they often maintain into adulthood. They are exposed to various road situations for the first time, whether it be riding a bicycle or crossing the street by themselves. Children, due to their size, are harder for drivers to see, and have not fully developed their cognitive abilities. Some youth (e.g., teens) may experience feelings of invulnerability and can be more likely to engage in risk-taking behaviour, while also being less experienced in identifying hazards. As a result, the transportation system needs to be designed to safely accommodate younger users. Children are also generally highly receptive to training and encouragement, and these opportunities should be provided as much as possible through both the school system and other community initiatives. There are several existing programs that have been developed by other agency partners including ICBC, TransLink, and the Province.

  In the past, the Township has partnered with Langley School District, Parent Advisory Committees, Fraser Health, ICBC and RCMP to undertake Safer School Travel and School Travel Planning programs in various elementary schools in the Township. Additionally, the Township also partnered with HUB Cycling to deliver cycling education courses and Bike to School Week events to Township schools when funding was available.

  The next steps for the Township to continue to implement this action are listed below.
  - Work with partners to identify safety initiatives and develop educational programs to improve safety among children, youth, and young adults.
  - Allocate resources to implement available programs and initiatives within the Township and advocate for continued support and resources from agency partners.
  - Advocate to the Ministry of Education to make road safety a priority for the classroom by integrating road safety into the curriculum and in professional development opportunities for educators.
  - Ensure all schools have a School Travel/Road Safety Plan, including Walking School Bus and/or Bike Bus programs.
  - Work with the Langley School District to ensure road safety is a key consideration in school siting criteria for new schools. This includes avoiding locations near high-speed, high-volume roads and prioritizing sites with access to safe active transportation routes and networks.

Theme 3 Transit

Public transit in Metro Vancouver is funded by TransLink and operated by various subsidiary companies. Public transit includes SkyTrain, SeaBus, West Coast Express, Rapid Bus, BRT, HandyDART, conventional transit including community shuttles, and the Fraser Valley Express (BC Transit).

While bus transit services in the Township are managed by TransLink, the Township is responsible for providing amenities at bus stops such as benches, shelters, and lighting. The Township has contracts in place for the supply, installation and maintenance of shelters and benches at transit stops. Additionally, the Township works with TransLink to suggest changes to improve service coverage and access to transit service.

Public transit has the highest people moving capacity of all modes. Fast, reliable, and convenient transit systems are more likely to attract high levels of ridership. Shifting trips to transit can improve the efficiency of the road network, reducing congestion, collision rates, and emissions, while also increasing affordability, livability, and equity. Land use and population and employment density on frequent transit corridors can help to promote and enhance transit connections for residents and visitors.

Current Context

- The transportation network will be strained and congested without more transit options.
- There is limited transit service in the evening and on weekends and no access to some important destinations and areas of the Township.
- Approximately 93% of all transit stops are classified as accessible but there are opportunities to provide more amenities such as shelters and benches at transit stops.
- The extension of the SkyTrain line (SLS) will provide the Township with rapid transit access to the rest of Metro Vancouver.
- Planning work is currently underway for the LHP BRT route.
- TransLink has recently initiated the SoFE ATP. Additionally, as part of planning for SLS and LHP BRT a Bus Integration Plan will be prepared in advance of the launch of each project.

Strategies and Actions

Under the theme of Transit there are three strategies and a total of 8 actions:

- T1 – Support the implementation of planned transit projects.
- T2 – Increase transit service coverage and convenience.
- T3 – Enhance access to and amenities at transit stops and exchanges.

The following outlines the actions that fall under each of these strategies.

T1 - Support the implementation of planned transit projects.

The actions under this strategy focus on supporting the implementation of planned transit projects including the SLS, LHP BRT, the Fraser Valley Highway 1 Corridor Improvement Program which includes providing HOV/Bus Lanes and a Mobility Hub at the 264 Street interchange, and other major transit projects to help accommodate frequent transit and a multi-modal transportation network. While these projects are being initiated by other agencies the Township has a role to play to support their implementation.

- **Action T1.1: Work with TransLink, BC Transit, and MOTT to monitor the impact of SkyTrain and other new transit projects on the Township-wide transit network.**
  As new transit projects are planned and implemented by transportation agencies, the Township will continue to work to ensure these projects continue to support the long-term vision for transportation in the Township. This includes work underway to implement SLS and enhanced transit service on Highway 1 better integrating Metro Vancouver's and the Fraser Valley's transit networks.

  In support of this action and planned transit projects, the Township will continue to work with TransLink and other transportation agencies to:
  - Develop the SoFE ATP which will incorporate SLS, LHP BRT, and the Highway 1 Bus on Shoulder project, along with other planned transit routes including those to Gloucester and Campell Valley Regional Park.
  - Support the development of a Bus Integration Plan as part of the launch of all new transit projects, including SLS. This will be particularly important due to the lack of Park and Ride facilities at SLS stations to ensure rapid transit can be accessed via conventional transit.
  - Monitor travel patterns and the impact new transit projects have on the Township's transportation network as new projects are implemented. This includes monitoring traffic congestion, demand for multi-modal parking, and active transportation infrastructure in proximity of transit stations and exchanges.
  - Monitor and review rapid transit service frequency and demand.
  - Monitor and review bus speed and reliability within the Township (see also **Action T2.2**).
  - Continue to share community input on transit service and reliability with TransLink, BC Transit, and the MOTT.
  - Support the integration and alignment of TransLink and BC Transit routes and services.

- **Action T1.2: Work with TransLink to implement the Langley-Haney Place BRT.**
  At the time of the development of the TMS, the planning work was underway for the LHP BRT, led by TransLink. The Township undertook a corridor planning process to define the future vision for the transit-oriented corridor, the results of which were incorporated into the OCP Update.

  Within the Township of Langley, the LHP BRT will be located predominantly along portions of the 200 Street corridor with several stations including the terminus station at Willowbrook. Along the LHP BRT corridor, bus priority measures including dedicated bus lanes are proposed. The number of people a bus can move increases if there are dedicated transit lanes compared to when they are mixed with general purpose traffic. By providing dedicated lanes for buses, more people can move per hour. The Township has a finite amount of street space and to use it effectively, transit is a more cost-efficient way to move more people through the community.

  The next steps for the Township to continue to implement this action are listed below.
  - Continue to work with TransLink to plan and design the LHP BRT route.
  - Work with TransLink to develop a Bus Integration Plan for LHP BRT to ensure the transit network supports access and connection to BRT and promotes ridership.
  - Implement the recommendations of the BRT Corridor Plan (200 Street 2040), including improving active transportation connectivity and the quality of the public realm on roadways that intersect with the BRT corridor. The Township will develop an Operations, Maintenance and Rehabilitation Agreement with TransLink for the LHP BRT as it will be infrastructure on municipal roads.

- **Action T1.3: Work with partners to create mobility hubs and Park and Ride facilities at transit exchanges and stations, particularly at the 216 Street, 232 Street, and 264 Street interchanges.**
  As part of the Fraser Valley Highway 1 Corridor Improvement Program, the Province is working to improve the highway safety, reliability, and capacity between 216 Street in Langley through to Chilliwack by widening the highway. The Highway 1 Corridor project includes specific components focused on improving transit service and reliability along the highway corridor. These Highway 1 improvements include bus-on shoulder lanes along the highway and the construction of mobility hubs. Mobility hubs are intended to integrate different modes of transportation, including transit, active transportation, and include Park and Ride facilities.

  In support of this action, the Township will work with partners to create mobility hubs and Park and Ride facilities at transit exchanges and stations and ensure they are well integrated into the Township's transportation network. Ensuring there is accessible and connected active transportation, transit, motor vehicle connections to transit exchanges, along with multi-modal parking options.

  A Park and Ride is currently planned for the 264 Street Interchange. However, no such facilities are planned for the 216 Street or 232 Street interchanges. The Township can advocate to the Province for the provision of Park and Ride facilities in the vicinity of 216 Street and 232 Street to promote carpooling and potential links to future transit routes.

- **Action T1.4: Work with agency partners to continue to explore opportunities for enhanced regional and inter-regional transit connections.**
  In support of this action, the Township will continue to liaise with the MOTT, BC Transit, TransLink, the FVRD, rail companies, and other transportation agencies, and participate in any future studies exploring the feasibility of enhancing inter-regional transit options in the Fraser Valley.

T2 – Increase transit service coverage and convenience.

The actions outlined in this section identify how the Township will work with TransLink to enhance transit service in the Township making transit a reliable and convenient transportation option. When community members were asked which aspect of the transportation system they would consider the highest priority to accommodate the Township's growing transportation and mobility needs, transit was ranked the highest followed closely by driving/carpooling and walking.

Given the Township's planned population growth, transit improvements are very important to move and connect people within the Township and the region by providing more reliable and efficient transportation options. It also helps to relieve pressure and improve the transportation network. Transit service coverage is currently the highest in the Willowbrook and Willoughby communities, but there is limited service to and within Walnut Grove, Brookswood-Fernridge, Murrayville, Aldergrove, Northwest Langley, and Fort Langley communities, in addition to rural areas of the Township. With the impending increase in transit frequency and reliability through the planned implementation of SLS and the planning work underway for LHP BRT, this is an opportune time to be exploring opportunities to work with TransLink and other transportation agencies to increase transit service coverage and convenience in the Township in areas that are currently underserved as well as to accommodate the population and employment growth.

- **Action T2.1: Work with TransLink to increase local service coverage and Frequent Transit Network routes connecting to SkyTrain, BRT services, and community hubs.**
  All transit route planning is led by TransLink and CMBC. However, the Township will work with TransLink to suggest changes to improve service coverage and access to transit services. These recommendations are based on the Township's land use plan along with technical analysis completed and community and agency input collected during the TMS planning process.

  The desired long-term transit network concept developed through the TMS process is shown in **Figure 9**. As noted, this is for future discussions with TransLink and is intended to illustrate the desired transit network from the Township's perspective. To plan for increased local transit service coverage and frequency, the proposed long-term transit network intends to achieve the following.
  - Improve connections between community hubs and increase traditional bus service coverage to underserved areas, this also includes increasing service during off-peak hours, and later in the evening.
  - Ensure large scale employment areas and areas with high population density are within a 5-minute walk of transit and 10 minutes of rapid transit (SLS and LHP BRT).
  - Integrate conventional bus routes with new rapid transit projects ensuring that Township residents can access rapid transit routes via conventional transit.
  - Improve transit frequency and reliability to prioritize buses through measures like dedicated bus lanes (along portions of the 200 Street as part of the LHP BRT) or queue jump lanes and other transit priority measures.

  The concept network was developed based on a review of:
  - Origin-destination trip analysis for all modes to understand where people are currently travelling within the Township and to neighbouring communities. Through this process, AM, mid-day, and PM peak patterns were reviewed to identify opportunities to increase transit service between origins and destinations with the greatest number of trips. This included trips within Township neighbourhoods and trips between Township and neighbourhoods in Surrey, Abbotsford, Delta/Richmond, Maple Ridge/Pitt Meadows, and North of the Fraser. The analysis found that there is demand for:
    - Enhanced east/west service on 96 Avenue, 88 Avenue, 80 Avenue, 72 Avenue, 64 Avenue, 40 Avenue, 32 Avenue, and 24 Avenue.
    - Enhanced north/south service along 200 Street, 203/202A/202B Street, 208 Street, Highway 10 including expansion of BRT service south of Willowbrook.
  - 2050 population and employment projections, which highlight high population and employment growth in Willoughby and Willowbrook, particularly along the 200 Street corridor. Other notable areas of population growth are Brookswood-Fernridge and Aldergrove while moderate growth in employment is expected in Gloucester and Northwest Langley.

  In support of this action, the Township will work with TransLink, MOTT, and BC Transit and share the recommendations of the TMS and suggest changes to improve service coverage and frequency. Additionally, the Township will work with transit agencies to explore the feasibility of on-demand transit services to provide more convenient options for rural areas. Although specific on-demand services have not been formally launched by TransLink, they continue to explore new mobility and on-demand transit solutions as part of its long-term innovation and planning programs such as TransLink Tomorrow, which

includes on-demand service concepts and pilots in the future. In the short term the Township will work to ensure these recommendations are included in the SoFE ATP.

The following components of the long term transit network concept are shown in **Figure 9**

- **Future SkyTrain:** The SLS extension of the Expo SkyTrain line adjacent to Fraser Highway will provide the Township with rapid transit access to the rest of Metro Vancouver. The future Willowbrook SkyTrain station and transit exchange will be the Township's most significant transit facility. The current anticipated in-service date is late 2029.
- **Future Bus Rapid Transit:** Planning work is underway for the LHP BRT which will connect the Township with Maple Ridge.
- **Proposed New Frequent Transit Network:** Proposed potential routes where service runs at least 15 minutes or less every day.
- **Proposed Improved Transit Service:** Where providing more frequent bus service than currently in place has been proposed.
- **Proposed New Transit Routes:** Proposed potential new transit routes where there is currently no service.

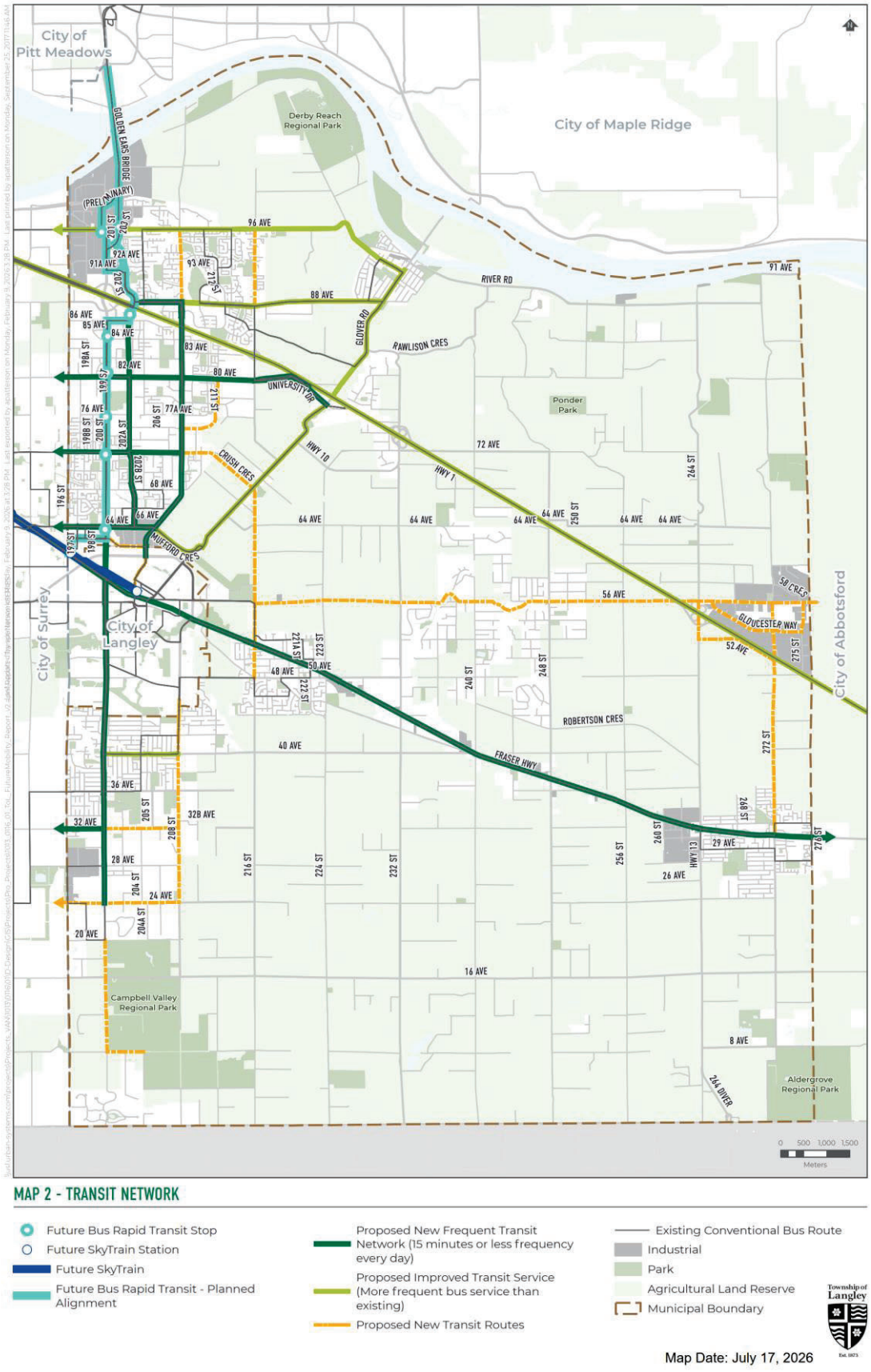


Figure 9: Desired Long-Term Transit Network Concept

- **Action T2.2: Work with TransLink to identify and implement transit priority measures that improve bus speed and reliability along the existing and future Frequent Transit Network.**
  Reliable and efficient transit service increases ridership and provides better service to residents and businesses. A reliable transit system is vital for promoting public adoption of transit as the preferred mode of transportation. Frequent, reliable, and convenient service fosters trust in the system and positions transit as a viable alternative to driving, thereby decreasing reliance on private motor vehicles, alleviating congestion, and contributing to the development of sustainable, inclusive, and well-connected communities. As new transit routes are implemented within the Township, it will be important to monitor the speed and reliability of these routes and services. Growth and development may lead to traffic congestion, resulting in less reliable and convenient transit service. However, road authorities can improve transit speed and reliability by investing in transit priority measures at congested locations. This relationship is illustrated in **Figure 10**.

  The Township will collaborate with TransLink to monitor bus speeds and reliability and will implement transit priority measures, at minimum, along the Frequent Transit Network whenever necessary and feasible. This work will draw on TransLink's Transit Priority Toolkit to identify and apply context-appropriate tools and treatments. Example measures may include transit signal priority, queue jump lanes, dedicated or bus-only lanes, curb extensions or bus bulbs, and transit-friendly intersection design. Some of these features will be implemented as part of the planned BRT route along 200 Street, which will serve as a key example corridor for transit priority in the Township. TransLink has a Bus Speed and Reliability program where the Township can apply for funds to implement some of these proposed transit improvements.

  The next step for the Township is listed below:
    - In the short term, identify intersections with the aid of the latest TransLink Bus Speed and Reliability Report that are along the existing transit network and are potentially suitable candidates for treatments from TransLink's Transit Priority Toolkit.

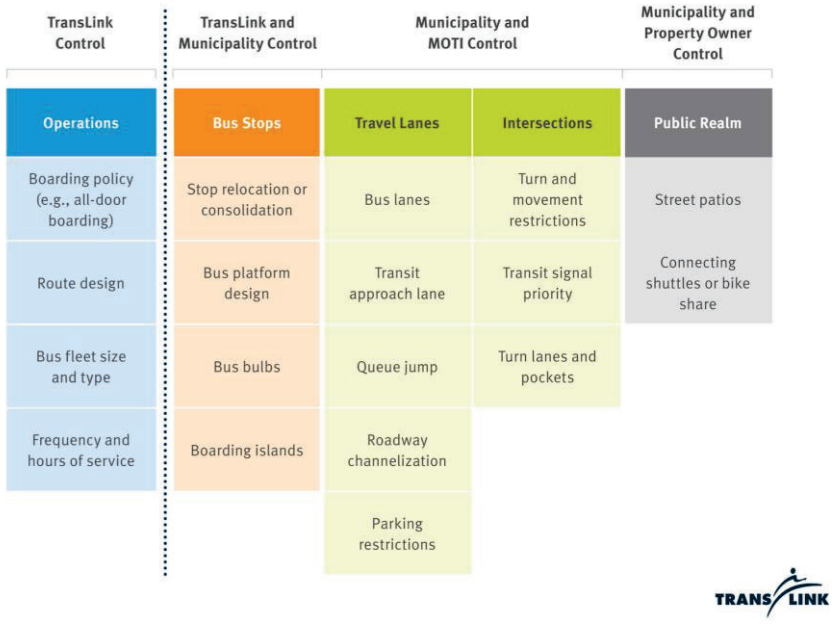


Figure 10: Control of Transit Elements
Source: TransLink 2023 Bus Speed and Reliability Report

T3 – Enhance access to and amenities at transit stops.

While TransLink is responsible for funding, planning, operating, and maintaining transit services throughout Metro Vancouver, the Township works to ensure residents can access transit stops and that there are amenities in place to make their transit experience more comfortable.

Most transit trips begin and end with another mode – people walk, cycle, drive, take a taxi, ride-hail, or use a micromobility device to reach transit stops and stations and continue with their trip. A complete and connected network that is oriented towards transit services improves the comfort and attractiveness of transit as a mode of transportation, particularly for longer trips. Many of the actions that improve this connectivity are within municipal jurisdiction, while others require partnership with other agencies and developers. This strategy identifies actions to improve the ease and comfort of transit access.

- **Action T3.1: Plan for the pedestrian network and the cycling and micromobility network to connect to transit stops to encourage and enable multi-modal travel.**
  Many transit riders arrive at transit stops and stations as pedestrians or cyclists. As a result, proximity and access to transit stops, exchanges, and future stations are important considerations when planning and prioritizing the future active transportation networks in the Township as outlined in the TMS.

  As part of this action, the Township will ensure that transit stations, exchanges, and stops are well connected to the active transportation network to encourage seamless mode transfer between walking, cycling, and transit. The Township will prioritize safe, direct, and accessible pedestrian and cycling connections to transit stations, exchanges, and stops. The Township will coordinate with TransLink to ensure bus stop design aligns with adjacent cycling infrastructure in accordance with current design guidelines. The design of active transportation facilities will also consider the operational needs of transit vehicles and passenger comfort, ensuring that improvements enhance overall system efficiency and user experience.

  Additionally, the Township will work with TransLink to ensure that appropriate bike parking is provided at stations and exchanges based on TransLink's bicycle parking at transit guidelines (**Action C3.1)**.

- **Action T3.2: Increase comfort and safety for people using transit by improving bus stop accessibility and amenities.**
  There are several infrastructure treatments and amenities under municipal jurisdiction that can improve the transit customer experience, including ensuring transit stops provide amenities such as shelters, benches, and lighting. Within the Township, approximately 93% of existing bus stops are considered accessible. Approximately, 23% of bus stops have a shelter, while 61% have a bench. In support of this action, the Township will consider the following next steps.
  - Conduct regular updates to the inventory of existing bus stop amenities.
  - Continue to work to provide benches, shelters, and lighting at bus stops where feasible, prioritizing stops with the highest boardings. Using this information, the Township will develop a list of bus stop amenity enhancement projects.
  - Continue to secure rights-of-way for bus shelters, through the development application review process. As development applications are reviewed, the Township will ensure that enough space is allocated for transit facilities such as bus shelters and benches.
  - Provide a passenger landing pad, wheelchair pad, and a continuous sidewalk or pedestrian facility at new and existing bus stops within the Township to improve accessibility and access to all transit stops and exchanges.
  - Work with TransLink to enhance bus stop wayfinding and implement smart technology that provides real time bus information at transit stops.

Theme 4 Cycling and Micromobility

Cycling refers to the use of a bike or an e-bike. Other wheeled and micromobility devices such as kick scooters, e-kick scooters, rollerblades, and skateboards are often included under cycling, as they typically use the same infrastructure as cyclists.

While data on electric micromobility adoption in Canada is limited, uptake has been rapidly increasing globally. There is also increasing variety in the types of e-bikes, e-cargo bikes, e-kick scooters, and other devices on the road, which has enabled electric micromobility to serve a wide range of trip types, from running errands and transporting children to school or commercial goods delivery. Micromobility devices can also be used in shared fleets such as e-bike share and e-kick scooter share systems. Shared micromobility is a flexible and convenient transportation option that has grown in popularity over the past decade. There are several shared micromobility systems operating throughout BC.

Cycling and other micromobility devices provide convenient, healthy, and cost-effective modes of travel for people of all ages, abilities, and experiences, particularly for trip distances between five and ten kilometres. By strategically prioritizing cyclist safety and convenience through new or enhanced infrastructure, the Township can create more active, healthy, and sustainable communities.

Current Context

- The Township's cycling facilities fall within the following categories: protected bike lanes, bike paths, painted bike lanes, shared roads, bike accessible shoulders, and multi-use paths.
- There are several major roads that have cycling facilities, which were built to the design standards in place at the time. But they may not be comfortable for people of all ages and abilities.
- There are gaps in the existing cycling network, creating locations where designated routes end with no alternative route, including along key corridors and greenways.
- Outside of key corridors, especially in less dense areas, there is less existing cycling infrastructure.
- The lack of supporting east-west routes significantly reduces trip flexibility for cyclists.
- Many of the Township's existing community and neighbourhood plans identify future active transportation connections including cycling routes, greenways, and trails.
- Community members noted the desire for better cycling connections to destinations like schools, libraries, parks, recreation facilities, grocery stores, services, and jobs.
- More secure bike parking and facilities like lockers, showers, and changing rooms would encourage more people to cycle.
- There are currently no shared micromobility options (carshare, bike share, or e-kick scooter share) in the Township.

What are Greenways and Trails?

Greenways and trails are often used interchangeably as they are both off-street facilities that accommodate active transportation users. In a more formal sense, greenways often refer to the broader public corridor, beyond just the transportation facility. A greenway is usually located in a dedicated lot owned by the Township often adjacent to a roadway or beside a creek or waterbody. They can also have landscaping and site furnishings. Trails tend to be smaller in scale and in many cases are just the transportation facility without any landscaping or site furnishings.

Strategies and Actions

Under the theme Cycling and Micromobility there are three strategies and 9 actions:

- C1 - Create a complete and connected cycling and micromobility network.
- C2 - Plan for shared and electric micromobility options.
- C3 - Support cycling and micromobility in the Township.

The following outlines the actions that fall under each of these strategies.

C1 - Create a complete and connected cycling and micromobility network.

Providing a complete and connected network of cycling and micromobility routes is critical to supporting cycling and sustainable transportation in the Township. This includes implementing a network of routes that are comfortable for people of All Ages and Abilities (also referred to as facilities that are comfortable for most). Implementing comfortable for most cycling facilities, wherever feasible, can help to increase the number of people cycling and enable the Township to meet the broader goals of the TMS. The actions under this strategy focus on providing a connected network within the Township and to enhance regional connections with high quality facilities that are comfortable for most people regardless of their cycling ability.

- **Action C1.1: Fill in gaps by building new cycling and micromobility routes that provide connections to and between community hubs and other destinations.**
  The design and construction of the Township's long-term cycling and micromobility network will align with best practices, including the B.C. Active Transportation Design Guide. The long-term cycling and micromobility network was developed based on the following network planning principles.
  - Align with existing neighbourhood and community plans which identify proposed cycling and greenway routes.
  - Increase cycling network coverage to provide most residents in urban areas with a designated route near their home (within 400 metres) and provide connections within rural areas.
  - Provide a continuous network of safe and comfortable routes for most people regardless of age and ability, including filling gaps in the network and enhancing existing facilities.
  - Connect the on-street network with greenways and trails and other recreational routes.
  - Balance the needs of other modes on our roadways.

  The proposed long-term cycling and micromobility network aims to provide connections to and between community hubs and other destinations that people travel to daily. The intent is to provide a network that is connected, safe, and convenient and provides more transportation options for people beyond their personal motor vehicle.

The following map (**Figure 11**) highlights the proposed long-term cycling and micromobility network in the Township, it includes the following route types.

- **Future Urban Cycling Routes** are proposed new routes located adjacent to or on streets in the Township. They are proposed to be multi-use paths, protected bike lanes, bike paths (elevated protected bike lanes), and local neighbourhood bikeways. More details about facility types can be found in **Action C1.4**.
- **Future Greenways** will be off-street multi-use paths as identified in existing Township planning documents, to be implemented through the Green Infrastructure Services department.
- **Future Rural Cycling Routes** are active transportation desire lines in rural areas of the Township. They are expected to be facilities such as bicycle accessible shoulders, multi-use paths, or off-street greenways and trails.
- **Potential Active Transportation Overpasses** are proposed to enhance network connectivity over major roadways including Highway 1 and Fraser Highway. Exploring the feasibility of potential Highway 1 overpasses will require working with the Province.

It is important to note that many of the routes identified as part of the long-term cycling and micromobility network will also accommodate pedestrians. For example, on-street routes that are multi-use paths, greenways, bicycle accessible shoulders, and active transportation overpasses are all facilities that are part of the pedestrian network. Additionally, new road and road widening projects identified in the TMS will include cycling, micromobility, and pedestrian facilities.

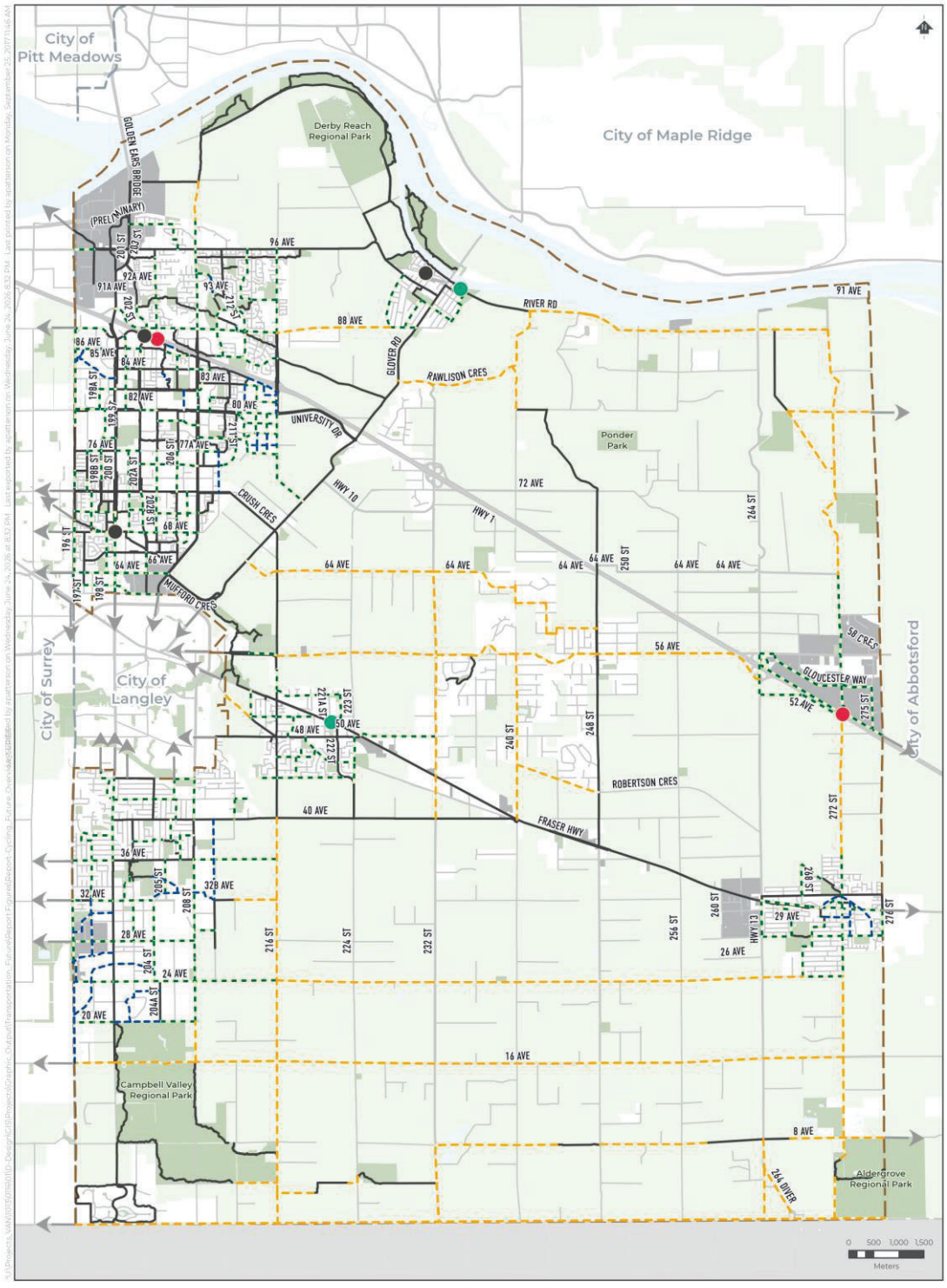
In support of this action, the Township will work to fill gaps in the cycling and micromobility network by exploring the feasibility and implementing the proposed routes identified in **Figure 11.** Through strategic partnerships with other agencies the Township will also work to advocate for more active transportation overpasses to reduce barriers and enhance network connectivity. In cases where there are parallel rural routes identified (such as 64 Avenue and 56 Avenue as well as 16 Avenue, 8 Avenue, and 0 Avenue) a feasibility study will be completed to determine the preferred route.

On existing routes, the Township will continue to maintain equestrian access to designated equestrian routes and explore the feasibility of providing new equestrian trail connections with the potential expansion within Campbell Valley Regional Park, Glen Valley, and within South Langley.

The Township will continue to fill gaps and continue to develop a complete and connected cycling and micromobility network through various methods, including Township led capital projects (road retrofits or new road projects), developer-initiated projects, and by working with community and agency partners (as described in more detail in **Action C1.3)**.

Please note that filling in gaps in the cycling network, particularly in developing areas, may require land acquisition, and road construction (including utilities), to ensure the cycling facility is in the ultimate location. Alternatively, a temporary interim facility may be implemented, where feasible.

As new cycling and micromobility projects are implemented, the Township will update their digital inventory of the network and other transportation assets.



MAP 3 - LONG-TERM CYCLING AND MICROMOBILITY NETWORK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Connection to existing route in neighbouring community
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026

Figure 11: Long-Term Cycling and Micromobility Network

- **Action C1.2: Work to upgrade existing cycling and micromobility routes to align with current design guidelines.**
  The Township has been making strides in providing more cycling infrastructure throughout the community and **Figure 11** also identifies existing routes within the Township. However, many of the cycling improvements completed since the 2015 Cycling Plan were built to the design guidelines in place at the time, before the B.C. Active Transportation Design Guide and the most recent update to the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads. In some cases, these facilities may not be appropriate for the current road conditions. Moving forward, building out and enhancing the Township's active transportation network to meet the current best practices is critical to providing safe, comfortable for most, and complete facilities. Prior to the development of the TMS, the Township completed an Active Transportation Network Assessment which identifies existing active transportation routes that do not meet current design guidelines. In support of this action, the Township will:
    - develop a funding program focused on upgrading existing cycling and micromobility routes identified as priorities through community engagement and that do not meet current design guidelines, where feasible.
    - continue to upgrade existing cycling and micromobility routes as part of development projects, road rehabilitation, and standalone upgrade projects, based on the results of the Active Transportation Network Assessment.
    - continue to monitor updates to active transportation design guidelines.

- **Action C1.3: Support regional cycling and micromobility connections.**
  TransLink's Transport 2050 proposes a Major Bikeway Network of approximately 850 kilometres, which builds on existing regional cycling networks, and connects urban centres and major destinations. Corridors in Township identified as part of the Major Bikeway Network include 200 Street, Fraser Highway, Highway 10/Glover Road, 216 Street, 96 Avenue, 80 Avenue, 56 Avenue (or a similar corridor), and 272 Street. Other regional cycling related initiatives include the Metro Vancouver Regional Greenway Network, active transportation projects implemented as part of major transportation infrastructure projects including the SLS and the Fraser Valley Highway 1 Corridor Improvement Program, and projects implemented by neighbouring municipalities.

  In support of this action, the Township will continue to work with neighbouring municipalities and transportation agencies to support regional cycling and micromobility connections. The following is a list of next steps for the Township to support this action.
    - Continue to support and advocate for the implementation of active transportation infrastructure as part of major transportation projects and investments, including SLS, LHP BRT, Highway 1 widening, and other future projects.
    - Ensure all regional and provincial projects are designed in accordance with the B.C. Active Transportation Design Guide and TAC guidelines.
    - Advocate for routes and connections on roads that are under MOTT's jurisdiction, but are located within the Township's municipal boundary, to enhance the cycling and micromobility network.
    - Integrate the Township's network with routes within neighbouring municipalities. This includes considerations regarding the location of infrastructure but also the type of facilities being installed. This will be important to ensure seamless integration of facilities between

municipalities and avoid routes that end or change dramatically upon crossing a municipal border.

- **Action C1.4: Provide a network of routes that are comfortable for most users.**
  Comfortable for most routes can consist of physically separated facilities, such as multi-use paths (also included as part of the pedestrian network), protected bike lanes and bike paths on streets with high traffic volumes and/or speeds, as well as neighbourhood bikeways. Neighbourhood bikeways are signed bikeways on low volume neighbourhood streets, where cyclists travel on-street with vehicles. These streets have lower speed limits and traffic volumes, and potential traffic calming features implemented by the Township. Cycling and micromobility networks typically also include routes with less comfortable supporting facilities that provide more options for cyclists but may not be suitable for all. This includes bicycle accessible shoulders and painted bike lanes (**Figure 12**).



Figure 12: Proposed Facility Types for Cycling and Micromobility

The Township has focused on providing a variety of facility types to accommodate different types of users. For example, this includes providing on-street routes for strong and confident cyclists and people using micromobility devices moving at faster speeds, and then facilities such as multi-use paths for families and people travelling at slower speeds.

As electric micromobility devices, such as e-bikes and e-kick scooters, have become more prevalent there has been increased consideration regarding the appropriateness of different types of devices on different types of transportation infrastructure. This is discussed in more detail within **Strategy C2**.

From a more general planning and design perspective, improvements to cycling infrastructure, including the construction of a network of all ages and abilities cycling facilities, will improve safety for people on standard bicycles, e-bikes, and e-kick scooters, and further encourage the uptake of these modes among interested but concerned segments of the population. Additionally, the Township can consider designing wider facilities (striving for recommended desirable or upper limit facility type widths) to accommodate larger devices and passing.

In support of this action, the Township will work to implement the following.

- Update recommendations for new cycling and micromobility facilities in the Subdivision and Development Servicing Bylaw (**Action S2.1**) to align with current design guidelines.
- Use current design guidelines, including considerations for accommodating micromobility devices, to design all new and upgraded cycling and micromobility routes.
- Continue to update design practices as guidelines evolves over time when implementing new projects.

Once cycling facilities are installed, it is important to ensure that cycling infrastructure is well maintained on a regular basis, all year-round. Riding surfaces should be kept smooth and free of debris, while pavement markings and signage should be visible for all road users. This includes prioritizing road maintenance on cycling routes and ensuring that durable pavement markings are used to identify cycling routes. The Township should consider developing and implementing maintenance and cleaning guidelines for cycling routes, prioritizing routes with high ridership.

- **Action C1.5: Improve intersections and crossings for people cycling and using micromobility devices.**
  Improvements to intersections and other crossings can make using the cycling and micromobility transportation network safer and feel more comfortable and convenient. To enhance intersections and crossings for people cycling and using micromobility devices, the Township will take the following steps.
  - Install signage, conflict zone markings, or guiding lines through intersections to help raise awareness to the presence of cycling and micromobility routes and people crossing. This will be done as new routes are implemented and as upgrades to existing routes occur.
  - Consider opportunities to provide bicycle detection and activation at new or upgraded signals along designated cycling and micromobility routes.
  - Continue to improve crossing treatments where multi-use paths/greenways intersect with a roadway (also noted in Theme 5 - **Action W2.1**).
  - Continue to explore the removal of barriers (such as baffle gates) that create obstructions at cut-throughs and multi-use path entrances. While it is best practice to remove barriers that impede pathway access, there may be instances where this is not feasible, particularly when there is a steep hill, a railway crossing, and/or there is a demonstrated history of motor vehicle encroachment and/or collision history. In these instances, there may be an opportunity to retrofit existing barriers to provide enough space to accommodate the width of mobility devices and cyclists, ensuring that people of all ages and abilities can access a pathway but larger motor vehicles cannot.

    At the time of this report, a Baffle Gates Pilot Project is currently under way to retrofit up to 25 locations on Parry-Evans Trail and surrounding areas in Willoughby.

C2 - Plan for electric micromobility and shared options.

Electric micromobility devices present an opportunity for increasing accessibility and use of active transportation within the Township. However, electric micromobility devices can present challenges, including safety issues related to travel speeds, helmet usage, and conflicts with other road users. The actions under this strategy focus on identifying an approach to planning for, regulating, and potentially implementing shared and electric micromobility options proactively.

- **Action C2.1: Advocate for more study, guidance, and regulation of electric micromobility devices.**
  This action aims to ensure that new electric mobility technologies (e.g., e- kick scooters, e-bikes, hoverboards, motorized skateboards, segways etc.) are reviewed, considered, and monitored as trends, best practice, and technology changes.

  The Township joined the first provincial pilot project for e-kick scooters in September 2022 and rejoined the B.C. Electric Kick Scooter Pilot Project in June 2024 after the pilot project was renewed. The pilot is intended to test the limited use of e-kick scooters and gather information on their impact on a community, the mobility system, and on users. In support of this action, the next steps for the Township are listed below.
  - Continue to monitor results of the B.C. Electric Kick Scooter Pilot in the Township and the safety issues associated with electric micromobility devices and advocate to the Province for more clear guidance on the regulation, including if they are permitted, and on which facilities. Based on the results consider revising bylaws and restrictions on use of electric micromobility devices.
  - Ensure the design of new and upgrades to existing cycling and micromobility infrastructure consider comfortable passing widths and speeds on infrastructure. Due to the varied sizes and speeds of e-micromobility devices, there may be infrastructure design challenges when considering comfortable passing and side-by-side riding.
  - Implement the actions identified under Theme 2 – **Action S5.5**, which focus on education campaigns and strategies. The Township will develop a specific campaign for micromobility use and safety.

  The Province has recently produced an information pamphlet on the Pilot project and on Buying an Electric Scooter. It includes information on the legal use, including information for parents noting that it is illegal for a person under 16 to operate an e-kick scooter and for a parent or guardian to permit it. Fines are up to $598.

Electric Kick Scooters (E-kick scooters)

E-kick scooters are single occupant vehicles with an integrated battery that have a maximum speed of 25 km/h. At the time of writing, e-kick scooters (and similar small, one-person electric vehicles such as hoverboards, motorized skateboards, and self balancing electric unicycles) are not permitted on public roadways or sidewalks in B.C. Nonetheless, e-kick scooters and other forms of electric micromobility have become an increasingly common sight on streets and pathways throughout the Township, Metro Vancouver, and the rest of the Province. In B.C. you must be 16 years of age or older to ride a e-kick scooter.

In response, the Province has launched an e-kick scooter pilot project that allows participating municipalities to enact bylaws to allow for use of e-kick scooters on streets in their communities. The pilot program came into effect on April 5, 2021. In 2024, the pilot was extended for another four years. E-kick scooters are still illegal to operate in any community that is not participating in the pilot project and in any pilot community that has not yet enacted bylaws for the pilot project. Furthermore, the pilot is limited to e-kick scooters – other one-person electric micromobility devices were not included and remain illegal to operate on B.C. streets. The Township is currently participating in the pilot.

The B.C. Electric Kick Scooter Pilot Project enables the operation of legal e-kick scooters throughout participating municipalities roadways as follows:

- On roads with a speed limit of 50km/h or less, e-kick scooters must use a designated cycling lane if one is available or stay as far right as practicable.
- On roads with a speed limit above 50km/h, e-kick scooters can only operate in a designated cycling lane.

Safety concerns related to e-kick scooters have become more prominent. A study conducted by the City of Portland's Bureau of Transportation found that the injury rate for e-kick scooters appeared to be more than 40 times the rate for motorcycles, although injuries were usually minor and either did not require medical attention or required very little. Helmets are a safety issue to consider with e-kick scooters. Many jurisdictions have chosen to encourage or require helmet usage in a similar way to bicycle helmets.

Safety concerns have also been identified when are used on sidewalks (which is not a permitted space for use of e-kick scooters). Without proper policies in place for how e-kick scooters should be used, some users end up on sidewalks, which causes conflicts with pedestrians. E-kick scooters have a maximum speed of 25 km/h which is much faster than others using the sidewalk, which can present a high risk for pedestrians, especially when approaching corners.

Significant studies are underway to better understand the issues and countermeasures associated with e-kick scooters and if they are appropriate and where. Due to high operating speeds, there have been questions as to whether e-kick scooters and e-bikes should be considered a motor vehicle.

Additional information:
Provincial Electric Kick Scooter Pilot: https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/cycling/personal-mobility-devices/scooter

Electric Bikes (E-bikes)

In B.C., e-bikes are currently defined under the B.C. Motor Vehicle Act (MVA) as motor assisted cycles. According to the B.C. MVA, a motor assisted cycle means a device to which pedals or hand cranks are attached that will allow for the cycle to be propelled by human power.

E-Bikes, as defined by provincial legislation, encompass a wide-range of vehicle types and can be classed as either scooter-style e-bikes or bicycle-style e-bikes. Bicycle-style e-bikes are further divided into powered (throttle controlled) bicycles and power-assisted bicycles (pedelecs).

While both vehicle types are governed to a maximum speed of 32 km/h by law, bicycle-style and scooter-style e-bikes have very different appearances, dimensions, and weights, which have implications on where they should be operated. The speed of conventional bicycles depends on several factors, including topography, bicycle model, facility type, and rider ability, with typical adults travelling at average speeds of 15 km/h to 30 km/h on flat level terrain. Although within typical range of cycling speeds, the average speed of e-bikes speed is greater than that of conventional bicycle.

Under the B.C. MVA, e-bikes are currently able to operate anywhere a standard bicycle is legally permitted, unless further restricted by a municipal bylaw.

Increasingly, communities are differentiating between scooter-style and bicycle-style e-bikes in their traffic bylaws. For example, Toronto, Ottawa, and Mississauga prohibit scooter-style e-bikes from operating in protected bike lanes and multi-use paths, but permit their operation in conventional bike lanes, under the rationale that it is more difficult for scooter-style e-bikes to safely pass slower moving bicycle users in width-restricted facilities but that they can more easily pull out into a motor vehicle lane to pass in a conventional bike lane scenario. In the future, further consideration may be required regarding power-assist cargo tricycles and other similar vehicle types.

- **Action C2.2: Work with shared micromobility service providers to pilot service in the Township.** Shared mobility systems allow people to access a network of shared devices that have been spread across a community or portion of a community, as opposed to privately-owned devices or rental companies based in a single location. Shared mobility systems currently include shared motor vehicles (discussed in more detail in **Action D3.2**), shared bicycles and e-bikes (including docked and dockless systems), and shared e-kick scooters. Shared e-kick scooter systems are permitted in British Columbia, but only within specific communities that have chosen to participate in the provincial Electric Kick Scooter Pilot Project, which the Township is part of.

  In support of this action, the Township can work independently or work with neighbouring municipalities to explore the feasibility of the development and operation of a shared micromobility program (may include conventional bikes, e-bikes, and could include e-kick scooters). The Township can collaborate with service providers to initiate a Shared Micromobility Feasibility Study to analyze the potential for a program to identify system needs (scale, technology) and impacts for the operation of shared micromobility within the Township and neighbouring municipalities.

In the meantime, the Township can consider exploring the development of a program to incentivize the purchase of an e-bike by community members. This has been explored by other B.C. municipalities including Nelson, the District of Saanich, and West Vancouver, to name a few.

C3 - Support cycling and micromobility in the Township.

This strategy includes actions that focus on making cycling and micromobility in the Township more convenient and creating a culture of cycling and active transportation. This can be done by providing education, skills, and confidence that there is a safe and secure place to park a device.

- **Action C3.1: Conduct a bicycle parking review and develop a program to provide more secure bicycle parking and end of trip facilities.**
  End of trip facilities such as secure bicycle parking, showers, and changing rooms can make cycling and multi-modal trips seamless and convenient. Access to secure bicycle parking reduces the fear of theft or vandalism, providing people with peace of mind. Bicycle parking is essential to encouraging people to cycle as their go-to mode of transportation. Through this action, the Township will work to develop a bicycle parking program to support cycling around the Township. The program can include several components such as those listed below.
  - Conducting an inventory of existing Township-owned bicycle parking. This inventory would include the bicycle parking type, the condition, if the bicycle parking type meets best practice, and if the placement is accessible.
  - Providing more bicycle parking at Township-owned facilities such as parks, recreation centres, and other civic facilities.
  - Work with the Langley School District to encourage more bicycle parking on school grounds.
  - Explore opportunities to implement more bicycle parking within the public right-of-way. This can be done using a variety of methods including Bicycle Rack Sponsorship Programs or Bicycle Racks for Businesses Programs.
  - Continuing working with community organizations to provide bike valets at major events.
  - Continue working with TransLink, the MOTT, and other transportation agencies to provide safe and secure bicycle parking at transit stations, exchanges, and high activity bus stops, where feasible.
  - Update the Zoning Bylaw to include updated bicycle parking and end of trip requirements for new residential, commercial, and employment developments based on the recommendations of the 2026 Township Wide Parking Study and Bylaw Review.
    - Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand.
    - Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking.
    - Include requirements for non-standard bicycle parking.
    - Establish minimum design guidelines for end of trip facilities (e.g. showers).

- **Action C3.2: Continue to support active transportation education, promotional programs, and initiatives.**
  To foster a culture of cycling and active transportation, investing in education and awareness initiatives that support active transportation can empower residents of all ages and abilities to walk and cycle more often by building knowledge, encouraging safe practices, and celebrating progress. To support this action, the Township will continue to:
  - Work with TransLink and other community partners to support school-based active transportation programs and initiatives as outlined in the TravelSmart4Kids Strategy published by TransLink, and follow-up initiatives.
  - Implement the recommendations outlined under **Action S6.3** under the Safety theme to build safety culture among children.
  - Support programs and initiatives that promote active transportation.
    - Support, when feasible, existing programs that raise awareness about active transportation such as promoting Go by Bike Week through the Township's communication channels.
    - Build partnerships with organizations like ICBC and Fraser Health to support the development of tailored road safety and education campaigns for all road users as outlined in **Action S6.1**.
    - Develop communications materials to share active transportation resources and benefits to educate community members and decision-makers on the benefits of active transportation.
    - Host events to celebrate active transportation successes through social media, events, and activations to get people excited about the implementation of new active transportation infrastructure.
  - Develop, publish, and continue to update digital and print-out maps of the Township's existing cycling and micromobility network for community members and visitors. A continually updated inventory of existing and new routes will be required to ensure information is current and reflects the network.

Theme 5 Walking and Accessibility

Walking is the most fundamental form of transportation. Walking is a part of every trip, whether that trip is made by car, transit, or bicycle. If suitable conditions exist within a community – such as having a complete connected and accessible pedestrian network and major destinations within walking distance – walking can be a convenient alternative to the automobile for almost all short trips. Promoting walking can help reduce automobile dependence and greenhouse gas emissions, improve public health outcomes, and help to create more liveable and vibrant communities.

It is important to note that when referenced in the TMS, walking and pedestrians includes people walking or rolling for a variety of trip purposes, including trips for transportation (travelling to school, work, transit, and running errands) and recreation, including people walking dogs, jogging, and getting exercise. The terms pedestrians and walking also refer to people using mobility devices such as wheelchairs, walkers, strollers, and mobility scooters.

This theme includes strategies and actions to create a more walkable and accessible community for people of all ages and abilities, focusing on the areas where people are most likely to walk for transportation.

Current Context

- There are several different facilities that make up the existing pedestrian network including sidewalks, walkways (pedestrian cut-throughs typically between streets or within parks and school sites), greenways/trails including multi-use paths, and designated pedestrian crossings. Multi-use paths and some trails are also part of the cycling and micromobility network.
- There are some geographic and safety barriers when people are walking for their daily needs in some areas in Township. These barriers include gaps in the sidewalk network, especially around key destinations, and transit routes. The limitations of building infrastructure in the ALR and the suburban land use structure (where destinations tend to be separated by farther distances) are not always conducive to walking.
- Through engagement, a desire for safer places to walk, more crosswalks, connected routes, better lighting and separation from motor vehicle lanes was noted as a priority for community members.

Strategies and Actions

Under the theme of Walking and Accessibility there are three strategies and a total of 10 actions:

- W1 – Expand and enhance the pedestrian network connecting people to community destinations.
- W2 – Enhance accessibility for people walking.
- W3 – Encourage walking in the Township.

The following outlines the actions that fall under each of these strategies.

W1 - Expand and enhance the pedestrian network connecting people to community destinations.

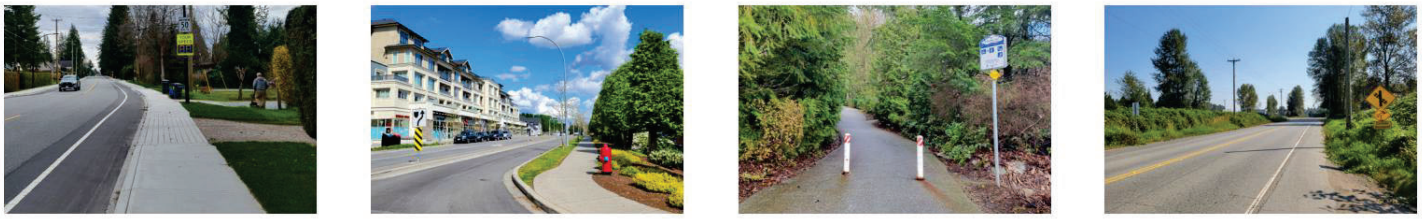
A connected and continuous pedestrian network of sidewalks and multi-use paths allows people to comfortably walk or roll to the daily destinations in their neighbourhoods, like schools, parks, shops, and services. The Township is geographically large compared to many other cities in Metro Vancouver with large portions of the community within the ALR where sidewalks may not be appropriate or feasible. Additionally, many of the gaps in the sidewalk network in residential areas can be attributed to neighbourhoods and subdivisions being

planned and built to road standards that did not include requirements for sidewalks on both sides of the street. However, as new development occurs, gaps in the network are created where new sidewalks are installed as part of a development project but end at the property line. There are opportunities to expand and enhance the pedestrian network to provide more safe and comfortable pedestrian connections to community destinations that people are accessing daily. The actions under this strategy focus on filling in gaps in the pedestrian network and providing wider pedestrian facilities in high activity locations through development and capital projects.

- **Action W1.1: Fill in gaps in the pedestrian network by strategically investing in new sidewalks and multi-use paths in pedestrian priority areas.**
  The Township will work to address connectivity gaps in the sidewalk network by strategically investing in new infrastructure. The intent of this action is to work towards a connected walking network where there is a continuous accessible walking route to community destinations, prioritizing where there is the highest potential for walking based on:
    - proximity to community hubs
    - proximity to transit
    - connections to schools
    - proximity to destinations (parks, community facilities (libraries, recreation centres, etc.))
    - areas with reported collisions involving a pedestrian

  Please note that in many cases, filling in gaps in the pedestrian network may require property acquisition, and construction of the road to the ultimate condition (including utilities) or by providing a temporary facility where feasible.

  New pedestrian connections can be sidewalks, multi-use paths, and active transportation overpasses that are shared with cyclists and other users. The existing pedestrian network also includes paved shoulders and multi-use paths in rural areas of the Township (**Figure 13**).



Non-separated sidewalks: urban | Separated sidewalks: urban | Multi-use paths: urban and rural | Paved shoulders: rural

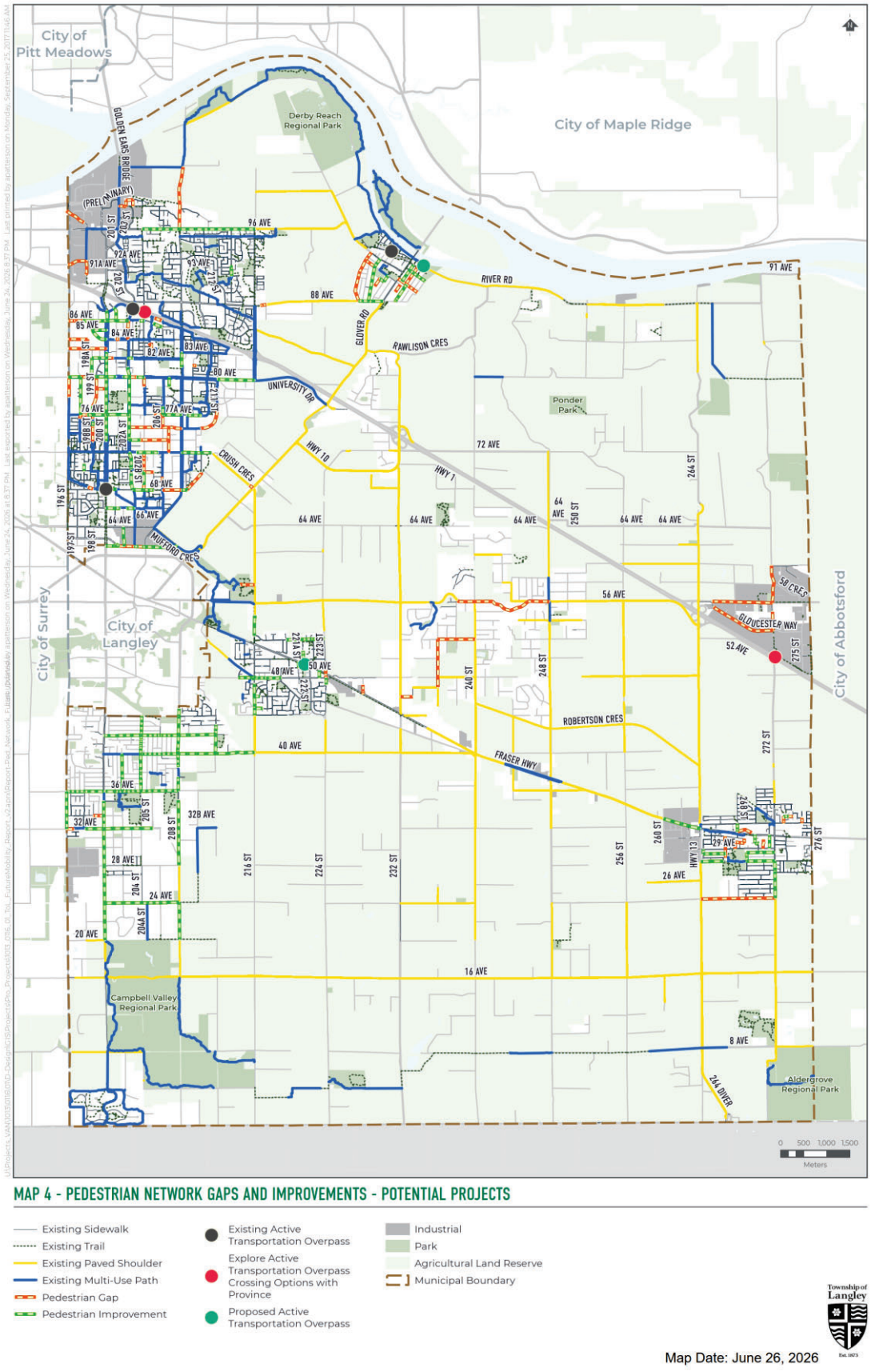
Figure 13: Pedestrian Facility Types

Figure 14 highlights pedestrian network gaps within the Township where there is no pedestrian facility on either side of the street. The map also identifies potential pedestrian improvement projects, these are locations where a pedestrian facility exists on at least one side of the street, but an improvement is needed. Pedestrian facilities can be implemented in five primary ways.

- **Township initiated pedestrian improvements** are delivered by the Township through capital projects. These types of projects may include broader corridor construction, be integrated into other Township and regional infrastructure projects (e.g. stormwater or utility improvements) or be targeted pedestrian infrastructure projects. Investments may be funded by the Township's capital budget, through Development Cost Charges as part of new roadways or road widening, or through grants and partnerships.
- **Developer initiated pedestrian improvements** are required through redevelopment as per the Township's ESPs, Subdivision and Development Servicing Bylaw, relevant development permit guidelines, and other documents as required by the Township. All developments are expected to provide suitable pedestrian facilities along the full frontage of the property – including those not identified in **Figure 14**. As part of the TMS, updates to the Subdivision and Development Servicing Bylaw have been proposed including updated recommendations for pedestrian facilities (**Action S2.1**).
- **MOTT initiated pedestrian improvements** along infrastructure owned and operated by the Province. These corridors include Highway 10/Glover Road, and Highway 13/264 Street. Additionally, the Township will work with the Province to explore the feasibility of providing more active transportation overpasses to reduce barriers and enhance network connectivity over Highway 1.
- **Resident initiated sidewalks,** where residents can request a sidewalk through the Local Area Service Program. Residents may partner with their neighbours to fund a sidewalk to connect the street they live on to the broader walking network.
- **Temporary sidewalks or multi-use paths**, where land, environmental or other factors restrict the ability to provide the ultimate sidewalk or multi-use path, a temporary facility may be constructed, as a Township capital project, subject to priority and funding, where feasible.

In support of this action, the Township will focus on filling gaps in the pedestrian network by strategically investing in new infrastructure to fill priority gaps where development is not anticipated in the next five years.

As new pedestrian infrastructure projects are implemented through any method, the Township will update their digital inventory of the network and other transportation assets.



MAP 4 - PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Map Date: June 26, 2026

Figure 14: Pedestrian Network Gaps and Improvements - Potential Projects

- **Action W1.2: Widen and enhance pedestrian facilities within community hubs and along major streets.**
  The proposed updates to the Township's Subdivision and Development Servicing Bylaw include updated requirements for wider pedestrian facilities in the form of new sidewalks and multi-use paths, to align with current design guidelines. As existing pedestrian facilities are upgraded and replaced, the Township will work to provide wider pedestrian facilities and include more separation between the pedestrian facility and motor vehicle lane where feasible, particularly in community hubs and along major streets.

- **Action W1.3: Provide more off-street connections and cut-throughs such as walkways.**
  Direct pedestrian connections support a walkable community by making walking trips shorter. The existing road network in the Township includes locations where local roads end in cul-de-sacs and/or crescents and long street blocks where a walkway has been implemented to enhance pedestrian connectivity. For infill areas, new subdivisions, and new institutional sites (e.g. hospital and school sites), developments should continue to provide a dense and connected grid of publicly accessible active transportation connections. In infill areas, this may include dedicated transportation right-of-way to provide an active transportation connection that shortens the travel path between two or more existing roadways. As part of this action, the Township can consider the following next steps.
    - Work with developers to identify active transportation connections, including cut-throughs and walkways that provide the most direct travel path between destinations.
    - Ensure that street frontages and new cut-throughs are accessible, including adequate lighting, and follow CPTED principles.
    - Explore opportunities to partner with agencies, organizations and institutions to:
        - create public easements on institutional land through redevelopment or where new institutions are being constructed.
        - ensure sites are designed and oriented to prioritize walking and meet current design guidelines.
        - improve walking connectivity on, around, and through existing large sites where feasible, secure, and appropriate.
    - Work with developers to ensure new subdivisions feature high intersection density and a connected road network.

- **Action W1.4: Expand and enhance existing greenways and trails, and the on-street connections to them.**
  Trails and some greenways, while sometimes considered recreational facilities can play an important role in the active transportation network. While the Township continues to develop the greenway network, integration with active transportation facilities implemented as part of the road and transportation network is critical. As part of this action, the Township will consider the following next steps.
    - Complete a condition assessment of existing greenways and multi-use paths and identify locations for rehabilitation, where necessary.
    - In the short term, complete a pedestrian facility implementation plan, referenced in **Section 5.3** (Pedestrian Network Projects), inclusive of greenways, multi-use paths, sidewalks, and other pedestrian facilities with gaps identified through community engagement (through the TMS and ongoing). This plan should rank gaps using criteria such as:
        - connectivity to transit, schools, and community hubs;
        - collision and safety data;
        - the number of residents served;
        - and input received through community engagement.

- In the short term, identify potentially suitable portions of urban greenways and trails where additional lighting could be added to enhance community safety.
- Continue interdepartmental coordination (working with the Township parks and recreation team) to implement recommendations and the proposed greenways identified in neighbourhood and community plans, ESPs, the OCP, and the TMS.
- Through the update to the Rural Plan, the Township will continue to explore opportunities to implement multi-use paths along utility rights-of-way. The Township will also continue to work with the equestrian community to maintain, and explore potential options to expand, equestrian access and designated equestrian routes in more rural areas of the Township. The Township has already been working to install additional signage indicating equestrian use along roadways and at crossings.
- Work with Metro Vancouver and other organizations to expand the regional trail network.

W2 – Enhance accessibility for people walking.

The following actions have been identified to create a community that is more equitable, universally accessible, and barrier free. There are several existing Township plans that provide guidance and direction to help create a universally accessible and barrier free community. These documents include the Age- and Dementia-friendly Action Plan, Social Sustainability Strategy, and Accessibility Plan (currently under development).

Universal Design Benefits Everyone

Access to transportation is essential for a full and independent life. Barriers to transportation can limit access to daily needs, community participation, and overall quality of life.

Applying barrier-free or universal design principles enhances safety, convenience, and accessibility for all users. This includes people with reduced mobility, vision, hearing, strength, dexterity, comprehension, or those facing cognitive or language barriers.

When active transportation is universally designed, it accommodates everyone without requiring adaptation or specialized features. For example, extending crossing signals benefits not only older adults and those using mobility aids, but also caregivers with strollers, travelers with luggage, and individuals recovering from injury.

- **Action W2.1: Create new and enhance existing crossings to accommodate people of all ages and abilities, including both operational and infrastructure enhancements.**
  Building on the actions identified under the Safety theme related to intersection safety improvements, this action speaks to exploring opportunities to implement new designated crossing opportunities and implementing features at intersections that enhance accessibility for all road users, including people with reduced mobility, vision, hearing, strength, dexterity, and comprehension. In support of this action, the Township will consider the following next steps.
    - Wherever possible, implement new mid-block crossings to ensure there are safe places to cross the street. Additional crossing locations will be added where demand warrants, providing more safe and accessible crossings at greenways/trails, in community hubs, and access to parks and schools, and near bus stops throughout the community.
    - Enhance safety, accessibility, and network connectivity to new and existing intersections and crosswalks. Potential improvements can include:
        - Following accessibility best practices for all new and improved infrastructure as outlined in the Township's Subdivision and Development Servicing Bylaw, the B.C. Active Transportation Design Guide, and other resources.
        - Ensure that curb ramps transition from sidewalks, multi-use paths, greenways, trails, stairs, and ramps are present at all intersections.
        - Implement detectable warning surfaces and audible pedestrian signals where applicable.
        - Reduce pedestrian crossing distances by providing curb extensions at crosswalks where feasible.
        - Continue to review opportunities for new and upgraded crosswalks on an ongoing basis, by reviewing the current crossing control at crosswalks in community hubs and near other community destinations (parks, schools, recreation centres, etc.) to determine if an upgrade in crossing control is warranted. This includes implementing features such as Rapid Rectangular Flashing Beacons (RRFBs), overhead flashing beacons and pedestrian signals.
        - Continue to improve crossing treatments where multi-use paths/greenways intersect with a roadway.
        - Implement the intersection recommendations identified in **Theme 2** including installing leading pedestrian intervals and protected intersections.
        - Identify intersections where curb extensions and/or raised crosswalks are feasible for short-term implementation

- **Action W2.2: Use an universal accessibility lens and review current best practice design guidance during the planning, design, construction, and operation of transportation projects.**
  Universal design is a fundamental design principle that ensures the built environment is safe and accessible for all, regardless of age, language, background, or any type of physical or cognitive disability. In support of this action, as new transportation projects are implemented, the Township will follow current design guidance outlined in TAC guidelines, the B.C. Active Transportation Design Guide, and guidelines from TransLink.

  The Township will update design criteria outlined in the Subdivision and Development Servicing Bylaw for features such as curb ramps to align with current best practices and design guidelines.

Additionally, the Township will apply a universal accessibility lens when considering, planning and implementing projects (new infrastructure and infrastructure upgrades) to identify and understand:

- the impact on persons with disabilities.
- potential barriers created within the process and/or the design.
- steps to address potential barriers or remove existing ones.

- **Action W2.3: Enhance lighting, where appropriate, particularly in community hubs and areas with high pedestrian activity.**
  Lighting not only illuminates areas but can provide a sense of personal safety throughout the community. Lighting adjacent to roads is installed in the Township by following the guidance in the Subdivision and Development Servicing Bylaw. In the Bylaw, the provision of lighting is based on road classification and pedestrian activity level. As part of the TMS, the lighting recommendations for the Bylaw have been updated, which provide cross sections to include additional pedestrian scale lighting based on pedestrian lighting guidelines on urban arterial roads with multi-use paths.

  Additionally, the Township will review existing lighting locations and consider where additional lighting may be warranted on streets, walkways, greenways, and trails located in priority areas. Priority areas include within community hubs, at bus stops, routes that provide connections to community and recreation centres, and mixed-use areas. Implementing lighting can be challenging and is not always feasible due to space constraints and environmental considerations. As noted in the OCP, the placement of lighting needs to consider the nocturnal activities of local wildlife in lighting designs for urban development and design these to minimize negative impacts on wildlife. Additionally, when considering lighting along walkways, trails, and cut-throughs the impacts on neighbouring homes and buildings and resilience to vandalism should be considered.

- **Action W2.4: Implement the transportation recommendations identified in the Township's Accessibility Plan.**
  During the development of the TMS, the Township was in the process of developing an Accessibility Plan. The purpose of the Accessibility Plan is to identify, remove, and prevent barriers to individuals in or interacting with the Township. The Plan is being developed in consultation with the Accessibility Committee and is to be reviewed and updated at least once every three years. The Township will work to implement the transportation recommendations identified in the Accessibility Plan and integrate the recommendations of the TMS into the Accessibility Plan document, where appropriate.

W3 – Encourage walking in the Township.

This strategy includes actions that focus on encouraging and creating an environment that supports walking in the Township.

- **Action W3.1: Develop a Wayfinding Strategy for active transportation users (pedestrians, micromobility users, equestrians) and routes.**
  Providing clear and consistent wayfinding, including signage and maps, can provide important information to help people make decisions about how to navigate the community. Wayfinding can provide key information about distances, features, amenities, and route options. There is opportunity for a more consistent approach to wayfinding and signage in the community. Additionally, the Township's Age- and Dementia-friendly Action Plan and OCP both identify actions to enhance wayfinding and signage to support mobility and navigation in the Township. In support of this action, the Township will consider the following next steps.
    - Conduct a wayfinding and signage review to understand existing wayfinding and signage in the community. This review will document information such as the location, type, and information on wayfinding and signage.
    - Based on the wayfinding and signage review, the Township will develop a Wayfinding Strategy to update and implement new wayfinding as the active transportation network is implemented.
    - Consider working with community and agency partners to develop an approach to signage and wayfinding for active transportation routes that cross jurisdictions.
    - Work with community and agency partners to develop maps of the Township's pedestrian and cycling network as new routes are added, identifying key routes and community destinations.

- **Action W3.2: Explore opportunities for open streets/car free days as part of special community events.**
  The Township will continue to work with community partners including community associations, business associations, and others to explore opportunities to identify potential locations for temporary or seasonal pedestrian-only streets (building on the special events where this already occurs). This will require engaging with businesses and community partners on the level of interest and support for such initiatives and looking at other case study examples to understand what has worked in different locations. This would not apply to residential streets or "block parties".

Theme 6 Driving and Goods Movement

Driving is currently the most common mode of transportation in the Township and the use of the road network for commercial vehicles is important for the regional and local economy. By encouraging a safe, connected, and efficient road network, driving and goods movement trips can avoid long, circuitous routes to their destinations, reducing congestion, greenhouse gas emissions, and the risk of collision. The TMS is prioritizing a shift away from vehicle dependence to more active and sustainable transportation options. However, the Township is expected to continue experiencing rapid growth, and the road network needs to sufficiently accommodate growth to ensure all residents have access to amenities, services, employment opportunities, and recreational areas. Additionally, as the Township's urban communities densify, on-street parking demand will increase and will need to be appropriately managed based on the recommendations outlined in the 2026 Township Wide Parking Study and Bylaw Review.

From a goods movement perspective, the Township is centrally located for goods movement connecting the Vancouver Fraser Port Authority and its associated goods from Asia and abroad to the rest of Canada and North America. The Township also has a border crossing at Highway 13 facilitating cross border traffic and goods movement. Enhancing the Township's strategic role in the movement and logistics of this supply-chain network are key components of the Township's transportation network and economy. An efficient and reliable transportation network is critical for goods movement, the TMS recognizes the impact traffic delays and congestion can have on goods movement and economic development within the Township and region. Representatives from the BC Trucking Association were invited to participate in the engagement events for the TMS and RSS, they have also been engaged through specific road and goods movement projects, including the 216 Street design project and the North Langley Truck Route Review.

The recommendations for Driving and Goods Movement were developed through an assessment of existing and projected future traffic volumes using TransLink's Regional Travel Demand Model, which had been updated to reflect proposed land uses in the Township and neighbouring communities. The model's findings were utilized to assess projected changes in vehicle volumes across the road network by 2050 and to validate the requirement for new or expanded roadways in accordance with anticipated demand and available roadway capacities.

This theme includes strategies and actions that enhance the road network by creating new connections and improvements to reduce inefficiencies and accommodate growth, improve safety, managing the demand on the road network, and facilitating people and goods movement. Additionally, there are actions that focus on supporting and coordinating the 'electrification' of travel and new mobility.

Current Context

- The future demand on the road network cannot be accommodated by motor vehicle trips alone.
- Currently, most intersections in the Township operate at an acceptable level of delay/congestion in the AM and PM peak periods. However, peak period congestion and delay occurs at several intersections in the Willowbrook, Willoughby, Walnut Grove, and Northwest Langley communities. Congestion and delays are most prevalent during PM peak.
- Growth and development, particularly in underdeveloped urban areas, will require new streets, widened roads, and new road network connections.
- Current land use and spaced-out neighbourhoods means that many community members must travel by motor vehicle to access their daily needs.
- There is an opportunity to widen streets in some areas, but in others, road space is limited, and widening is not feasible.
- Community members expressed concerns about motor vehicle traffic congestion getting worse as new development occurs and the population grows.
- Goods are moved in various ways including trucks, trains, bikes, and even on foot. In recent years, there has been a rise in smaller vehicles. However, large trucks and trains are essential for the Township's economy.

Strategies and Actions

Under the theme of Driving and Good Movement, there are three strategies and a total of 15 actions:

- D1 – Improve the street network to accommodate motor vehicle travel.
- D2 – Facilitate the efficient and safe movement of goods and services.
- D3 – Support and coordinate the 'electrification' of travel and new mobility.

The following outlines the actions that fall under each of these strategies.

D1 – Improve the street network to accommodate motor vehicle travel.

Improve the street network to accommodate motor vehicle travel and goods movement within the Township. This includes building new streets and widening existing streets where feasible.

- **Action D1.1: Update the Township's road classification map.**
  The roadway classification system describes the intended function of the roadway and guides decision making about changes in physical design characteristics, as well as the access characteristics of surrounding land uses. As part of neighbourhood plans, community plans, and ESPs, the Township reviews the road classifications to confirm their appropriateness for the transportation network and the surrounding neighbourhood.

  The updates proposed to the road classification network are based on:
    - a review of function, modal priority (is the corridor a transit route or part of the cycling and micromobility network?), and forecasted traffic volumes based on planned population and employment growth
    - simplifying the classification system by removing the major and minor distinction for arterial and collector roads
    - aligning with existing community plans, neighbourhood plans, and ESPs
    - alignment with neighbouring municipalities and surrounding land uses (existing and planned)
    - identifying new arterial and rural roads to be implemented as development occurs

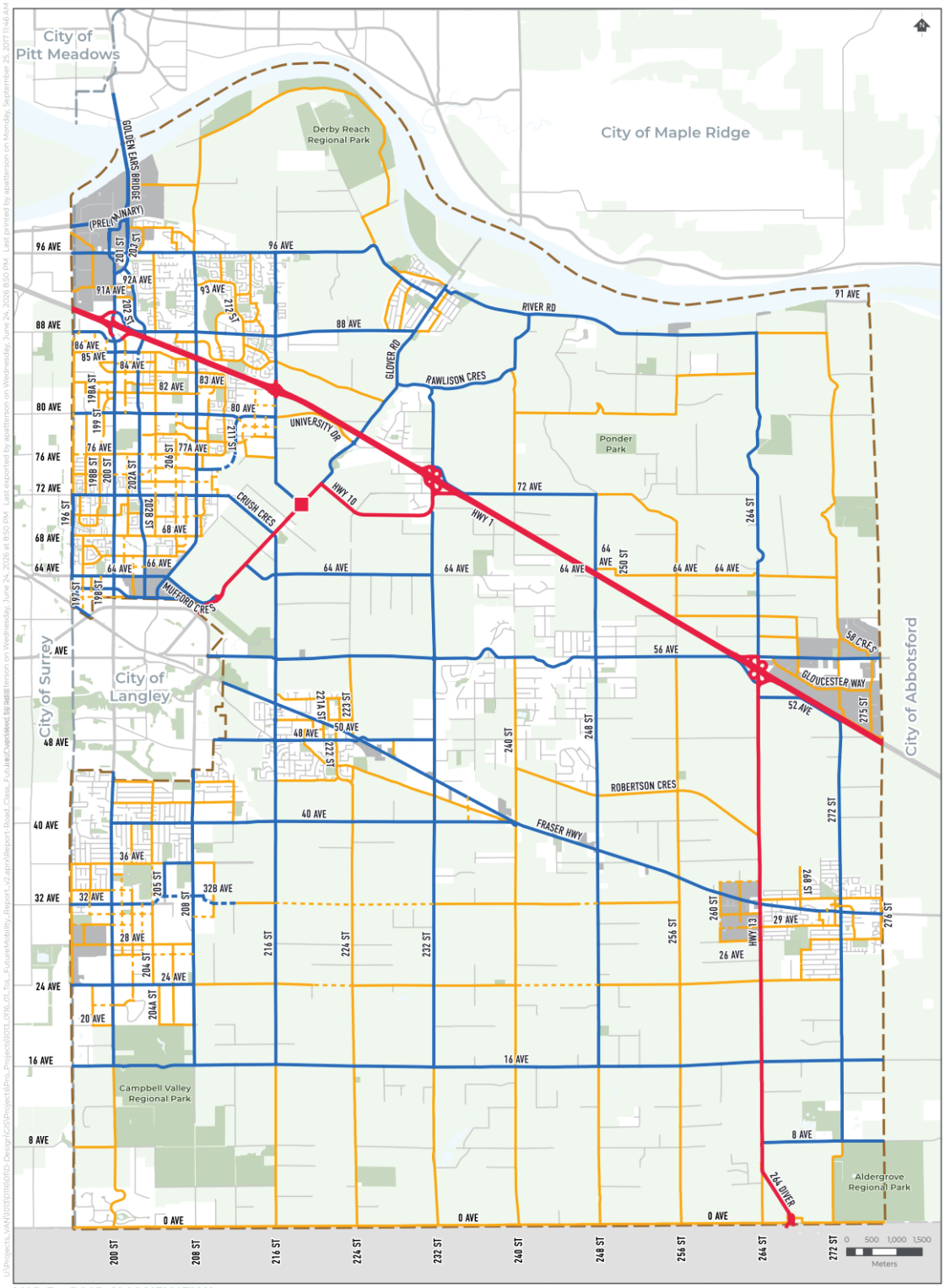
The future road classification map can be seen in **Figure 15**.

Road classifications and designations within the Township include:

- **Provincial Highways** are roadways that are owned and operated by the MOTT and accommodate regional and provincial through traffic. At-grade signalized intersections are widely spaced and posted speeds are typically higher than other municipal roadways. It is important to note that Highway 1 functions differently than Highway 10 and Highway 13.
- **Arterial Roads** are higher-order municipal streets that provides continuous, longer-distance travel across the Township and connects neighbourhoods to major regional routes, highways, and key destinations. Arterial roads carry large traffic volumes, support goods movement, and typically have limited access points to preserve mobility. They form the primary framework of the road network and serve as the main corridors for transit, cycling, and utilities.
- **Collector Roads** provide intermediate connections between local streets and arterial roads. Their role is to collect traffic from neighbourhoods and distribute it to the arterial network while also providing access to community destinations such as schools, parks, and small commercial nodes. Collector roads carry moderate traffic volumes and have a balance between mobility and property access. They often form the internal spine of neighbourhoods and provide important transit and cycling connections.
- **Local Roads** provide direct access to homes, businesses, and community services within a neighbourhood. These streets serve short, low-volume trips and prioritize livability, pedestrian comfort, and access over mobility. Local roads feed into the collector system and generally feature shorter block lengths, lower design speeds, and more frequent property access points.

Additionally, the TransLink Major Road Network (MRN) is a road designation principally composed of municipal arterial roadways that serve a regional function and that accommodate a high volume of general-purpose vehicles, transit passengers, and/or trucks. TransLink partners with municipalities to fund the operation, maintenance, and rehabilitation of the MRN; however, municipalities retain ownership and operational responsibilities for this group of roadways. Changes that reduce the people-moving capacity of an MRN roadway are subject to approval by TransLink. MRN routes are not shown on the road classification map but include Fraser Highway, 16 Avenue, 200 Street, and portions of 216 Street, 232 Street, 88 Avenue, 96 Avenue, 64 Avenue/Mufford Crescent, 32 Avenue, 204 Street, and Golden Ears Way (TransLink owns, operates, and maintains).

A road infrastructure map was developed, bringing together the updated road classifications and road cross sections. This map identifies the recommended ultimate cross sections for collector and arterial roads throughout the Township, reflecting the updated cross sections and standards (**Appendix C**).



MAP 5 - ROAD CLASSIFICATION

Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector
- Explore Railway Crossing Improvement Options with Province

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Map Date: June 26, 2026

Figure 15: Road Classification

- **Action D1.2: Complete and enhance mobility on the Township's arterial and collector road network.** Future traffic forecasts and growth projections indicate that many of the Township's arterial and collector corridors and intersections will operate beyond acceptable capacity if driving continues to be the primary mode of travel. As a result, continuing to expand driving infrastructure across the network would deliver diminishing returns and is constrained by limited right-of-way, cost, and community impacts. The Township's approach to network planning therefore focuses on completing and enhancing the arterial and collector network in a strategic and targeted manner, directing investments to locations where they deliver the greatest mobility, reliability, and economic benefits.

  At the same time, the network must continue to provide reliable access for those who need to drive and support goods movement to and from the Township. To accommodate projected growth within physical and operational constraints, the Township will plan corridors based on people-moving capacity and introduce attractive alternatives to driving, including transit and active transportation. Given competing demands for space within the right-of-way, projects have been carefully selected and designed to balance vehicle movement, goods movement, transit reliability, and active transportation needs.

  The road network improvement projects, including projects identified on MOTT roads, are shown in **Figure 16** and summarized in **Table 2** were shortlisted using the following approach.
  - Using future traffic forecasts and growth projections to identify priority arterial and collector corridors where targeted improvements provide the greatest network and reliability benefits.
  - Focusing roadway investments on critical connections, missing links, safety improvements, and goods movement corridors rather than broad-based capacity expansion.
  - Preserving reliable driving conditions where it's most needed, particularly for commercial vehicles, limit impacts on agricultural land, and access to employment and industrial areas.
  - Planning and designing arterial and collector corridors using a people-moving lens, integrating transit and active transportation facilities within constrained right-of-way.

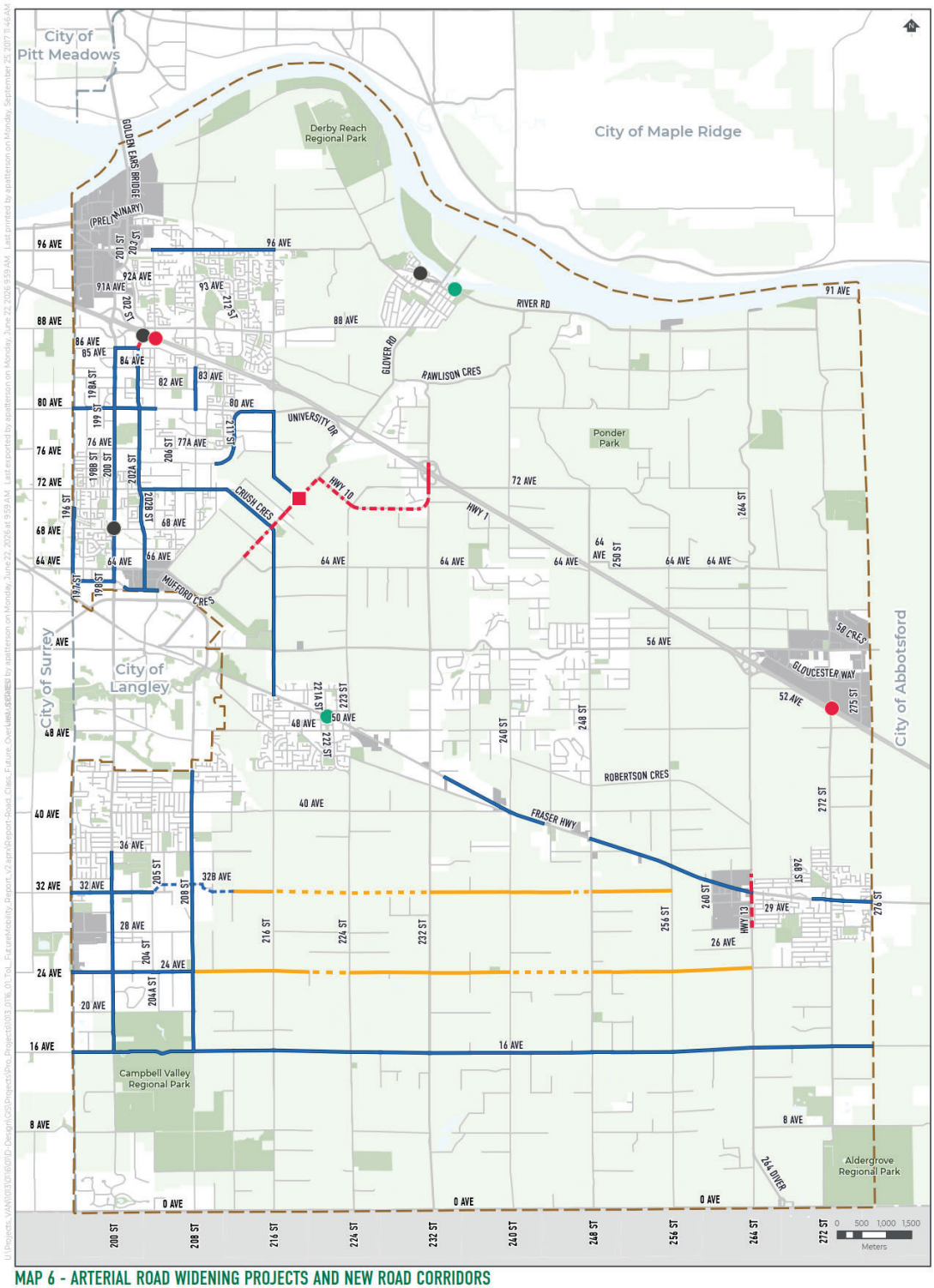
  It is important to note that each of these projects will be reviewed in more detail to confirm feasibility and design details. In the case of the recommendations for 32 Avenue, 24 Avenue, and 16 Avenue east of 216 Street, it is not anticipated that all three of these corridors will be upgraded. Instead, a detailed follow-up study will be required to review the options for an enhanced east/west connection in south Langley and determine which corridor, or combination of corridors, can be enhanced to address connectivity and congestion challenges in the area. Additionally, all new road and road widening projects identified in the TMS will include cycling, micromobility, and pedestrian facilities.

Table 2: Summary of Proposed Road Projects

Location	Project Type	Description
96 Avenue *(between 204 Street and 216 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with left-turn lanes at intersections along most of the corridor west of 210 Street. • Recommendation: Widen to four lanes with two travel lanes in each direction.
86 Avenue *(between 200 Street and 202 Street)*	Future Arterial Road Widening	• Existing: A four-lane arterial roadway between 200 Street and 201 Street, two-lane arterial roadway between 201 Street and 202 Street. • Recommendation: Provide two travel lanes in each direction for general purpose traffic. With the future implementation of the LHP BRT project, one lane in each direction may be converted to a bus only lane.
80 Avenue *(between 196 Street and **204 Street,** and **between 212 Street and** 216 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with a few segments of the corridor with four-lanes. • Recommendation: Widen the remaining segments that are currently two travel lanes to four travel lanes, except for the section between 212 Street and 216 Street, which requires five travel lanes (two eastbound and three westbound) to accommodate higher westbound through volumes. Additional details are outlined in the Williams ESP.
72 Avenue/Crush Crescent *(between 202A Street and Glover Rd)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes with two lanes in each direction plus left-turn lanes.
Willowbrook Drive/62 Avenue *(between Fraser Highway and 62 Avenue and 62 Avenue between Willowbrook Drive and 204 Street)*	Future Arterial Road Widening	• Existing: A four-lane arterial roadway with left-turn lanes at all major intersections. • Recommendation: Widen to four travel lanes and two bus lanes between Fraser Highway and 200 Street (more details in the LHP BRT project). Widen to four travel lanes between 200 Street and 204 Street.
Fraser Highway *(between east of 232 Street and **24300 Block, between 24800 Block and Highway 13, between** 271 Street and 276 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with left-turn lanes at all major intersections. • Recommendation: Widen existing roadways to four lanes with two travel lanes in each direction and maintain turn lanes. There are more details regarding the section between 271 Street and 276 Street in the Aldergrove Core Area ESP.
32 Avenue *(between 196 Street and 256 Street)*	Future Arterial Road Widening and Future New Arterial Road (between 196 Street and 212 Street) Future Rural Road	• Existing: A two-lane arterial roadway between 196 Street and 206 Street. • Recommendation: Widen to four travel lanes between 196 Street and 210 Street. Construct a new two-lane arterial roadway between 210 Street and 212 Street. More details regarding this project are outlined in the Brookswood-Fernridge ESP.

Location	Project Type	Description
	Improvement Corridor and Future New Rural Collector Road (between 212 and 256 Street)	East of 208 Street, a detailed study is needed to determine whether 32 Avenue or 24 Avenue can provide the most feasible east-west connection if 16 Avenue can't be widened to four lanes. If that is the case, either 24 or 32 Avenue would be required to provide extra capacity and enhance network connectivity.
24 Avenue *(between 196 Street and Highway 13)*	Future Arterial Road Widening (between 196 and 216 Street) Future Rural Road Improvement Corridor and Future New Rural Collector Road (between 208 Street and Highway 13)	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes between 196 Street and 208 Street. More details about this project can be found in the Brookswood-Fernridge ESP. East of 208 Street, a detailed study is needed to determine whether 32 Avenue or 24 Avenue can provide the most feasible east-west connection if 16 Avenue can't be widened to four lanes. If that is the case, either 24 or 32 Avenue would be required to provide extra capacity and enhance network connectivity.
16 Avenue *(between 196 Street and 276 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes between 196 Street and 276 Street. More details regarding the widening between 196 Street and 216 Street can be found in the Brookswood-Fernridge ESP.
200 Street *(between 16 Avenue and 36 Avenue, Willowbrook Drive and 86 Avenue)*	Future Arterial Road Widening	• Existing: Two-lane arterial roadway. • Recommendation: Widen to four travel lanes between 16 Avenue and 36 Avenue. More details about this project can be found in the Brookswood-Fernridge ESP. Between Willowbrook Drive and 70 Avenue, widen to four travel lanes and two bus lanes. Between 70 Avenue and 72 Avenue widen to six travel lanes and two bus lanes, between 72 Avenue and 82 Avenue, widen to four travel lanes and two bus lanes, between 82 Avenue and 86 Avenue widen to six travel lanes and two bus lanes. More details about this section of 200 Street can be found in the planning work underway for the LHP BRT project.
196 Street *(between Willowbrook Drive and 72 Avenue)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes with two lanes in each direction plus turn lanes.
202/202A/202B/203 Street *(between Willowbrook Drive and 86 Avenue)*	Future Arterial Road Widening and Future New Arterial Road	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes with two lanes in each direction plus turn lanes.
208 Street	Future Arterial Road Widening	• Existing: A two-lane arterial roadway.

Location	Project Type	Description
*(between 16 Avenue and 45A Avenue, between **80** Avenue and 84 Avenue)*		• Recommendation: Widen to four travel lanes between 16 Avenue and 45A Avenue (more details in Brookswood-Fernridge ESP), widen to four travel lanes between 80 Avenue and 84 Avenue.
212 Street / 212 Street Connector *(between 80 Avenue and 210 Street)*	Future Arterial Road Widening and Future New Arterial Road	• Existing: N/A (new road) • Recommendation: Construct a new four-lane arterial road. This project is part of the 212 Street Connector Project with work already underway.
216 Street *(between 80 Avenue and Glover Road, between Glover Road and Fraser Highway)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes.
202 Street *(between 86 Avenue and 88 Avenue)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to two general purpose travel lanes and two dedicated bus lanes as part of the LHP BRT project
Glover Road (Hwy 10) *(between 64 Avenue and Highway 10)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes.
Highway 10 *(between Glover Road and Highway 1)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes with a future overpass.
Highway 13 *(between 28 Avenue and 3300 Block)*	Explore Road Improvement Options with the Province	• Existing: A two-lane highway with left-turn lanes at major intersections. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes.



MAP 6 - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

- Future New Rural Collector Road
- Future Rural Road Improvement Corridor
- Future New Arterial Road
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Map Date: June 26, 2026

Figure 16: Proposed Road Widening Projects and New Road Corridors

- **Action D1.3: Work with MOTT to explore road improvement options on roads under their jurisdiction.**
  As identified in **Figure 16**, sections of Highway 13, Highway 10, and 202 Street have been identified as opportunities to explore road improvement options with the province. Additionally, the long-term cycling and micromobility network map also identifies projects on roads under provincial jurisdiction.

  The improvements proposed along 202 Street between 86 Avenue and 88 Avenue are associated with the implementation of the LHP BRT and providing additional bus lane and intersection improvements at Carvolth Exchange.

  Potential improvements along Highway 13 and Highway 10 may include exploring opportunities to widen existing roadways and intersection improvements, including considering opportunities for grade separation. The Township will work with MOTT to initiate a study reviewing the feasibility and benefits associated with improvements on Highway 13 and Highway 10. The study will highlight that the travel demand on these corridors cannot be accommodated by improvements on the Township's road network alone.

- **Action D1.4: Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.**
  While the Township continues to advance roadway improvement projects under **Action D1.2** to enhance mobility on arterial and collector roads, it is important that these investments are supported by ongoing performance monitoring and a broader people-moving perspective. Regular monitoring of motor vehicle delays and corridor performance will help the Township understand where roadway capacity improvements are effective and where congestion persists due to underlying network constraints.

  At the same time, the Township should monitor the network to identify opportunities to increase overall corridor capacity through targeted investments in transit reliability and active transportation, rather than relying solely on additional vehicle capacity. By evaluating roadway performance in terms of people-moving efficiency and working collaboratively with TransLink and BC Transit, the Township can prioritize lower-cost, high-impact solutions such as transit priority measures and active transportation improvements that improve reliability, support mode shift, and make more efficient use of limited road space. In support of this action, the Township will consider the following next steps.
  - Implement a recurring program to monitor motor vehicle delays, travel times, and reliability on key arterial corridors.
  - Access roadway capacity using a people-moving lens, identifying corridors where transit or active transportation could carry a greater share of trips. In the short term, undertake a comprehensive examination of the practical applications for Intelligent Transportation Systems (ITS) in the Township, which could include the provision of real time information to drivers, dynamic corridor signal coordination, transit signal prioritization, as well as future oriented applications such as vehicle to infrastructure technology. ITS technology is relatively new, it creates a communication link between the various vehicles and road systems including traffic signals, transit vehicles, and all other road users, and provides drivers (and autonomous vehicles in the future) with advance warning about changing or upcoming travel conditions.
  - Identify potential corridors for signal coordination, with transit signal prioritization included at key intersections.
  - Coordinate with TransLink and BC Transit to identify and advance targeted transit reliability measures, such as transit signal priority, queue jumps, or curbside bus lanes (**Action T2.2)**.

- Evaluating and implementing active transportation improvements as capacity solutions, particularly in corridors with short to medium-length trips and strong transit connections (**Action C1.1**).
- Using the monitoring results to inform capital planning and prioritizing investments that improve reliability, increase people-moving capacity, and align with long-term mobility objectives.

- **Action D1.5: Implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review to manage curb space.**
  The 2026 Township Wide Parking Study and Bylaw Review includes a review of how curbside space is used and managed in the Township. While curbside space has traditionally been dedicated primarily to on-street parking, increasing competition from diverse activities such as short-term loading, passenger pick-up and drop-off, deliveries, accessibility needs, micromobility, and active transportation has significantly altered how the curb functions. As a result, there is a growing need to consider both short- and long-term parking within the broader context of competing curbside demands. As such, Township will work towards implementing the following curbside management recommendations.
  - Continue to prohibit on-street parking for new arterial road construction.
  - Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.
  - Create, reallocate, or optimize existing curb space to better meet diverse demands beyond long-term parking.
  - Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.
  - Follow a data-driven approach supported by community engagement to identify the need for pay parking system and Resident Permit Parking program before implementation.
  - Adopt standardized on-street space design (signage, access ramp adjacency), which align with a broader Accessibility Plan under the Accessible British Columbia Act.
  - Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while considering the introduction of on-street charging facilities in limited areas.
  - Establish a formal application procedure and policy for businesses to request on-street accessible parking spaces.
  - Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.
  - Introduce time-limited and time-of-day loading zones to balance competing curbside uses in commercial areas.
  - Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.
  - Expand Automated License Plate Recognition (ALPR) capabilities and available resources for monitoring parking occupancy in addition to enforcement.
  - Develop a Parking Data Management System to support coordinated monitoring, enforcement, and policy decision making.
  - Introduce targeted enforcement scheduling.

D2 – Facilitate the efficient and safe movement of goods and services.

Goods movement is a crucial component of the regional and municipal transportation network in the Township, Metro Vancouver, and the Fraser Valley. Goods movement, or freight, is broadly defined as the wide array of activities involved in transporting goods (primary, intermediate, or finished) from producer/supplier to consumer. Goods movement can be accommodated by road, rail, or water. The Township has jurisdiction over designating truck routes in the community and while the Township has rail goods movement facilities, these are not under municipal jurisdiction; however, the Township can continue to work with partners to monitor impacts and advocate for Township residents and road users.

This includes updating the Township's designated truck route network, working with agency partners to monitor the impact of rail freight on the Township's transportation network, and exploring the feasibility of using smaller goods movement vehicles in urban areas.

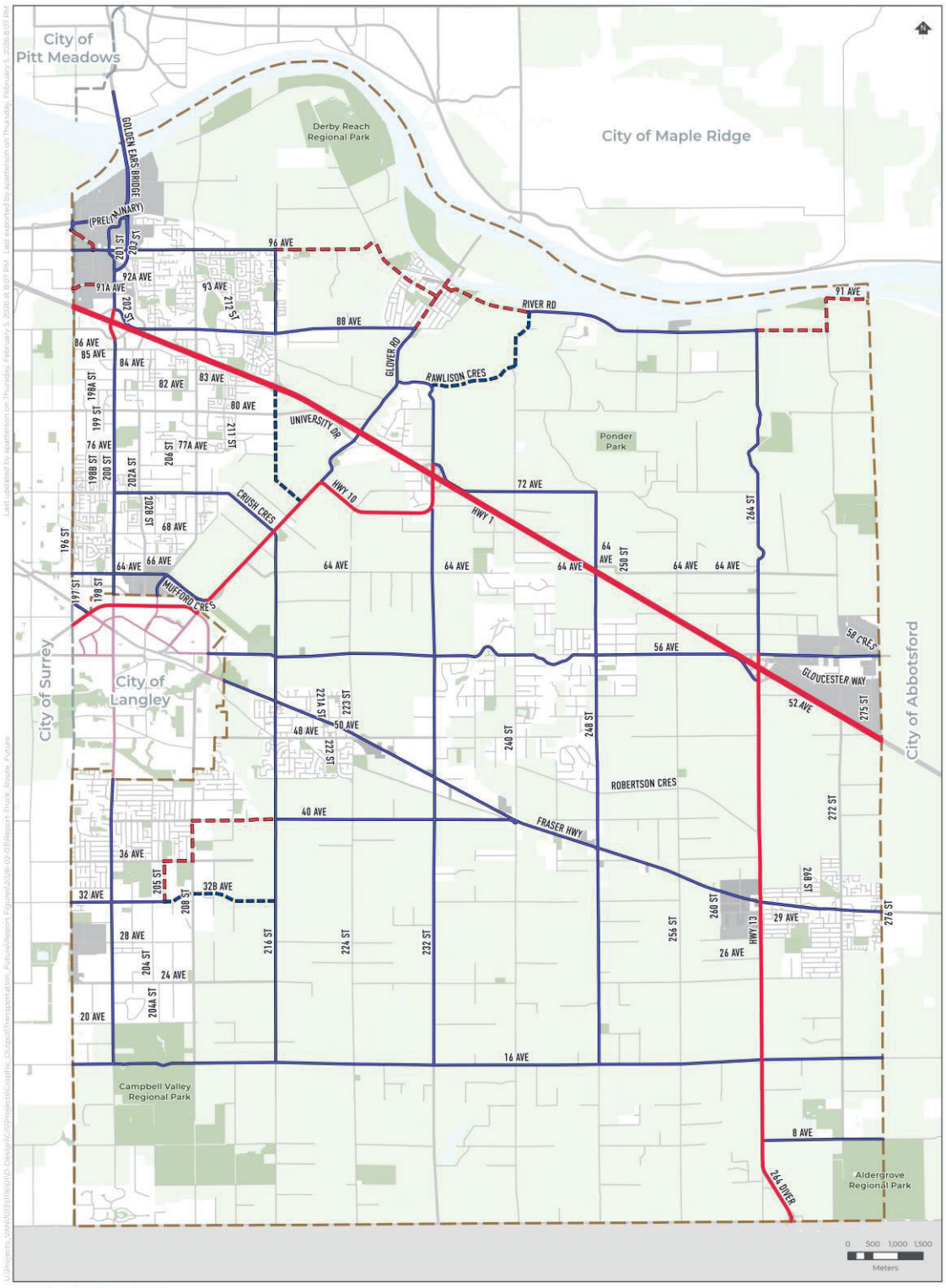
- **Action D2.1: Update and confirm the Township's truck routes.**
  Goods movement is an important component of a thriving economy as it allows businesses and residents to receive goods. The Township has a rapidly growing population, and to ensure Township's business community continues to thrive, the Township will update its truck routes to promote a more reliable, efficient network by:
    - ensuring alignment with neighbouring municipalities.
    - considering Highway 1 upgrades and interchanges.
    - incorporating the recommendations of the North Langley Truck Route Review which studied truck routing in the Fort Langley area and included consultation with the BC Trucking Association.
    - reduce redundancy.

  It is important to note that any changes to the truck route network would require an amendment to the Township's Highway and Traffic and Council approval (beyond endorsement of the TMS). Additionally, the removal of truck routes will require approval by TransLink. Intersection and geometric design improvements will be required along proposed truck routes. The updated road cross sections developed as part of the TMS and included in the Subdivision and Development Servicing Bylaw propose a wider curb lane (3.5 metres) along truck routes to accommodate wider vehicles.

  Figure 17 illustrates the proposed changes to the Township's designated truck route network. The proposed changes are summarized in **Table 3**.

  Other corridors that were explored and not included at this time, but may be considered in future iterations of the Township's truck route network and when the TMS is updated include:
    - 216 Street between Highway 1 and 88 Avenue
    - A north/south route between 80 Avenue and 64 Avenue using the 212 Street Connector, 208 Street, and Willowbrook Connector.

  The Township will continue to monitor truck traffic and the truck route network in the municipality. The Township will also monitor how the implementation of planned road projects, including the 216 Street Complete Street Project and the implementation of the 212 Street Connector impact travel patterns in these areas and use this information when considering future truck routes.



MAP 7 - TRUCK ROUTES

- Provincial Highway
- Township Truck Route
- Potential Addition - Subject to Approval
- Potential Removal - Subject to Approval
- City Truck Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Map Date: June 26, 2026

Figure 17: Truck Routes

Table 3: Proposed Truck Route Changes

Location	Proposed Change (Subject to Approval)	Rationale	Notes
Telegraph Trail (between 196 Street and 96 Avenue)	Potential Removal	• Local access only • Parallel truck routes are available	
92A Avenue (between 200 Street and City of Surrey)	Potential Removal	• Does not connect to a truck route in Surrey • Parallel truck routes are available	
96 Avenue (between 216 Street and Glover Road)	Potential Removal	• As identified in the North Langley Truck Route Review • Bypasses the Fort Langley historic and residential area	Subject to improvements identified in the North Langley Truck Route Assessment and Functional Design
Glover Road (between 88 Avenue and Jacob Haldi Bridge)			
Mavis Avenue/River Road (between Glover Road and 240 Street)			
Rawlison Crescent and 240 Street (between 232 Street and River Road)	Potential Addition	• As identified in the North Langley Truck Route Review • Provides an alternative to Glover Road and bypasses Fort Langley historic and residential area	Geometric design improvements required on Rawlison Crescent and 240 Street
216 Street (between Highway 10 and Highway 1)	Potential Addition	• As identified in the Williams Neighbourhood Plan • Provides a connection between two highway corridors and utilizes the Highway 1 interchange	
88 Avenue/272 Street/River Road (between 264 Street and City of Abbotsford)	Potential Removal	• Does not connect to a truck route in Abbotsford • As identified in the North Langley Truck Route Review	
32 Avenue (between 205 Street and 216 Street)	Potential Addition	• Aligns with the Brookswood-Fernridge ESP • Provides a more direct connection	Requires 32 Avenue extension
205 Street/36 Avenue/208 Street/40 Avenue (between 32 Avenue to 216 Street)	Potential Removal	• Aligns with the Brookswood-Fernridge ESP	Subject to future 32 Avenue extension

- **Action D2.2: Work with TransLink to Create a Dangerous Goods Route Network.**
  Dangerous goods include a wide range of materials that meet the daily needs of residents and businesses. These goods move in a range of vehicle types, including heavy trucks, light trucks and vans, and cars. Dangerous goods can include flammable liquids (like gasoline intended for retail sale), liquified or compressed gases, corrosive substances (including batteries), or materials for laboratories and hospitals (e.g. radioactive or toxic/infectious substances). Provincial Highways such as Highway 1, Highway 10 and Highway 13 are dangerous goods routes.

  Within Metro Vancouver, TransLink has the authority to designate routes and times of travel on the MRN for motor vehicles transporting dangerous goods, subject to municipal consent. TransLink also has the authority to prohibit the movement of dangerous goods in motor vehicles on portions of the MRN or for certain times of travel. At the time the TMS was completed, TransLink was collaborating with municipal and provincial partners to develop a Dangerous Goods Route network along the MRN for the region, which will identify routes for the travel of dangerous goods by motor vehicle in Township. It is the responsibility of each municipality to identify dangerous goods routes that are on non-MRN roads. In the absence of a municipal dangerous goods route, all designated truck routes allow for the movement of dangerous goods. A municipal dangerous goods route designation would allow for restricting dangerous goods to specific routes.

  In support of this action and building on the work completed by TransLink to identify dangerous goods routes on the MRN, the Township will take the following steps.
  - Continue to work with TransLink to confirm dangerous goods routes on the MRN within the Township.
  - Use a similar methodology to explore if any additional non-MRN roads will be added to the dangerous goods route. Any additions would need to be studied in detail and approved by Mayor and Council before being added to the network.

  It is important to note, vehicles carrying dangerous goods must travel along the dangerous goods route network until it is no longer practical to do so to reach their destination. Once they leave the dangerous goods route network, they are encouraged to travel on the highest classification of road and then exit at the closest point to reach their destination.

- **Action D2.3: Continue to work with TransLink to harmonize truck permitting and regulations.**
  TransLink has been leading the development of new regional trucking standards that are intended to streamline the permitting process for commercial traffic supporting the movement of goods in Metro Vancouver. Through TransLink's Commercial Vehicle Working Group the Township will continue to work to participate in discussions to harmonize truck permitting and regulations within the region and advocate for the Township's position within discussions.

- **Action D2.4: Explore opportunities to encourage the use of smaller goods movement vehicles in urban areas and community hubs.**
  Areas of the Township, particularly urban areas and community hubs, are moving towards denser and more compact land uses. With increasing pressure on the curbside space and larger vehicles, the Township can look for opportunities to encourage smaller and lower-emission goods movement vehicles, including smaller trucks and delivery vehicles and cargo e-bikes. The Township will explore opportunities to encourage the smaller goods movement vehicles in urban areas of the Township.

- **Action D2.5: Advocate for and implement trucking safety and operational improvements based on provincial, regional, and municipal studies and guidelines.**
  Safety standards for commercial vehicles and drivers are set at the national level and enforced by the Commercial Vehicle Safety and Enforcement in B.C. The Township will advocate for the implementation of safety and operational improvements including vehicle features such as side guards and enhanced enforcement of standards and regulations in the Township.

  Additionally, the Township will continue to explore commercial truck parking options. This includes reviewing the results of the pilot program to permit truck parking in the Gloucester industrial area and the temporary use permit for commercial truck parking facilities and providing updated recommendations. Additional study will likely be required to confirm recommendations.

- **Action D2.6: Monitor the impact of rail freight on the Township's transportation network.**
  Canadian National, Canadian Pacific Kansas City, and Southern Rail own rail lines that travel within the Township. The Roberts Bank Rail Corridor (RBRC) is an important 70 km stretch of rail network connecting Canada's largest container facility and a major coal terminal at Roberts Bank with the North American rail network. It carries increasing volumes of international freight, particularly containerized freight, through many communities including the Township.

  The Roberts Bank Trade Area Study explored opportunities to upgrade existing at-grade rail crossings, implement grade separated crossings, and implement road corridor improvements in the Township. In support of this action, the Township will continue to monitor the impact of rail freight on the Township's transportation network and advocate for and work with agency partners to upgrade rail crossings. This includes projects along Highway 10/Glover Road identified in the Roberts Bank Trade Area Study, such as a railway overpass in the vicinity of 216 Street, the closure of some existing rail crossings and new road connections to facilitate those rail crossing closures.

D3 – Support and coordinate the 'electrification' of travel and new mobility.

Metro Vancouver's Climate 2050 Strategic Framework estimates that 31% of greenhouse gas emissions in the region are a result of cars and trucks. Moving towards higher adoption of zero emissions vehicles, including electric passenger cars and trucks, is an important component of achieving the Township's Climate Action Strategy, TMS goals, and the recommendations of the Township's Low Carbon Mobility Plan. This strategy builds off the existing guidance included within these documents. As technology changes and actions are implemented the Township will update actions and next steps.

- **Action D3.1: Advocate for a study to plan for and regulate new transportation technologies.**
  New technologies, including connected and autonomous vehicles include a range of self-driving or partially automated vehicles that are connected to infrastructure and each other. Research completed for TransLink's Transport 2050 suggests that Level 4 automation (high automation where a vehicle can drive itself without supervision, in certain conditions like well-mapped urban environments) is likely to be available by 2030 and widespread by 2050.

  This will bring challenges as the region adapts to a mixed fleet of privately owned vehicles with different degrees of automation. A regional approach to regulating and responding to automation will create consistency across different road jurisdictions and across municipal boundaries, improving compliance and allowing for shared approaches to technology and other tools.

The Township will work with regional partners to proactively regulate and respond to the arrival of autonomous vehicles. Regional efforts are expected to include continued study and research, allowing for an ongoing evolution of the regional response.

- **Action D3.2: Work with developers and service providers to implement car share in the Township.** Car share companies and cooperatives provide a valuable service to residents and may allow some households to own fewer vehicles. These companies typically locate in areas where their vehicles will be well used, including in denser, mixed-use areas. There are Township and regional plans and initiatives that call for providing more car share services and providing parking and access to EV charging for car share vehicles.

  In support of this action, the Township will work with car share organizations and developers to eliminate the current barriers to extending services into the municipality. Typical barriers include population density (number of potential members and demand for service), and designated parking locations. Additionally, the Township will implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review which include updating the Zoning Bylaw to provide car share parking spaces (with dedicated electric vehicle charging options), optimizing curb space to provide car share parking, and cash-in-lieu payment options to support car share.

  Types of Car Share Models

  Car sharing can play an important role in a sustainable transportation system, and can take a few different forms:
  - One-way/free-floating fleets that allow pick-up and drop-off at different locations (e.g. car2go; Evo)
  - Two-way/station-based fleets that require vehicle pick-up and drop-off at the same location (e.g. ZipCar; Modo)
  - Peer-to-peer fleets that allow car sharing between individual owners (e.g. Turo)

  Source: Township's Low Carbon Mobility Plan

- **Action D3.3: Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.**
  As described in the Township's Low Carbon Mobility Plan, electrifying Township vehicles and equipment is a key opportunity to lead in the transition to electric mobility, reduce corporate GHG emissions, and improve local air and noise pollution. The plan notes that adopting Electric Vehicles (EVs) into the Township's vehicle fleet will require adequate fleet charging infrastructure at Township facilities. As more and larger vehicles electrify, electrical upgrades to facilities may be required, which can present a challenge to cost-effectively transition to EVs.

  In addition to its fleet, the Township can also show leadership by providing "at work" charging for its employees. The Township has installed some EV chargers at both the Civic Facility and the Operations Yard. "At-work" charging is important to encourage drivers to make the switch to EVs – particularly for those with longer commutes or who may not have access to "at-home" charging. Providing Township

employees “at-work” charging will support overall EV adoption across the community, while showcasing EV friendly strategies to other Township employers and businesses.

In support of this action, the Township will continue to explore the feasibility of implementing the recommendations outlined in the Low Carbon Mobility Plan specific to the Township’s fleet as well as advocating for EV leadership from other levels of government and agencies.

- **Action D3.4: Install more EV charging infrastructure.**
  The Township can explore opportunities to encourage the implementation of more EV charging infrastructure that can be found in private and public spaces. Access to EV charging infrastructure is one of the most important factors that influence the decision to choose an EV. The Township’s Low Carbon Mobility Plan and 2026 Township Wide Parking Study and Bylaw Review outline several actions that focus on implementing more EV charging infrastructure including updating the Township’s Zoning Bylaw to require:
    - electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations.
    - all accessible and shared vehicle parking spaces are provided with an energized outlet capable of Level 2 charging.
    - a proportion of visitor parking spaces in residential uses include an energized outlet capable of Level 2 charging.

  Additionally, the Township will continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in some areas. The Township can monitor their EV adoption trends and consider introducing on-street public charging facilities in areas with limited opportunity to provide off-street EV charging infrastructure.

5 Implementation Plan

The strategies and actions included in the TMS will be carried out by the Township over the next 25 years and beyond. To implement the actions as described, the Township will need to increase funding for transportation related projects and secure new and additional sources of funding through local, provincial, and federal partnerships. The Township must also increase staff resources to manage and implement the recommendations of the TMS and RSS. As noted throughout the TMS, the Township will also partner with the private sector, leveraging development to achieve shared objectives for a safe, connected, reliable, and effective transportation system. This chapter provides a framework for advancing the actions, including a phasing strategy for advancing specific transportation infrastructure improvements. The phasing strategy identifies recommended improvements over the short term (1 – 9 years), medium term (10 – 20 years), and long term (beyond 20 years).

5.1 Implementation Plan Principles

Recognizing that the implementation plan will take significant financial investment and resources over the next 25 years and beyond, there is a need to identify priorities over the short-term, medium-term, and long-term. The implementation plan was developed based on the following guiding principles:

- **The TMS is one step towards implementing the vision for transportation in the Township, but it is just the beginning.** The strategies and actions in the TMS are intended to lay the foundation for implementation over the long term. It is important to recognize that implementation will require significant investment and resources, as well as a shift in priorities to meet the vision, goals, and targets of the TMS. The TMS includes significant investments in new transportation infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for the development of policies and studies (including hiring consultants), funding for new programming and education campaigns, and staff resources. It will require ongoing support from different Township departments and municipal partners, along with sustained investment in all transportation modes.
- **The TMS is a flexible and living document.** For each long-term network, there is some level of flexibility for the specific locations and corridors that are recommended. The TMS presents recommendations based on community input and technical analysis; however, the Township will need to review the feasibility and desirability of each infrastructure project. The Township will continue to refine the recommendations outlined in the TMS through follow-up planning and design studies, including ESPs, along with neighbourhood and community plans that will further advance the

Integrating an Equity Lens into Planning and Implementation

Equity means striving for a just, free, and fair society where all people have access to opportunities and resources to live a healthy and meaningful life. Addressing structural inequities and ensuring communities are healthy, vibrant, diverse, and inclusive requires prioritizing groups who are underserved and face barriers to participating equally in society – including their access to safe, convenient, and affordable transportation. Applying an intersectional and inclusive equity lens means striving to recognize and mitigate these factors through planning.

An equity lens was applied throughout the TMS and in the implementation plan, where neighbourhood demographics that consider the presence of seniors, youth, and low-income households was used to prioritize pedestrian, cycling, and transit infrastructure needs. Focusing improvements in areas that serve seniors, youth, and low-income populations can make the Township's investments more effective.

strategies and projects identified. As this TMS is a long-term, strategic document, it is anticipated that additional projects will emerge over time to reflect changing priorities.

- **The Township should monitor, review, and update the TMS on a regular basis, as needed.** As the Township continues to work towards the actions of the TMS, a monitoring and reporting strategy will be needed to measure and communicate progress towards achieving the vision, goals, and targets. Reporting back on the indicators identified in the Monitoring Plan outlined in this document is one of the ways the Township can report on progress made in implementing the TMS.
- **The Township will engage in further public consultation to implement the recommendations included in the TMS.** Many of the initiatives require more detailed input and technical work. The Township should work closely with partners, residents and interest groups to move forward with priorities in the TMS.
- **The Township will confirm the short-term investments and incorporate them into the Township's 5-year Financial Plan.** Following the endorsement of the TMS, Township staff will report to Council to obtain approval of allocated resources and funding for the short-term strategies beginning in the 2027 budget and beyond. This will include additional staff (one in 2027 and two additional in 2028) and resources such as funding for consultant studies and capital funding for improvements. There will also be an annual review as part of the financial planning and municipal budgeting process, with a full review of the TMS recommended every five to ten years.

5.2 Overall TMS Capital Costs

Conceptual order-of-magnitude cost estimates were developed for each of the capital investments identified in the plan to provide a sense of the potential overall future levels of transportation investment for the Township in current (2026) dollars. These order-of-magnitude costs are for comparative and discussion purposes only and are based on a conceptual level of effort that did not involve any design work. The cost estimates are based on typical unit costs and recent pricing in the Township and elsewhere in the region. These estimates may not include property acquisition, utility works, or environmental impacts and compensation costs. Additionally, projects on roads and structures under MOTT jurisdiction have not been included in the cost estimates. The cost estimates have been provided to identify the relative cost for planning purposes but should be refined based on further design work for budgeting purposes. Actual costs for implementation could vary significantly for each initiative as costs change over time and are typically not used for project budgeting purposes. In addition, possible contributions from other agencies and the private sector are not possible to estimate.

The level of investment required to implement the major road projects, cycling and micromobility network, fill the pedestrian network gaps, and implement bus stops on future FTN routes is estimated to be in the range of **$1,870 million** over the next 25 years, as summarized in **Table 4**. Over a 25-year period, this is approximately $74.8 million a year. It should be noted that these cost estimates exclude major costs associated with items such as property costs, environmental mitigation costs, utility relocations, and green infrastructure.

Table 4: Estimated Level of Investments for Capital Improvements

Improvement Type	Level of Investment
Road Network*	$1,020M
Cycling and Micromobility Network	$750M
Transit Network**	$10M
Pedestrian Network	$90M
Total	**$1,870M**

*Road network projects include active transportation infrastructure (walking and cycling) improvements along these corridors. Also only 16 Avenue improvement costs are included, as it is the highest among the three southern east/west widening projects (16, 24, or 32 Avenue)

** Future transit costs represent the expected expenses for upgrading bus stops along existing FTN routes and adding new stops as part of future FTN routes

Given the significant costs, it is necessary to prioritize initiatives and invest in a focused manner. The implementation plan in this section outlines how capital projects have been prioritized for implementation.

It is important to note that additional study and planning will be required to develop investment programs for filling in gaps in the pedestrian network and upgrading existing infrastructure, including cycling routes, sidewalks, and existing bus stops, which are discussed in more detail below.

5.3 Infrastructure Improvement Priorities

The transportation improvements identified in the previous sections of the TMS will be implemented in phases over the next 25 years. Based on this approach to phasing, projects were identified for roads and cycling and micromobility to be implemented over the short term, medium term, and long term.

The phasing approach in this section is intended to aid the Township in its future decision-making and capital budget planning. However, it should be noted that there are number of factors that will continually shape and influence the ultimate development of the Township's transportation system over time. Although the implementation of the TMS may be affected by unforeseen changes, the general direction and balance of investments in the transportation system should not be significantly altered. In addition, the priorities are intended to be flexible and can be adjusted based on changing circumstances. For example, in some cases, an initiative with a lower priority may be implemented prior to a one with a higher score if an opportunity presents itself (i.e. as redevelopment or grant opportunities arise). Conversely, a project with a higher priority may be implemented later than one with a lower priority if the costs are prohibitive and if cost-sharing opportunities are not available.

The approach to identifying the timeline for implementing infrastructure projects was based on the following considerations:

- network need (addressing existing and future safety and reliability issues)
- access to community destinations (parks, population density, commercial/retail, employment, schools, transit stops and exchanges, recreation centres, etc.)
- opportunities to fill gaps in the network
- feasibility (including available rights-of-way and costs)
- piggyback potential with other planned infrastructure projects

Road Network Projects

Road network projects include new arterial and rural roads and road widening projects intended to complete and enhance mobility within the Township. Each of these projects also include enhancements to active transportation facilities including sidewalks and/or multi-use paths and in some cases protected bike lanes or bike paths. **Figure 18** presents the phasing plan for the proposed road network. Additionally, cost estimates related to upgrading intersections, which includes installing traffic signals and roundabouts, in addition to geometric changes, have also been included under the road network projects. These were incorporated based on work and projects identified through the Township's Development Cost Charges Bylaw update.

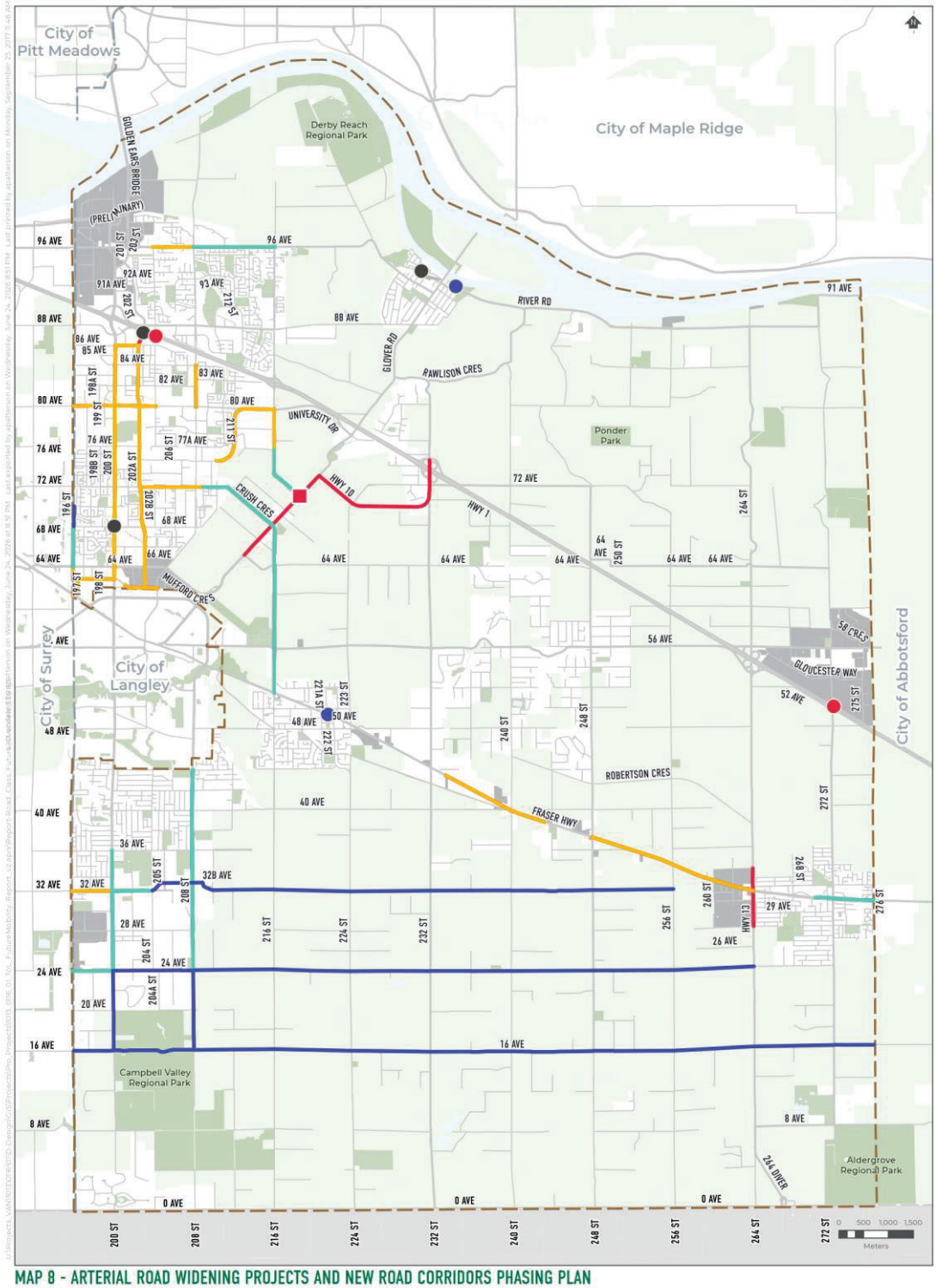
The total long term cost for road improvements is **$1,020 million**. In the short term, the Township will predominantly focus on completing and enhancing the road network in the Willowbrook and Willoughby communities, and along Fraser Highway. The Willowbrook and Willoughby communities are expected to see the highest levels of development and population and employment growth over the next ten years. Over the medium term, enhancements in Brookswood, Fernridge, and Aldergrove are anticipated, along with enhancing connections to Highway corridors. The long term projects focus on enhancing east/west connectivity in the Township. **Table 5** presents the anticipated level of investment by phase.

In the short term, the Township will continue to work with the Province (MOTT) to explore road improvement options on the roads within the Township that are under the Province's jurisdiction.

Table 5: Road Network Project Level of Investment by Phase

Road Network Projects*	Anticipated Level of Investment	Anticipated Kilometers (km) of New Infrastructure Implemented
Short term	$310M	20
Medium term	$315M	25
Long term	$395M	45
Total	**$1,020M**	**90**

*Road network projects include active transportation infrastructure (walking and cycling) improvements along these corridors. Also only 16 Avenue improvement costs are included, as it is the highest among the three southern east/west widening projects (16, 24, or 32 Avenue)



MAP 8 - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

- Short-term (2026-2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass - Long Term
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Map Date: June 26, 2026

Figure 18: Arterial Road Widening Projects and New Road Corridors Phasing Plan

Cycling and Micromobility Network Projects

The long-term cycling and micromobility network was developed to enhance network connectivity, safety, and comfort for people traveling within the Township by bike or other types of micromobility devices. It is important to note that in many cases, the potential facility type along these corridors will include a multi-use path which can also fill gaps in the pedestrian network. **Figure 19** presents the phasing plan for the proposed cycling and micromobility network.

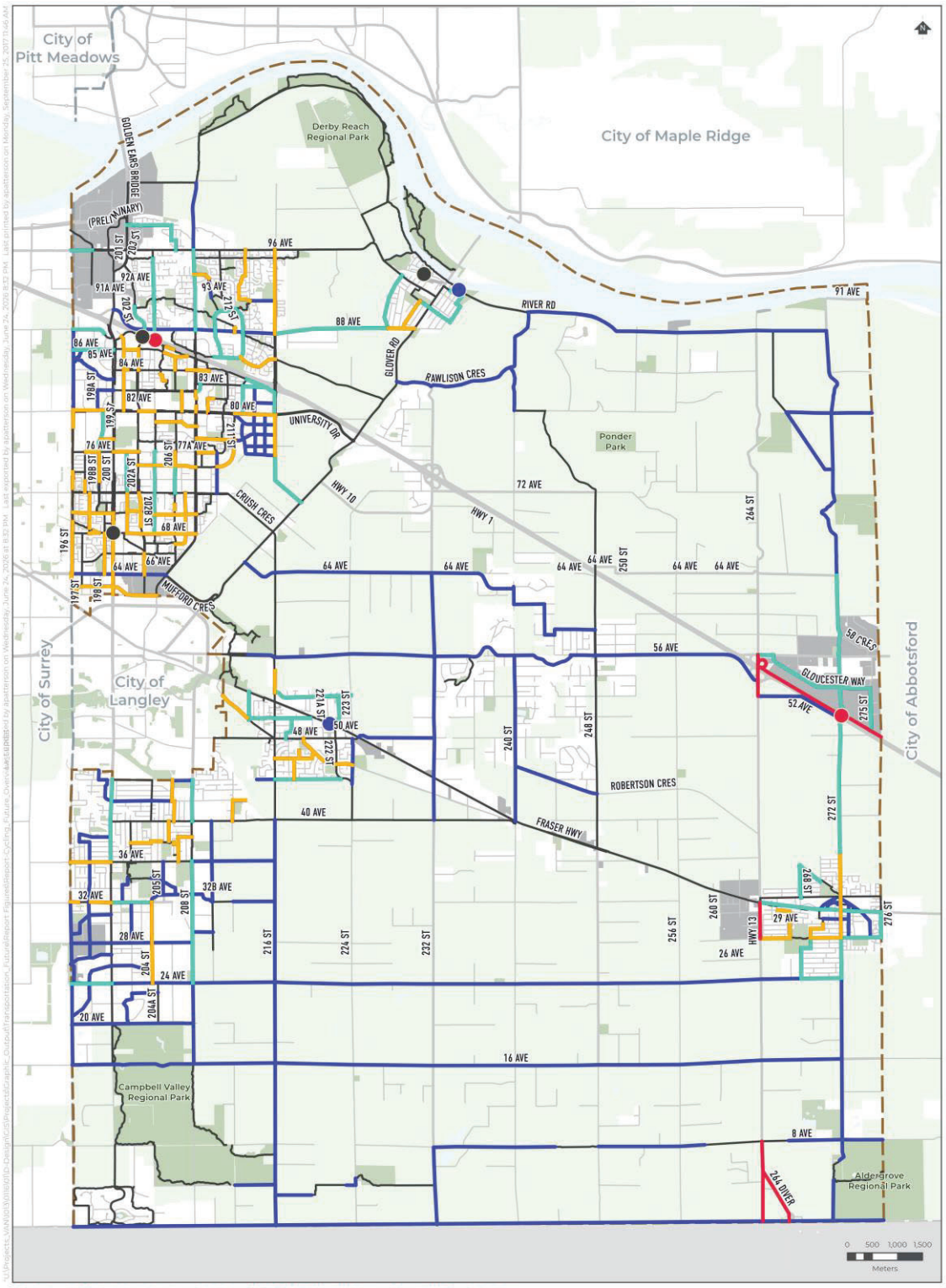
The total cost for the cycling and micromobility network projects over the long term is **$750 million**. In the short and medium term, the Township will focus on filling in gaps in the cycling and micromobility network within community hubs and urban areas. This includes gaps that can be implemented through development and Township led capital projects. Alternatively, a temporary interim facility may be implemented using quick-build treatments, where feasible. The longer-term projects focus more on connecting community hubs and enhancing recreational routes. **Table 6** presents the anticipated level of investment by phase for cycling and micromobility network projects.

It is important to note that the Township will also develop an investment program focused on upgrading existing cycling and micromobility routes that do not meet current design standards, where feasible. This will ensure that the Township has a program to address routes that are not planned to be upgraded through planned road network improvements or through development projects. These upgrades are expected to cost **$135 million** and are assumed to be completed over the long term.

Table 6: Cycling and Micromobility Network Level of Investment by Phase

Cycling and Micromobility Projects*	Anticipated Level of Investment	Anticipated Kilometers (km) of New Infrastructure Implemented
Short-term	$130M	35
Medium-term	$120M	45
Long-term	$365M	150
Upgrades (long-term)	$135M	55
Total	**$750M**	**285**

* Road network projects include active transportation infrastructure (walking and cycling) improvements along these corridors. These projects are not included in this table.



MAP 9 - LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

- Short-term (2026 - 2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass - Long Term
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Map Date: June 26, 2026

Figure 19: Long-term Cycling and Micromobility Network Phasing Plan

Transit Network Projects

The TMS emphasizes the need to work closely with TransLink and BC Transit to develop an updated transit network and improved service, including the implementation of SLS, LHP BRT, and Highway 1 Bus on Shoulder project. Additionally, the Township will work with TransLink to advocate for new FTN routes in the Township to support future demands and enhance access to rapid transit. As part of implementing these new routes TransLink will be responsible for implementing new bus stops, which should be delivered in a coordinated and phased manner consistent with TransLink's *Bus Infrastructure Design Guidelines*. The Township should work with TransLink to identify FTN corridors in advance of service implementation, assess existing stops, and prioritize upgrades or new stops to meet the standards, including accessible landing pads, shelters, seating, lighting, and clear pedestrian connections.

The estimated cost for constructing a new bus stop equipped with accessible landing pads, shelter, and seating along future FTN routes is approximately $60,000. **Table 7** below presents a summary of transit project costs, estimated at approximately **$10 million**, related to upgrading existing bus stops on the current FTN route (Route 503) and implementing new stops along proposed FTN corridors. It should be noted that bus stops along existing Route 501 are excluded from this estimate due to their overlap with the forthcoming LHP BRT. For the purpose of estimating the number of new stops required, it has been assumed that all future FTN corridors will include at least one bus stop every 400 metres.

Table 7: Transit Projects Level of Investment

Service Type	Anticipated Level of Investment
Existing FTN	$3M
Future FTN	$7M
Total	**$10M**

In terms of improvements that are within the Township's jurisdiction, the TMS calls for improving the transit user experience by providing enhanced bus stop amenities, such as shelters and benches. The Township will conduct regular updates to the inventory of existing bus stop amenities. Additionally, the Township will continue to work to provide benches, shelters, and lighting at bus stops where feasible, prioritizing stops with the highest boardings. Using this information, the Township will develop a list of bus stop amenity enhancement projects. The following unit costs can be used to estimate the overall cost of the investment program once an updated inventory is completed.

- Shelter addition - $30,000
- Landing pad addition - $20,000
- Benches addition - $5,000
- Lighting Addition - $5,000

These upgrade costs are standalone and exclude any additional required work. Where possible, upgrades should be coordinated with planned road, utility, and development projects to reduce costs and disruption. The Township should continue to leverage cost-sharing mechanisms to support the delivery of bus stop amenities on both existing and planned transit corridors.

The Township has agreements with private companies who provide and maintain shelters and benches at their own costs. Each year, the Township works with a shelter company to identify two to five bus locations for new bus shelters based on public requests and internal review. The Township reviews shelter designs proposed to

ensure that they meet the Township's and CMBC's standards. Additionally, the Township also collaborates with a bench company to install benches at bus stops located within the road right-of-way. If requests are received from residents to install a bench at a bus stop, the Township will look into the location and send an installation request to the bench company if needed.

The Township strives to install shelters and/or benches as requested, but there may be some locations where these amenities cannot be accommodated due to space constraints. Some constraints include inadequate road right-of-way, vegetation, fencing, and a lack of space on a standard bus pad without affecting wheelchair users. Over the short term, it is anticipated that approximately $150,000 per year should be allocated to accessibility upgrades at the existing bus stops, delivered in partnership with CMBC. This funding level typically supports accessibility improvements at eight to ten bus stops per year, enhancing usability for all passengers, including those using wheelchairs and strollers.

Pedestrian Network Projects

For the pedestrian network, gaps and improvements were identified in the areas of the Township in most need of pedestrian network connectivity. These locations were identified based on:

- proximity to community hubs
- proximity to transit
- connections to schools
- proximity to destinations (parks, community facilities (libraries, recreation centres, other commercial/retail land uses, etc.)
- areas with reported collisions involving a pedestrian

As part of any roadworks project or new development, pedestrian infrastructure improvements are included, additionally, many of the routes identified as part of the long-term cycling and micromobility network include multi-use path facilities that also fill a gap or provide an improvement in the pedestrian network. As a result, several identified pedestrian network projects will be filled through the road and cycling and micromobility projects identified above and through new development.

The estimated cost to address the gaps and improvements not included in the identified road network projects, cycling and micromobility projects, and through new development estimated to be **$90 million**. As a next step to the TMS, the Township will develop a pedestrian facility implementation plan to address the remaining gaps where development is not anticipated in the next five years.

5.4 Prioritizing Actions

This section groups and prioritizes each action identified under the themes of the TMS. Strategies for implementing each of the actions are outlined in **Table 8** to **Table 11** below. These tables provide guidance with respect to:

- **Status.** This column identifies if this action is new to the Township or an enhancement of an approach or work underway. In some cases, actions may be both with new elements and enhancements to the current approach.
- **Horizon.** This column identifies the timeframe for implementation for each action. These are broken down as: *short*, *medium*, *long*, and *all*. *All* refers to actions that are long term in nature and have components that will be completed in all timeframes, short-, medium-, and long-term or are outside of the Township's jurisdiction.
- **Frequency.** This column helps to identify if the next steps identified for each action are considered a *one-time* project or initiative, *periodic* (as in something the Township will do on a reoccurring basis), and *ongoing*. Actions that are *ongoing* typically fall under the *all* category in terms of the horizon for implementation.
- **Method of Implementation.** This column identifies how each action will be implemented either as a capital project, study, investment program, and internal approach. Some actions will require multiple methods of implementation. Internal approach assumes that this would be a shift of internal processes, changing polices and approaches.
- **Responsibility.** This column suggests the lead and support responsibility for each action. Most actions require the Township to take the lead. This includes a variety of Township departments. There are several actions identified in the TMS that other organizations can support the Township to implement. These organizations include TransLink, MOTT, RCMP, and Fraser Health, to name a few.
- **Financial.** This column identifies the assumed order of magnitude capital cost for each action with a capital project or investment program identified as the method of implementation. The number of dollar signs indicates a high-level cost assumed for each action:
    - $$$$$ - $25 million+
    - $$$$ - $15 to 20 million
    - $$$ – $10 to 15 million
    - $$ – $5 to 10 million
    - $ – Less than $5 million

Implementation of the TMS will begin immediately and there are already several projects and initiatives underway.

Table 8: Action Summary Table (Land Use Integration and Safety)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Land Use Integration									
LU1	Integrate land use and transportation planning.	**LU1.1:** Develop multi-modal transportation options in and between community hubs.	Enhanced	Short	ongoing	internal approach	Township		
		LU1.2: Concentrate population and employment growth near future rapid and frequent transit routes, and within community hubs.	Enhanced	Short	ongoing	internal approach	Township		
		LU1.3: Support the development of affordable residential housing in areas with access to existing and planned sustainable transportation options.	Enhanced	Short	ongoing	internal approach	Township		
		LU1.4: Create safe, welcoming, and comfortable spaces that attract people and made the Township's streets an enjoyable place to be.	Enhanced	Short	ongoing	investment program	Township		$$$
		LU1.5: When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided.	New	Short	ongoing	investment program	Township		$$$
		LU1.6: Integrate high-quality landscaping and other green infrastructure in transportation projects to increase overall tree canopy coverage and natural aesthetics.	Enhanced	Short	ongoing	internal approach	Township		
LU2	Align existing and future plans and strategies with the TMS.	**LU2.1:** Update existing and develop new Township planning and policy documents with the recommendations outlined in the TMS.	New and Enhanced	Short	periodic	internal approach, study	Township		
		LU2.2: Advocate for TMS recommendations to be incorporated into external plans and strategies.	Enhanced	Short	ongoing	internal approach	Township leads advocating for updates	Other agencies	
Safety									
S1	Refine and enhance the Township's road safety management system.	**S1.1:** Work with partners to develop a safety data management strategy and address gaps in the data available for the Township.	New	Short	periodic	internal approach, study	Township initiating conversations	ICBC, RCMP, Fraser Health, RoadSafetyBC, MOTT, and other partners	
		S1.2: Conduct regular network screening and safety reviews.	New and Enhanced	Medium	periodic	internal approach, study, capital project	Township	ICBC, RCMP, and other partners	$
		S1.3: Conduct planning and design stage road safety audits on major projects.	New and Enhanced	Medium	periodic	internal approach, study	Township	ICBC	
S2	Manage speeds on Township roads.	**S2.1:** Update and implement the road cross sections and design standards included in the Subdivision and Development Servicing Bylaw.	Enhanced	Short	periodic	internal approach, study, capital project	Township		$$$
		S2.2: Pilot Safe System speed limits.	New	Short	periodic	study, capital project	Township	RCMP, Fraser Health	$$$
		S2.3: Implement slow streets.	New and Enhanced	Short	periodic	study, capital project	Township	RCMP, Fraser Health	$$$
		S2.4: Enhance speed enforcement.	New and Enhanced	Medium	periodic	internal approach, investment program	Township	ICBC, RCMP, MOTT	

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Safety									
S3	Enhance safety at urban intersections.	**S3.1:** Enhance left-turn treatments.	Enhanced	Short	periodic	study, investment program	Township		$$
		S3.2: Enhance right-turn treatments.	Enhanced	Medium	periodic	study, internal approach, investment program	Township	Emergency Services, BC Trucking Association, TransLink (Buses)	$$$
		S3.3: Implement roundabouts in urban areas where feasible.	Enhanced	Short	periodic	study, internal approach, capital project	Township	ICBC, Fraser Health	$$$$
		S3.4: Advocate for the expansion of intersection safety enforcement.	Enhanced	Medium	periodic	internal approach, study, investment program	Township, ICBC, MOTT		
S4	Enhance safety at rural intersections.	**S4.1:** Prepare a traffic control toolkit for rural intersections.	Enhanced	Medium	periodic	study, investment program	Township		$$$
		S4.2: Explore opportunities to implement roundabouts where feasible.	Enhanced	Short	periodic	study, internal approach, capital project	Township	ICBC, Fraser Health	$$$$
		S4.3: Implement access management and alternative designs.	Enhanced	Long	ongoing	study, internal approach	Township		
S5	Protect vulnerable road users.	**S5.1:** Provide leading pedestrian intervals.	Enhanced	Short	ongoing	study, internal approach	Township		
		S5.2: Provide protected intersections.	Enhanced	Short	periodic	study, capital project	Township		$$$$
		S5.3: Enhance motorcycle safety.	Enhanced	Medium	ongoing	internal approach, study	RCMP, ICBC, external organizations including motorcycling clubs	Township	
		S5.4: Encourage more transit use.	Enhanced	Short	ongoing	internal approach	TransLink	Township	
		S5.5: Monitor the safety of electric micromobility devices.	New	Short	ongoing	internal approach, study	Township - initiating conversations	Fraser Health, ICBC, RCMP, MOTT, external organizations including HUB Cycling	
S6	Facilitate a culture of transportation safety.	**S6.1:** Work with partners to address unsafe behaviours.	Enhanced	Short	ongoing	internal approach, study	Various Partners	Township	
		S6.2: Conduct baseline surveys.	New	Medium	periodic	internal approach, study	Township	BCAA, University/college students, ICBC, Fraser Health	
		S6.3: Build a safety culture among children.	Enhanced	Short	ongoing	internal approach, study, investment program	Township	School District, a school community (Parent Advisory Committees), ICBC, RCMP, TransLink, HUB Cycling, Fraser Health	$$

Table 9: Action Summary Table (Transit and Cycling and Micromobility)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Transit									
T1	Support the implementation of planned transit projects.	**T1.1:** Work with TransLink, BC Transit, and MOTT to monitor the impact of SkyTrain and other new transit projects on the Township-wide transit network.	Enhanced	Short	ongoing	internal approach	Township	Various Partners	
		T1.2: Work with TransLink to implement the Langley-Haney Place BRT.	Enhanced	Short	one-time	internal approach	Township	TransLink	
		T1.3: Work with partners to create mobility hubs and Park and Ride facilities at transit exchanges and stations, particularly at the 216 Street, 232 Street, and 264 Street interchanges.	Enhanced	Short	one-time	internal approach	Township	MOTT	
		T1.4: Work with agency partners to continue to explore opportunities for enhanced regional and inter-regional transit connections.	Enhanced	Short	ongoing	internal approach	Township	Various Partners	
T2	Increase transit service coverage and convenience.	**T2.1:** Work with TransLink to increase local service coverage and Frequent Transit Network routes connecting to SkyTrain, BRT services, and community hubs.	New and Enhanced	Short	ongoing	internal approach, study, capital	Township	Various Partners	$$$
		T2.2: Work with TransLink to identify and implement transit priority measures that improve bus speed and reliability along the existing and future Frequent Transit Network.	New and Enhanced	Short	periodic	study, investment program	Township	TransLink	$$$
T3	Enhance access to and amenities at transit stops.	**T3.1:** Plan for the pedestrian network and the cycling and micromobility network to connect to transit stops to encourage and enable multi-modal travel.	Enhanced	Short	ongoing	internal approach, capital project	Township	TransLink	$$$
		T3.2: Increase comfort and safety for people using transit by improving bus stop accessibility and amenities.	Enhanced	Short	ongoing	investment program	Township	TransLink	$$
Cycling and Micromobility									
C1	Create a complete and connected cycling and micromobility network.	**C1.1:** Fill in gaps by building new cycling and micromobility routes that provide connections to and between community hubs and other destinations.	New and Enhanced	Short	ongoing	study, capital project	Township		$$$$$
		C1.2: Work to upgrade existing cycling and micromobility routes to align with current design guidelines.	New and Enhanced	Short	ongoing	study, investment program	Township		$$$$
		C1.3: Support regional cycling and micromobility connections.	Enhanced	Short	ongoing	internal approach	Township	TransLink, Metro Vancouver, neighbouring municipalities	
		C1.4: Provide a network of routes that are comfortable for most users.	New and Enhanced	Short	ongoing	internal approach	Township		
		C1.5: Improve intersections and crossings for people cycling and using micromobility devices.	New and Enhanced	Medium	ongoing	internal approach, capital project	Township		$$$$
C2	Plan for electric micromobility and shared options.	**C2.1:** Advocate for more study, guidance, and regulation of electric micromobility devices.	New	Short	ongoing	internal approach, study	Township	MOTT, TransLink	
		C2.2: Work with shared micromobility service providers to pilot service in the Township.	New	Medium	ongoing	internal approach, study	Township	Shared mobility organizations	
C3	Support cycling and micromobility in the Township.	**C3.1:** Conduct a bicycle parking review and develop a program to provide more secure bicycle parking and end-of-trip facilities.	New and Enhanced	Medium	ongoing	internal approach, study, capital projects	Township		$$
		C3.2: Continue to support active transportation education, promotional programs, and initiatives.	New and Enhanced	Medium	ongoing	study, capital project (potential)	Township	TransLink, MOTT, other agencies	$

Table 10: Action Summary Table (Walking and Accessibility)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Walking and Accessibility									
W1	Expand and enhance the pedestrian network connecting people to community destinations.	**W1.1:** Fill in gaps in the pedestrian network by strategically investing in new sidewalks and multi-use paths in pedestrian priority areas.	New and Enhanced	Short	ongoing	capital projects	Township		$$$$$
		W1.2: Widen and enhance pedestrian facilities within community hubs and along major streets.	Enhanced	Medium	ongoing	internal approach, capital project	Township		$$$
		W1.3: Provide more off-street connections and cut-throughs such as walkways.	Enhanced	Medium	ongoing	internal approach	Township		
		W1.4: Expand and enhance existing greenways and trails, and the on-street connections to them.	Enhanced	Long	periodic	internal approach, capital project	Township		$$$$
W2	Enhance accessibility for people walking.	**W2.1:** Create new and enhance existing crossings to accommodate people of all ages and abilities, including both operational and infrastructure enhancements.	Enhanced	Medium	ongoing	study, investment program, capital project	Township		$$$
		W2.2: Use an universal accessibility lens and review current best practice design guidelines during the planning, design, construction, and operation of transportation projects.	Enhanced	Short	ongoing	internal approach	Township		
		W2.3: Enhance lighting, where appropriate, particularly in community hubs and areas with high pedestrian activity.	Enhanced	Medium	periodic	study, capital project	Township		$$$
		W2.4: Implement the transportation recommendations identified in the Township's Accessibility Plan.	Enhanced	Short	ongoing	internal approach	Township		
W3	Encourage walking in the Township.	**W3.1:** Develop a Wayfinding Strategy for active transportation users (for pedestrians, micromobility users, equestrians, and on trails) and routes.	Enhanced	Medium	periodic	study, investment program	Township		$
		W3.2: Explore opportunities for open streets/car free days as part of special community events.	New	Long	periodic	internal approach	Township		

Table 11: Action Summary Table (Driving and Goods Movement)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Driving and Goods Movement									
D1	Improve the street network to accommodate motor vehicle travel.	**D1.1:** Update the Township's road classification map.	Enhanced	Short	periodic	internal approach	Township		
		D1.2: Complete and enhance mobility on the Township's arterial and collector road network.	Enhanced	Short	ongoing	capital projects	Township		$$$$$
		D1.3: Work with MOTT to explore road improvement options on roads under their jurisdiction.	Enhanced	Short	ongoing	internal approach	Township	MOTT	
		D1.4: Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.	Enhanced	Short	ongoing	internal approach, study	Township		
		D1.5: Implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review to manage curb space.	Enhanced and New	Short	ongoing	internal approach, investment program	Township		$$$
D2	Facilitate the efficient and safe movement of goods and services.	**D2.1:** Update and confirm the Township's truck routes.	Enhanced	Short	one-time	internal approach, capital project	Township	TransLink	$$$$$
		D2.2: Work with TransLink to create a Dangerous Goods Route Network.	Enhanced	Medium	one-time	internal approach	Township	TransLink	
		D2.3: Continue to work with TransLink to harmonize truck permitting and regulations.	Enhanced	Long	ongoing	internal approach	Township	TransLink	
		D2.4: Explore opportunities to encourage the use of smaller goods movement vehicles in urban areas and community hubs.	New	Medium	ongoing	internal approach, study	Township		
		D2.5: Advocate for and implement trucking safety and operational improvements based on provincial, regional, and municipal studies and guidelines.	Enhanced	Medium	periodic	internal approach	Township	Commercial Vehicle Safety and Enforcement	
		D2.6: Monitor the impact of rail freight on the Township's transportation network.	Enhanced	Medium	periodic	internal approach, study	Township	Rail companies	
D3	Support and coordinate the 'electrification' of travel and new mobility.	**D3.1:** Advocate for a study to plan for and regulate new transportation technologies.	Enhanced	Short	ongoing	internal approach	Township	MOTT, TransLink	
		D3.2: Work with developers and service providers to implement car share in the Township.	New	Short	ongoing	internal approach	Township		
		D3.3: Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.	Enhanced and New	Short	periodic	investment program	Township		$$
		D3.4: Install more EV charging infrastructure.	Enhanced and New	Medium	periodic	investment program	Township		$

Short-term Priority Actions

The following table (**Table 12**) includes a list of the priority policy and planning actions identified by TMS theme. The intent is that priority actions will be implemented within the short term (next 9 years). These actions have been selected based on a variety of factors – community feedback, input we have heard through the project from staff and Council, actions that need to be implemented in the shorter term to make future actions feasible, actions that will have an impact, and alignment with work and projects already underway.

For additional details about each priority action and next steps, refer to **Section 4**.

Table 12: Priority Actions

Theme	Strategy	Next Steps
Land Use Integration	LU1 – Integrate land use and transportation planning.	**All Actions** - Most of the actions tied to integrating land use and transportation planning are already underway in some capacity. - The Township will continue to strengthen planning policy and initiatives focused on providing multi-modal transportation options within and between areas with the highest population and employment densities and where there is a concentration of community destinations (community hubs). - When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided (investment program).
	LU2 – Align existing and future plans and strategies with the TMS.	**Action LU2.1** - Integrate recommendations of the TMS into the OCP, community plans, and neighbourhood plans. - Update the Township's Subdivision and Development Servicing Bylaw (**Action S2.1**) - Integrate the recommendations of the TMS into the Rural Plan. - Develop a TDM Plan.
Safety	S1 – Refine and enhance the Township's road safety management system.	**Action S1.1** - The highest priority for the Township will be to develop a road safety management program. This will include addressing data issues and selecting the most accurate data source to monitor serious injuries and fatalities.
	S2 – Manage speeds on Township roads.	**Action S2.2** - Conduct a Township-wide speed limit review. Identify arterial and collector roadways for speed limit changes. - Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate. **Action S2.3** - Identify potentially suitable neighbourhoods and initiate implementation of slow street projects in these residential areas, for Council to consider. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits.
	S3 - Enhance safety at urban intersections.	**Action S3.1** - Review and update (as needed) the Township's current process for installing protected-only phasing.

Theme	Strategy	Next Steps
		- Screen the network for other candidate locations and implement left-turn treatments at a selection of candidate locations.
	S4 – Enhance safety at rural intersections.	**Action S4.2** - Review the safety and operational impacts of the existing roundabouts in the Township. - Consider developing a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural intersections.
	S5 – Protect Vulnerable Road Users.	**Action S5.1** - Evaluate impacts on leading pedestrian intervals at all locations where they have been installed. - Adopt or develop criteria for where the installation of leading pedestrian intervals is not suitable. - Select, based on the developed criteria, signalized intersections within each Community Centre, Town Centre, and Neighbourhood Centre identified in **Figure 7** (Township Community Hubs) and implement leading pedestrian intervals at these locations, for Council's consideration.
Transit	T1 - Support the implementation of planned transit projects.	**All Actions** - Most of the actions aimed at supporting the implementation of planned transit projects are already underway in some capacity. - The Township will continue to allocate resources to working with other agencies to ensure the Township's interests are represented in planning studies and transit investments led by other agencies.
	T2 – Increase transit service coverage and convenience	**Action T2.1** - The Township will work with agency partners, share the recommendations of the TMS and suggest changes to improve service coverage and frequency.
	T3 – Enhance access to and amenities at transit stops	**Action T3.2** - Conduct regular updates to the inventory of existing bus stop amenities. - Continue to work to provide benches, shelters, and lighting at bus stops where feasible, prioritizing stops with the highest boardings. Using this information, the Township will develop a list of bus stop amenity enhancement projects and develop an investment program to implement projects annually.
Cycling and Micromobility	C1 - Create a complete and connected cycling and micromobility network.	**Action C1.1** - Continue to fill gaps in the cycling and micromobility network based on the network phasing plan. **Action C1.2** - Develop a funding program focused on upgrading existing cycling and micromobility routes identified as priorities through community engagement and that do not meet current design guidelines, where feasible. **Action C1.5** - Continue to explore the removal of barriers (such as baffle gates) that create obstructions at cut-throughs and multi-use path entrances.

Theme	Strategy	Next Steps
	C2 - Plan for electric micromobility and shared options.	**Action C2.1** - Continue to monitor results of the e-kick scooter pilot and the safety issues associated with electric micromobility devices and advocate to the Province for clear guidance on the regulation, including if they are permitted, and on which facilities. Based on the results consider revising bylaws and restrictions on use of electric micromobility devices.
	C3 - Support cycling and micromobility in the Township.	**Action C3.1** - Conduct an inventory of existing Township-owned bicycle parking. - Provide more bicycle parking at Township-owned facilities such as at parks, recreation centres, and other civic facilities. - Update the Zoning Bylaw to include updated bicycle parking and end of trip requirements for new residential, commercial, and employment developments based on the recommendations of the 2026 Township Wide Parking Study and Bylaw Review.
Walking and Accessibility	W1 – Expand and enhance the pedestrian network connecting people to community destinations.	**Action W1.1** - Develop an implementation plan to fill gaps in the pedestrian network and upgrade existing pedestrian facilities through Township initiated pedestrian improvements and developer initiated pedestrian improvements. **Action W1.4** - In the short term, complete a pedestrian facility implementation plan, referenced in **Section 5.3** (Pedestrian Network Projects), inclusive of greenways, multi-use paths, sidewalks, and other pedestrian facilities with gaps identified through community engagement (through the TMS and ongoing). - Through the update to the Rural Plan, the Township will continue to explore opportunities to implement trails along utility rights-of-way.
	W2 – Enhance accessibility for people walking	**Action W2.1** • Wherever possible, implement new designated pedestrian crossings mid-block. Additional crossing locations will be added where demand warrants. • Enhance safety, accessibility, and network connectivity to new and existing intersections and crosswalks. **Action W2.2** • Use an universal accessibility lens and review current best practice design guidelines during the planning, design, construction, and operation of transportation projects **Action W2.4** • Implement the transportation recommendations identified in the Township's Accessibility Plan.
Driving and Goods Movement	D1 – Improve the street network to accommodate motor vehicle travel	**Action D1.1** - Update the Township's road classification map **Action D1.2** - Complete and enhance mobility on the Township's arterial and collector road network based on the network phasing plan. **Action D1.3** - Work with MOTT to explore road improvement options on roads under their jurisdiction.

Theme	Strategy	Next Steps
		Action D1.5 - Implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review to manage curb space.
	D2 – Facilitate the efficient and safe movement of goods and services	**Action D2.1** - Update and confirm the Township's truck routes. Implement road network improvements to make the proposed updates feasible. **Action D2.2** - Create a Dangerous Goods Route Network.
	D3 – Support and coordinate the 'electrification' of travel and new mobility	**Action D3.2** • Work with developers and service providers to implement car share in the Township **Action D3.3** • Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.

5.5 Resources and Capacity

Ongoing leadership for the implementation of the TMS will be critical to its success. A critical component will be the sharing of information and being transparent in the development of funding requests, and in the reporting back on the progress and impacts of the TMS. This will generate confidence in a strategic and evidence-based approach and appropriate allocation of resources leading to Council support to develop community "champions" of the TMS.

The TMS outlines numerous planning, project, and programming initiatives. Implementing these initiatives will require not only significant capital investments but also appropriate resources. These resources include adequate staffing, equipment, and technology required to perform a range of tasks from planning and engineering to project delivery, ongoing management, and maintenance of the transportation system.

In addition to the Township led initiatives, a growing number of projects and programs are being led by external agencies in the region and the province that also require additional Township staff time and resources to ensure external planning and designs will protect the interests of the Township and align with the visions and aspirations of the community.

Ensure staff resources are available to implement the TMS.
Implementation of the TMS and RSS will not only require capital investment, but also additional staff resources to monitor, manage, maintain and perform other recommended actions. Dedicated staff members with local experience and expertise in various areas of traffic and transportation, such as road safety engineering, data collection, asset management, parking management, emerging signal and communication technologies will play an important role in successfully implementing the TMS. Additionally, it is anticipated that consulting resources will be required to support Township staff to implement several actions and next steps identified in the TMS,

The RSS noted that to oversee the development of a formal Implementation Plan and coordinate the implementation of the various strategies, it is anticipated that at least one full-time staff member would be required at the outset (by 2026) specifically to focus on transportation safety. This individual's role would be to coordinate the efforts across departments, with partners, to report regularly on progress, and oversee the monitoring and evaluation of tasks. The addition of a communications specialist and a data analyst/technologist would help provide the necessary skills and resources to deliver the RSS. For the TMS it is anticipated that at least initially one staff member in 2027 and two additional staff members in 2028 to support implementing the actions outlined in the TMS.

Invest in the equipment needed to adequately maintain facilities in all seasons.
Year-round operations and maintenance of the transportation network are imperative to ensure transportation infrastructure is safe, accessible, aesthetic, and efficient. To ensure year-round maintenance of the transportation network, particularly active transportation infrastructure, additional equipment will be required. For example, truck-mounted plow blades can work in many applications, including neighbourhood bikeways. However, specially designed, right-sized equipment is also available to sweep and clear protected bike lanes and multi-use facilities. Automated license plate readers mounted on bylaw enforcement vehicles are another example of tools needed for a growing community. It will be important to ensure new infrastructure design and annual budgets take operations and maintenance needs into consideration when preparing budgets.

5.6 Implementation Strategies

To ensure the successful implementation of the TMS, a variety of implementation techniques and strategies are recommended. Based on a review of each project, and with support from community partners, the Township will determine the appropriate approach to implementation. The following are some techniques to effectively implement the long-term recommendations.

Quick-build treatments.
To provide walking and cycling facilities in the Township in the shorter term, the Township may consider using a "quick-build" process using low cost, temporary materials, such as paint, delineators and planters. However, the trade-off is that quick-build treatments may be less durable, less aesthetically appealing, and have a shorter lifespan than sidewalks with concrete curb and gutters.

The Township will consider the project impact, accessibility, and if longer-term infrastructure projects (development, internal or third-party capital projects) are expected at the location when determining whether to consider quick-build or permanent treatments.

Coordinate implementation with other capital infrastructure projects.
The Township will look for opportunities to implement the recommendations of the TMS as part of other infrastructure projects, such as sewer and water line upgrades, or road repaving, that are being completed by either the Township or other government entities to achieve economies of scale.

Coordinate projects with development applications and sites.
Where proposed projects front known or anticipated redevelopment sites, the Township will request that identified applicable infrastructure improvements will be completed as part of a development applicant's off-site improvements, as required through the Township's Subdivision and Development Servicing Bylaw.

Collaboration with agency and community partners.
The Township will need to work with the MOTT, TransLink, BC Transit, Southern Railway of BC ,Canadian National and Canadian Pacific Kansas City, neighbouring municipalities, and others to implement improvements identified in the TMS. Through this collaboration and partnership, there may be opportunities for these organizations to cost share or fund the implementation of projects.

Pursue funding from a variety of sources.
There are opportunities to implement projects and actions identified through a variety of funding sources. Funding is available through the federal and provincial governments, TransLink, and other agencies. In addition to currently known programs, the Township will actively be attuned to new funding sources for which transportation projects would qualify. Below outlines some of the current funding streams available.

- Municipal
    - Capital Planning: The Township's capital plans can be used to deliver projects and initiatives identified in this implementation plan. The Township will incorporate the recommendations from the TMS into its short-, medium-, and long-term budgeting plans to ensure that the projects are accounted for in the capital planning process. To accommodate this, the Township may need to consider including projects in its five year capital plan and future budgets to fund the implementation of the TMS recommendations over the medium- and long-term.
    - Development Cost Charges (DCC): The DCC Bylaw program defines development contributions towards eligible transportation infrastructure to accommodate the anticipated growth in the Township.
    - Local Area Service Program: Through the Local Area Service Program, property owners who want to conduct neighbourhood improvements such as the installation of sidewalks or street lighting can petition Council, asking for the Township to undertake the work. The cost of providing the service is recovered through a local service tax placed on all the property owners in the area. To date, there has not been an uptake for the LAS program for sidewalk improvements, but it is an available option.
    - Reserve Fund for Alternative Transportation Infrastructure: Local governments are enabled to create unique reserve funds by bylaw for 'transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation' (LGA 906 (7)). The Township may wish to consider this option to allocate a portion of payment in-lieu of parking to fund alternative transportation improvements. This would create an additional revenue stream to standard levies such as DCCs that fund capital works for roads, parks, water, storm, and sewer infrastructure.
- Regional, Provincial, and Federal
    - Other agencies including TransLink, the Provincial Government, the Union of BC Municipalities, ICBC, the Federal Government, and Federation of Canadian Municipalities are agencies that have previously or currently have funding programs that support municipalities implementing infrastructure projects or programs.

5.7 Monitoring and Evaluation

A monitoring strategy is essential to ensure that the TMS is implemented as intended, and to determine whether the plan is achieving its goals. A monitoring program will also enable the Township to confirm expenditures and allocation of resources to implement prioritized initiatives of the TMS. Monitoring also provides a means of identifying changing conditions which would require changes to the TMS.

The monitoring strategy needs to be meaningful, measurable, and manageable.

- Meaningful. The monitoring strategy should yield meaningful results and point to successes in achieving the vision, goals, and targets of the TMS.
- Measurable. The monitoring strategy needs to establish criteria that are readily measurable and for which data or information can be readily obtained.
- Manageable. The monitoring strategy needs to consider the resource limitations of the Township and will identify measures where information is accessible or data is simple to collect.

The monitoring strategy focuses on two components. The first is the degree of progress towards implementing the TMS, and secondly, the outcomes of the TMS, including how well the Township is working towards achieving its targets and goals, as summarized below. It is recommended that the Township of Langley monitor progress in each of these areas every one to two years, based on data availability.

It is important to note that the RSS has monitoring and evaluation considerations specific to the actions under the Safety theme along with considerations for monitoring safety outcomes. Below is a summary of metrics the Township can use to monitor the overall TMS.

Implementation Progress

*Annual Investments**

- Walking ($ and % of Township's total transportation capital investments)
- Cycling and micromobility ($ and % of Township's total transportation capital investments)
- Transit ($ and % of Township's total transportation capital investments)
- Road network widening and new roads ($ and % of Township's total transportation capital investments)

*includes projects implemented to address safety concerns. The Township have a designated investment program specific to transportation safety

*Network Development**

- Sidewalk network (km of existing facilities, km of sidewalk upgrades)
- Cycling and micromobility network (km of existing facilities, km of upgrades) – Includes multi-use paths
- Transit network (km of transit routes, km of frequent transit corridors)

*all new roads and road widening projects should include active transportation infrastructure

Targets and Goals

Sustainable Transportation Mode Share

- Mode share – all trips (TransLink Trip Diary)
    - Walking (%)
    - Cycling (%)
    - Transit (%)

Safety – Serious Injuries and Fatalities

- # of casualty collision per 1,000 people

GHG Emissions

- % of transportation-related GHG emissions (Community Energy and Emissions Inventory (CEEI))

Other potential indicators that can be used to measure how well the Township is working to achieve the goals of the TMS are summarized in **Table 13**. It is important to note that it will likely take additional time and resources to compile and collect data to track these indicators.

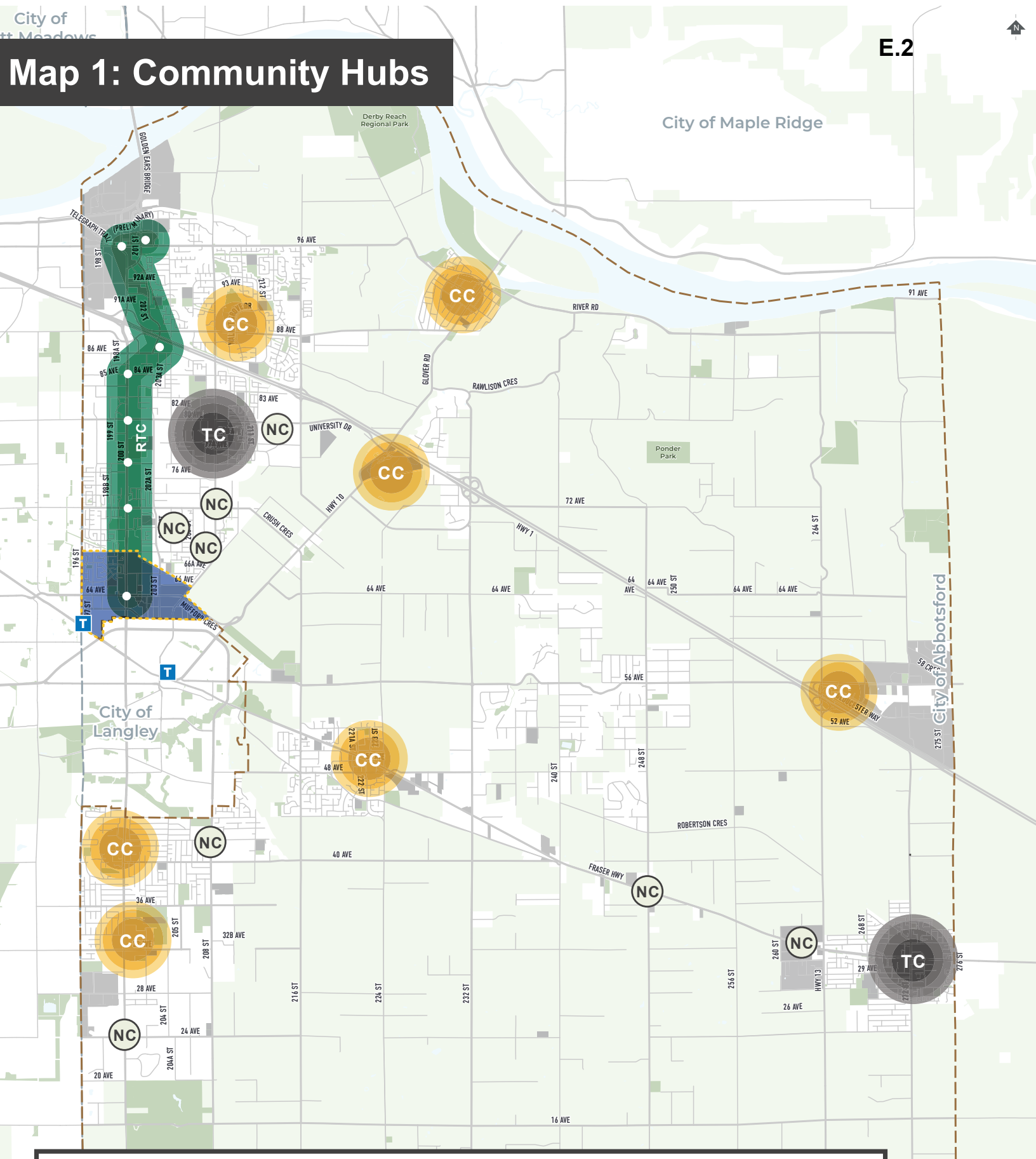
Table 13: Township Goals and Potential Performance Indicators

Goal	Potential Performance Indicators
Adaptive and Efficient. Provide an adaptive transportation network that ensures the efficient and reliable movement of people and goods.	• Bus speed and reliability results (as provided by TransLink) • Road network (km of new roads*, km of road widening projects*) • Intersection Level of Service • # of projects implemented using quick-build techniques • Average peak period observed speeds on major corridors as compared to posted speed limits *all new roads and road widening projects should include active transportation infrastructure
Connected and Integrated. Provide a connected community, with both connected infrastructure and enhanced social connections	• The number of Vehicle Kilometres Travelled (VKT) • Proportion of all trips under 2km made by walking • Proportion of all trips between 2km and 8km made by cycling • Proportion of bus routes with frequent transit service (15-minute service throughout the day) • % of the Township's population within 800 metres of rapid transit • % of the Township's population within 400 metres of transit route • % of Township's population within 400 metres of existing cycling route • Proportion of residents within a 15-minute walking distance (1,500 metres) of commercial areas
Safe and Inclusive. Make transportation safer and more inclusive, socially equitable, and work towards achieving Vision Zero.	• Number of total reported collisions per year • Number of reported collisions per year resulting in injury or fatality • Number of reported collisions per year involving pedestrians, cyclists, and motorcyclists • Proportion of bus stops designated as accessible • Proportion of bus stops with shelters and benches
Sustainable and Healthy. Create a transportation system that helps to reduce climate change and supports the well-being of community members.	• Sidewalk network (km of existing facilities, km of sidewalk upgrades) • Cycling and micromobility network (km of existing facilities, km of upgrades) – Includes multi-use paths • Transit network (km of transit routes, km of frequent transit corridors) • Sustainable mode share by area (requires a Township-wide transportation household survey) – Optional ○ By community or community hub • % of EVs within the Township's fleet of vehicles • # of EV charging stations • EV ownership by Township residents • Shared mobility (e.g. car share, bike/e-kick scooter share) memberships

Appendix A

Maps

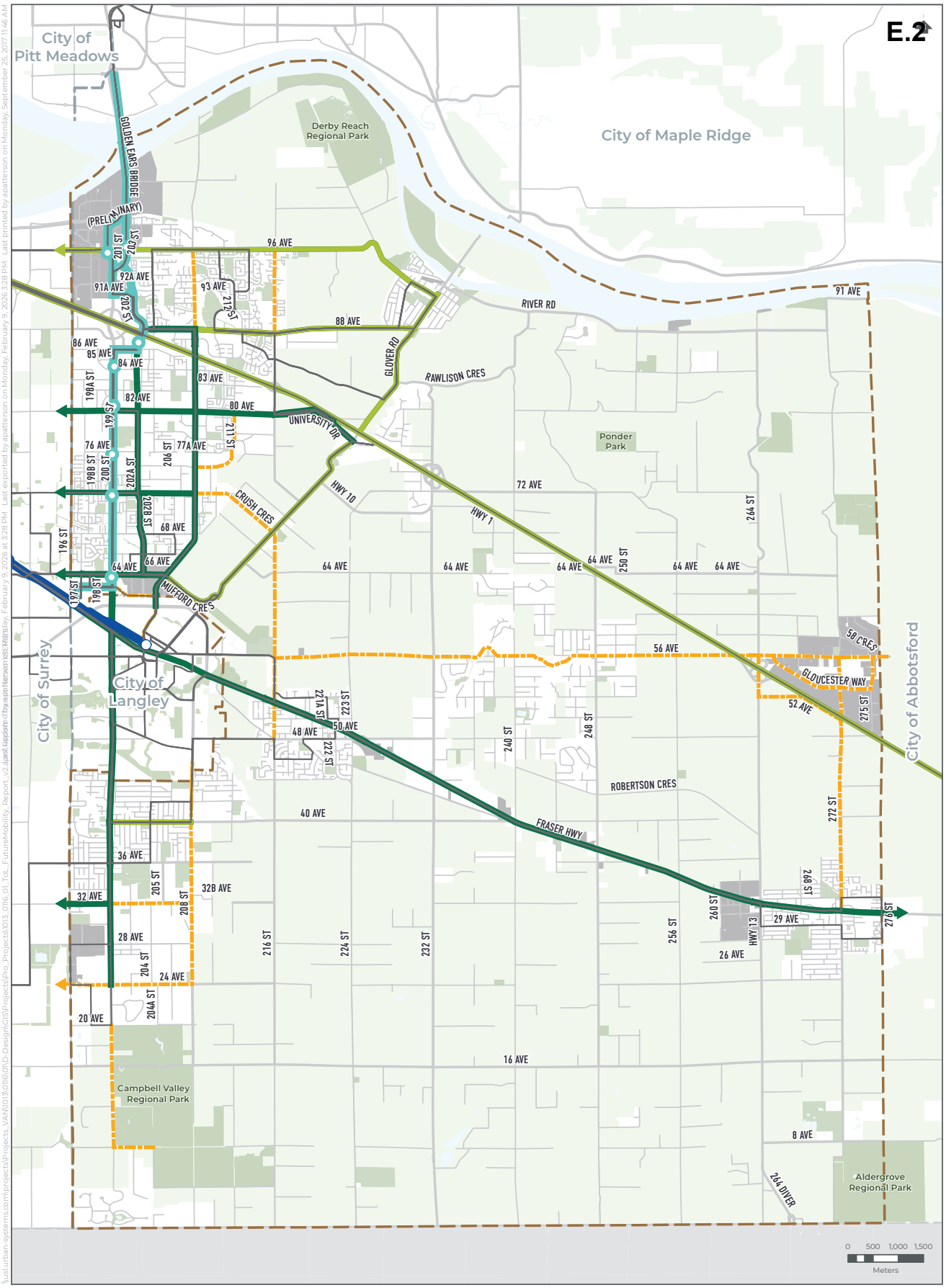
Map 1: Community Hubs



Willowbrook Regional Centre	Town Centre	Neighbourhood Centre	BRT Station
Rapid Transit Corridor	Community Centre	SkyTrain Station	Municipal Boundary

Map Date: June 26, 2026

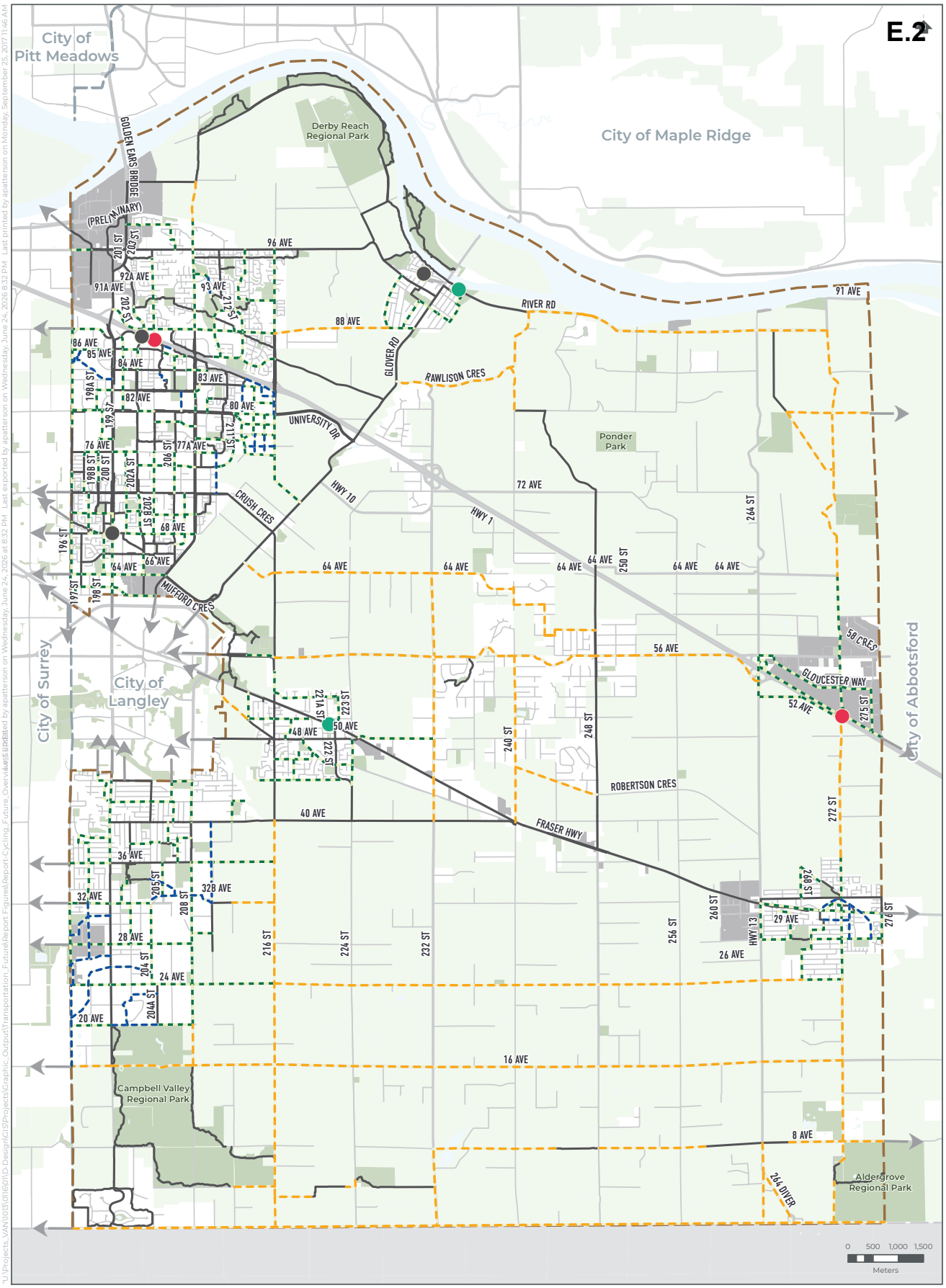
0 500 1,000 1,500 Meters



MAP 2 - TRANSIT NETWORK

- Future Bus Rapid Transit Stop
- Future SkyTrain Station
- Future SkyTrain
- Future Bus Rapid Transit - Planned Alignment
- Proposed New Frequent Transit Network (15 minutes or less frequency every day)
- Proposed Improved Transit Service (More frequent bus service than existing)
- Proposed New Transit Routes
- Existing Conventional Bus Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

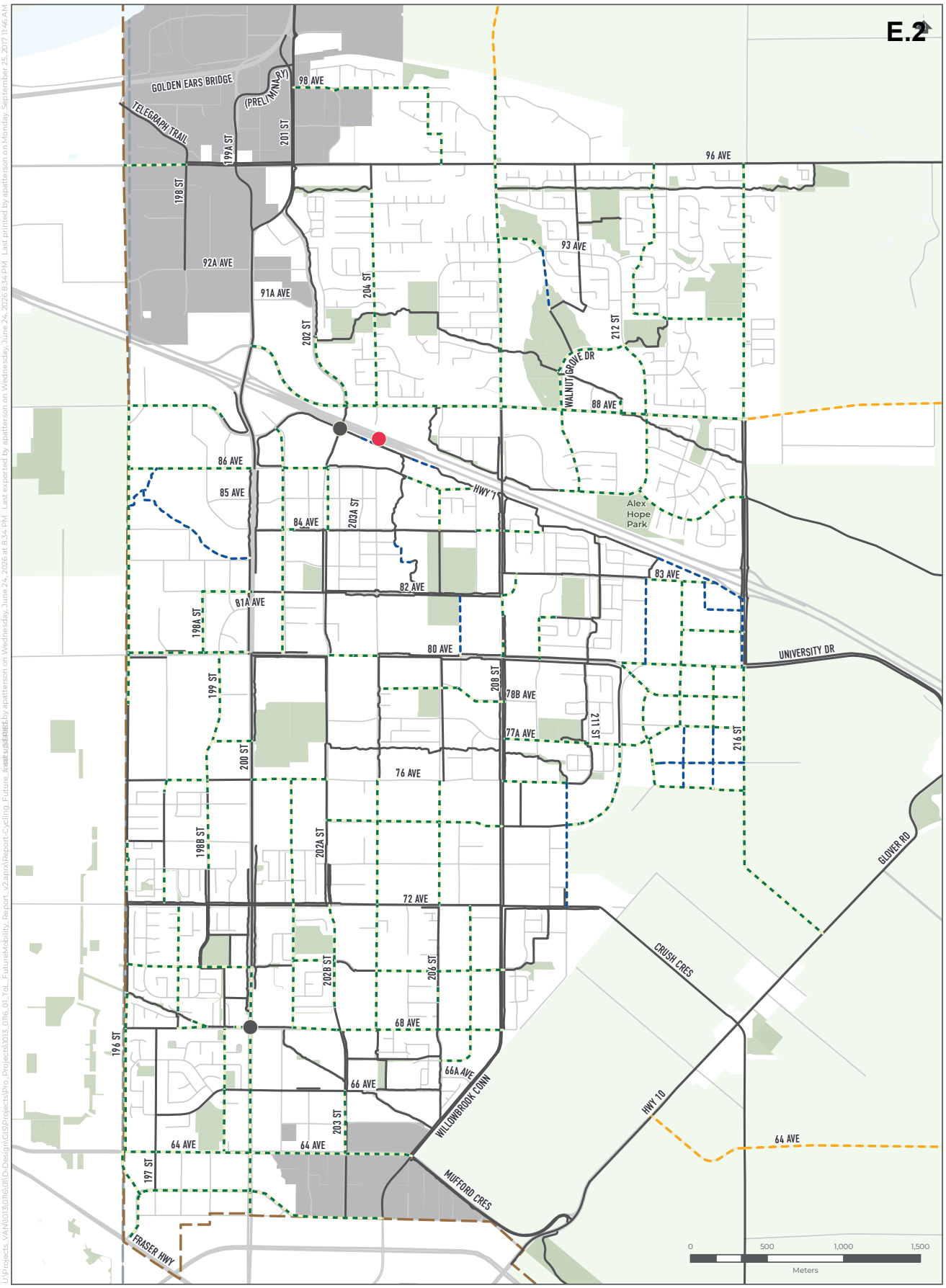
Map Date: July 17, 2026



MAP 3 - LONG-TERM CYCLING AND MICROMOBILITY NETWORK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Connection to existing route in neighbouring community
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026

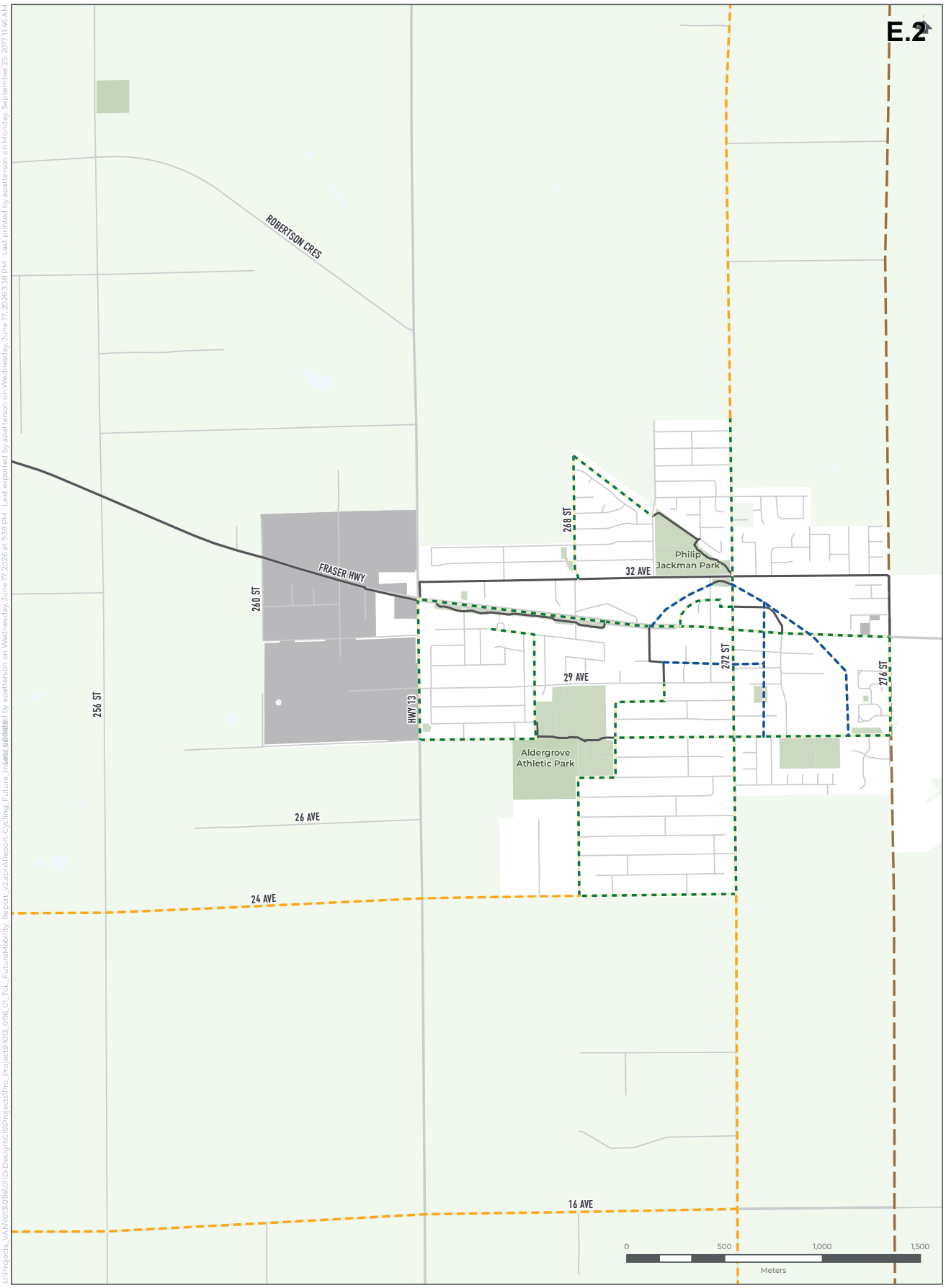


MAP 3a - LONG-TERM CYCLING AND MICROMOBILITY NETWORK

WILLOUGHBY - WILLOWBROOK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026

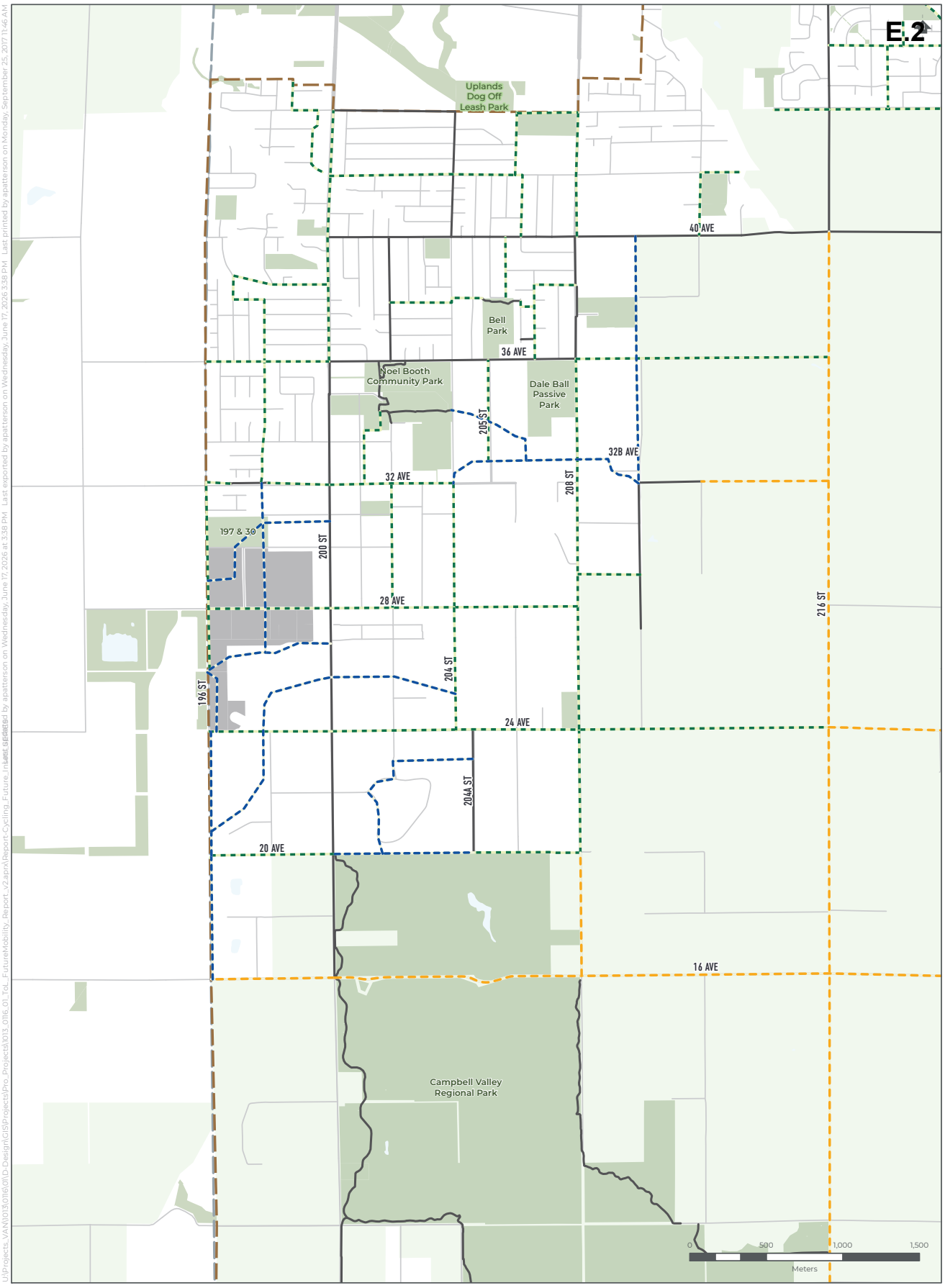


MAP 3b - LONG-TERM CYCLING AND MICROMOBILITY NETWORK

ALDERGROVE

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026



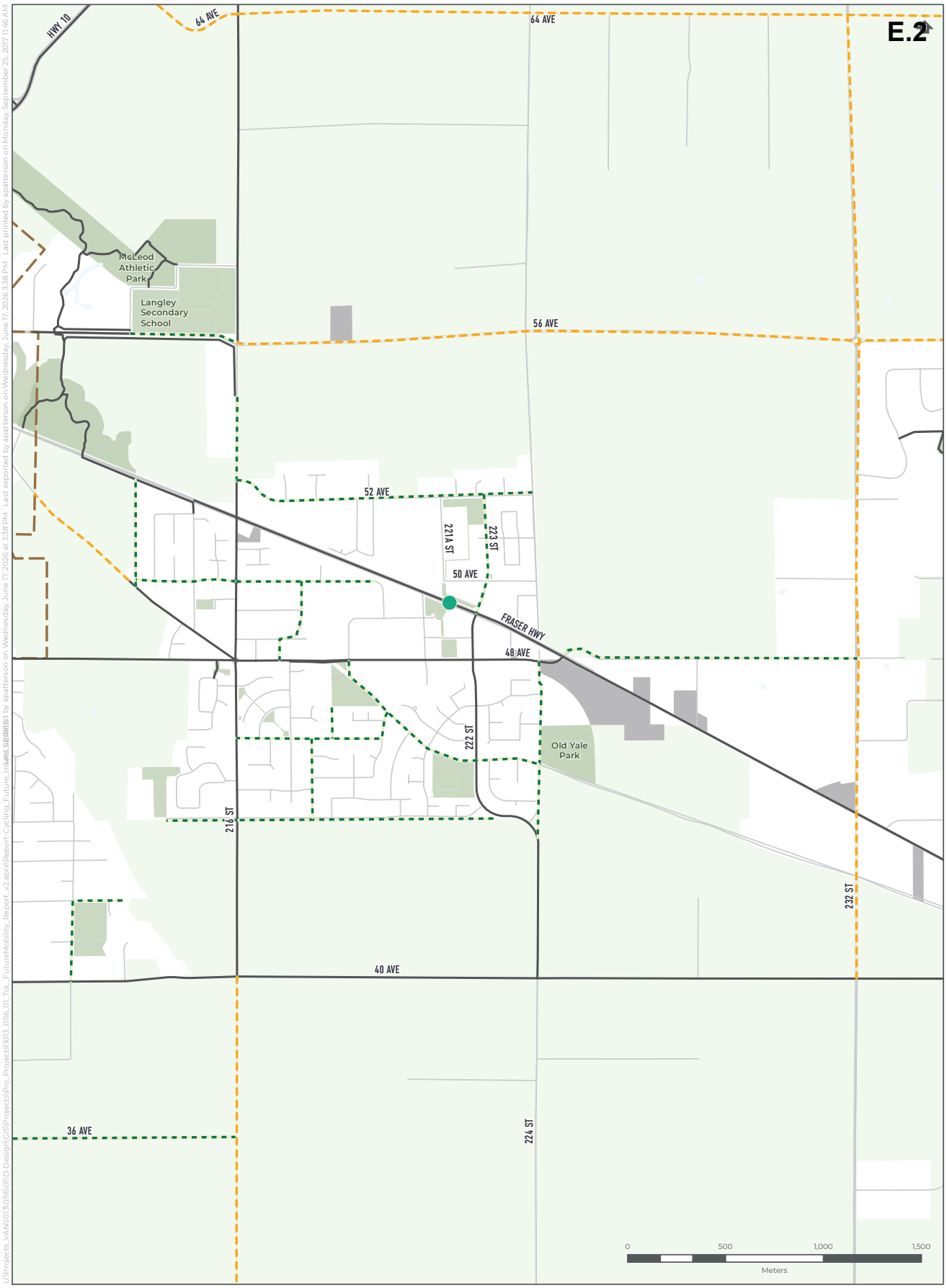
MAP 3C - LONG-TERM CYCLING AND MICROMOBILITY NETWORK

BROOKSWOOD - FERNRIDGE

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026

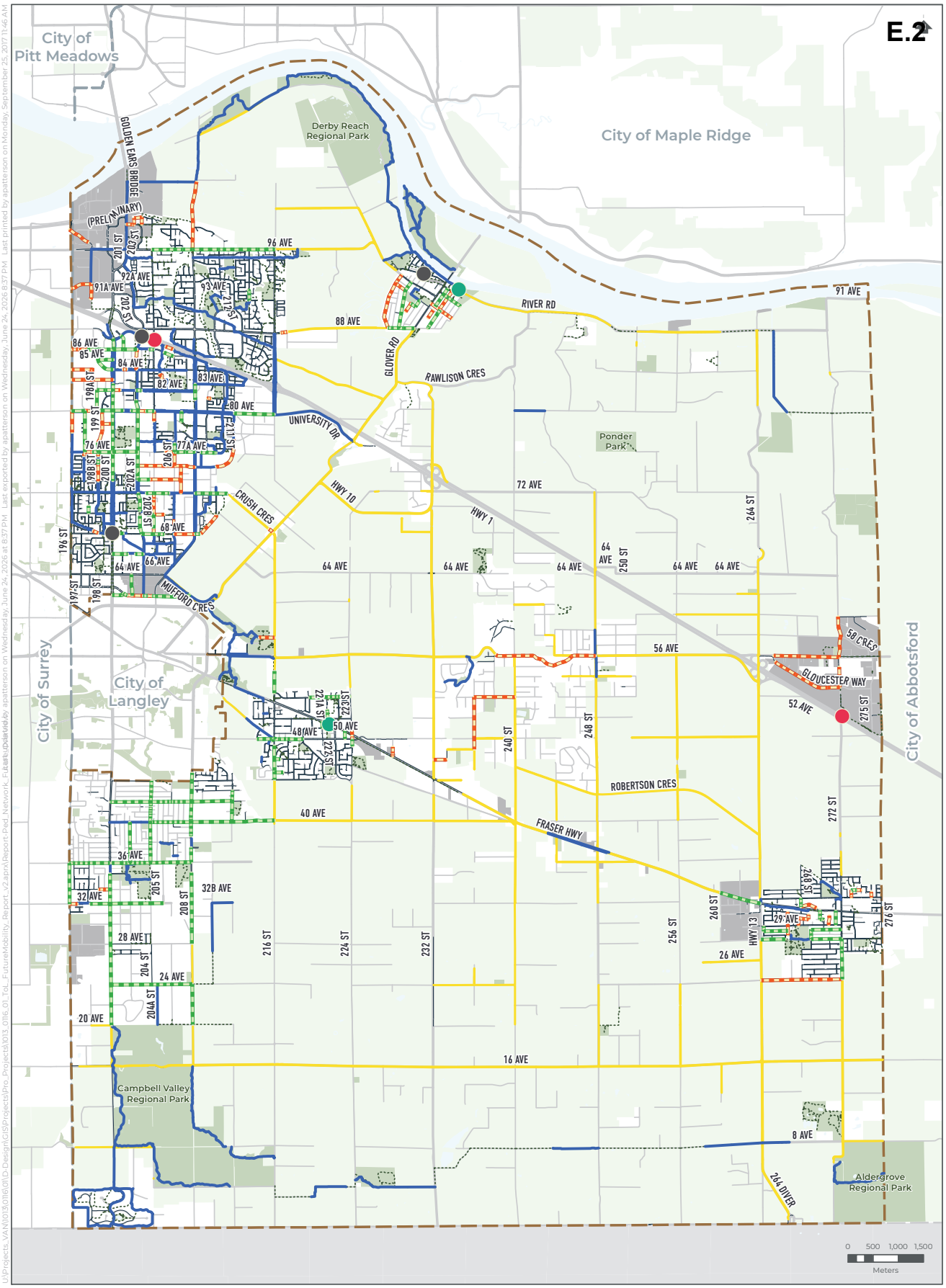


MAP 3d - LONG-TERM CYCLING AND MICROMOBILITY NETWORK

MURRAYVILLE

- Future Urban Cycling Route
- Future Rural Cycling Route
- Existing Cycling Route
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

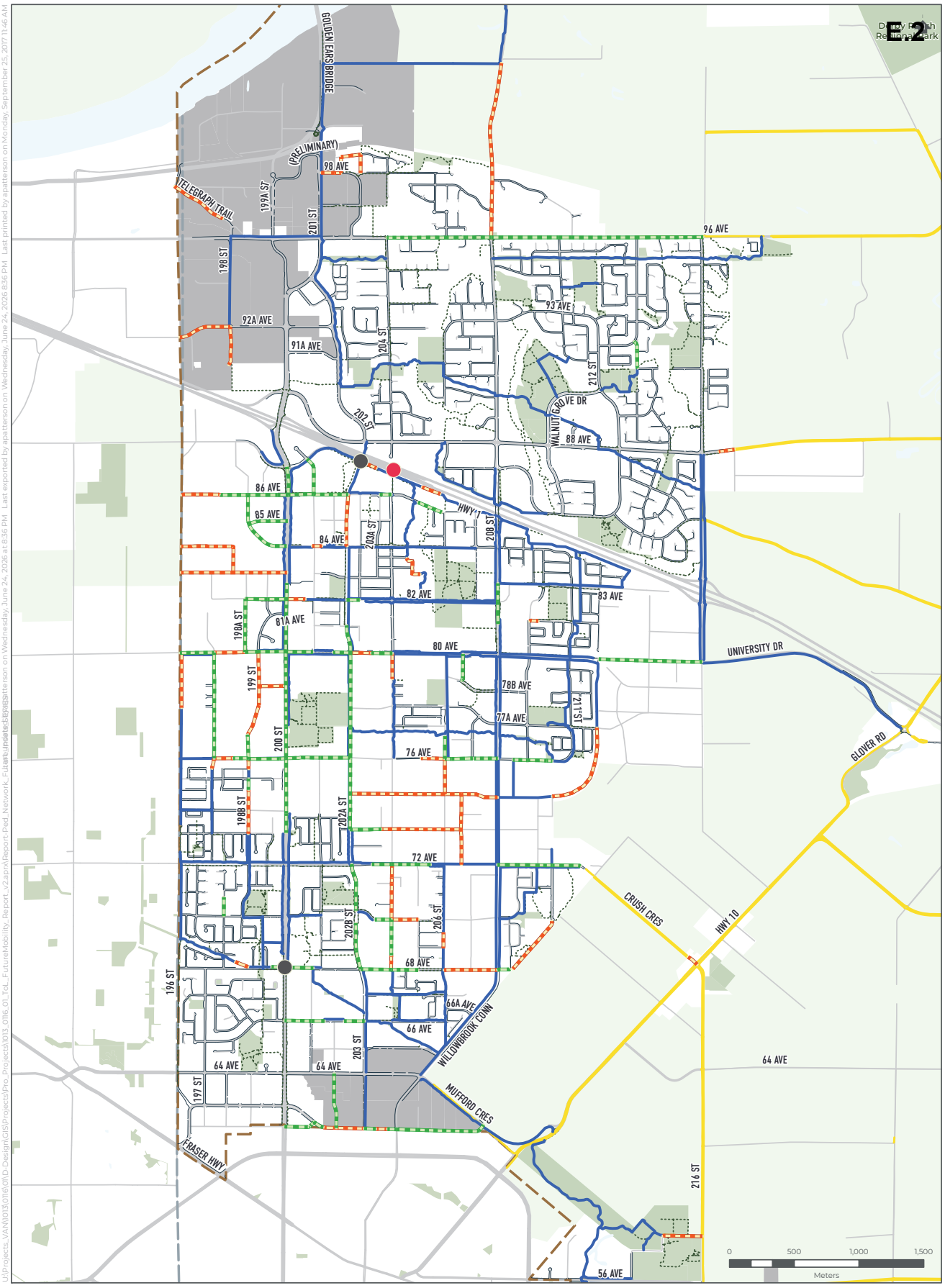
Map Date: June 26, 2026



MAP 4 - PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026

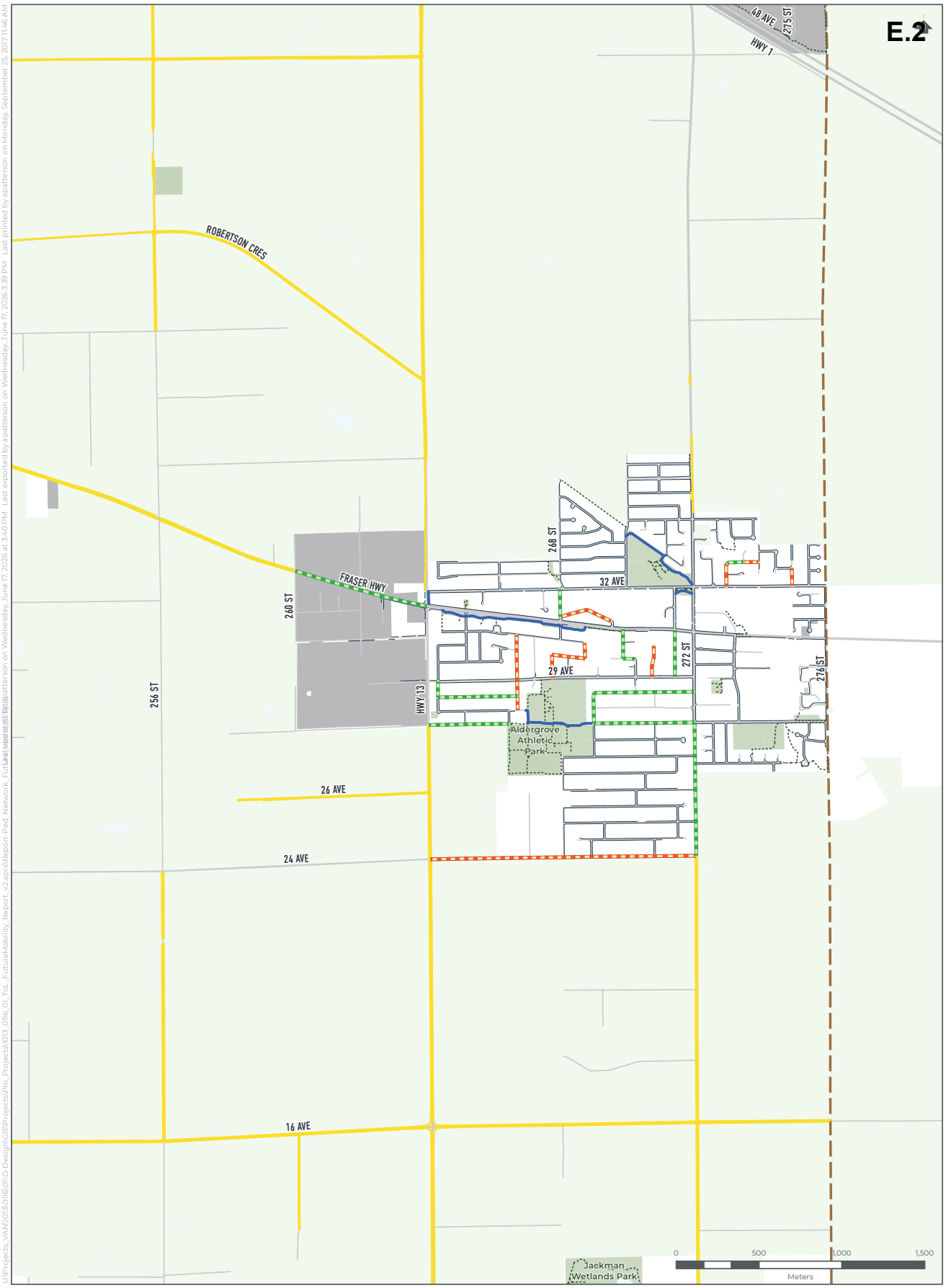


MAP 4a - PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

WILLOUGHBY - WILLOWBROOK

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026



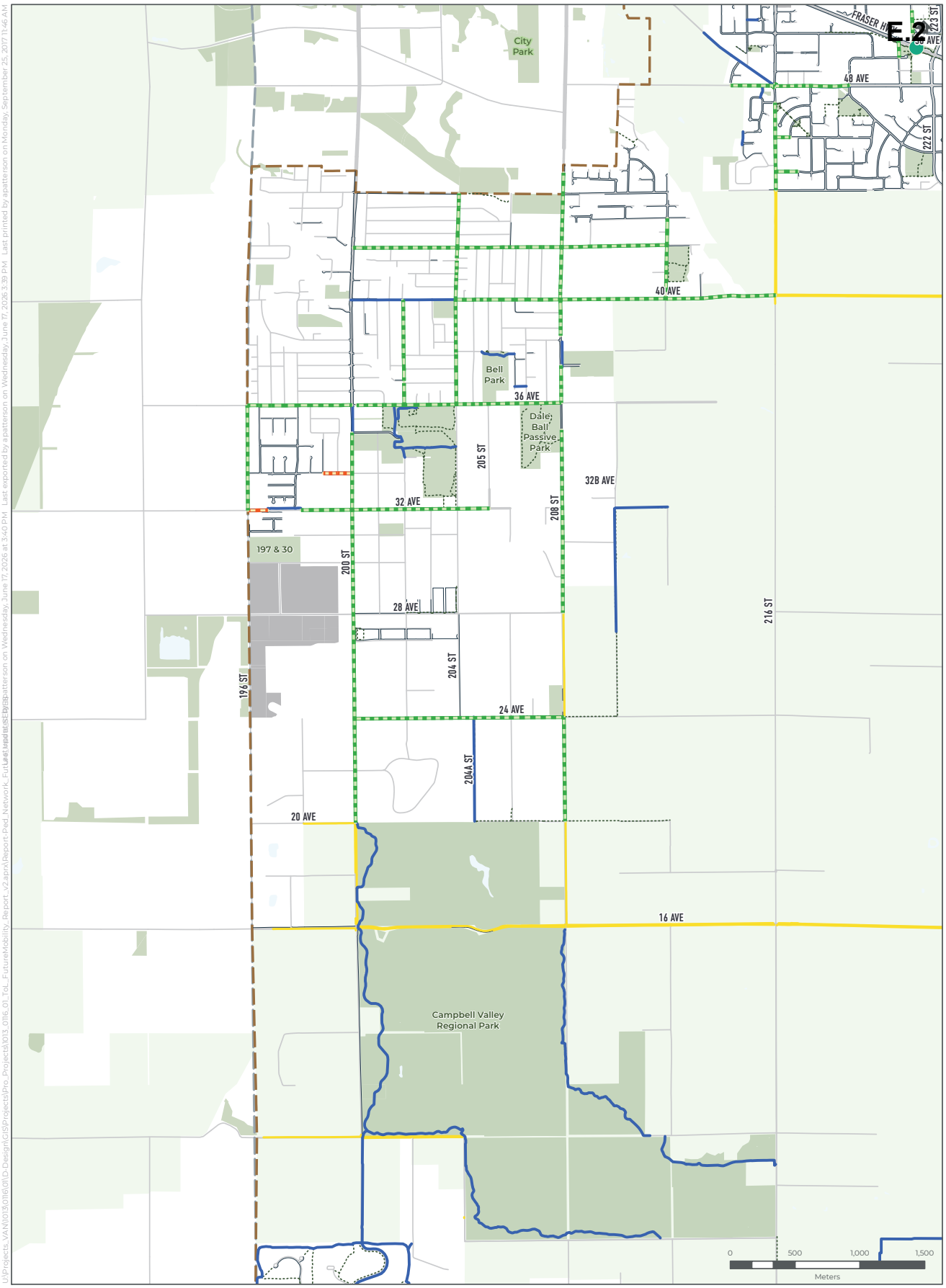
MAP 4b - PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

ALDERGROVE

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026

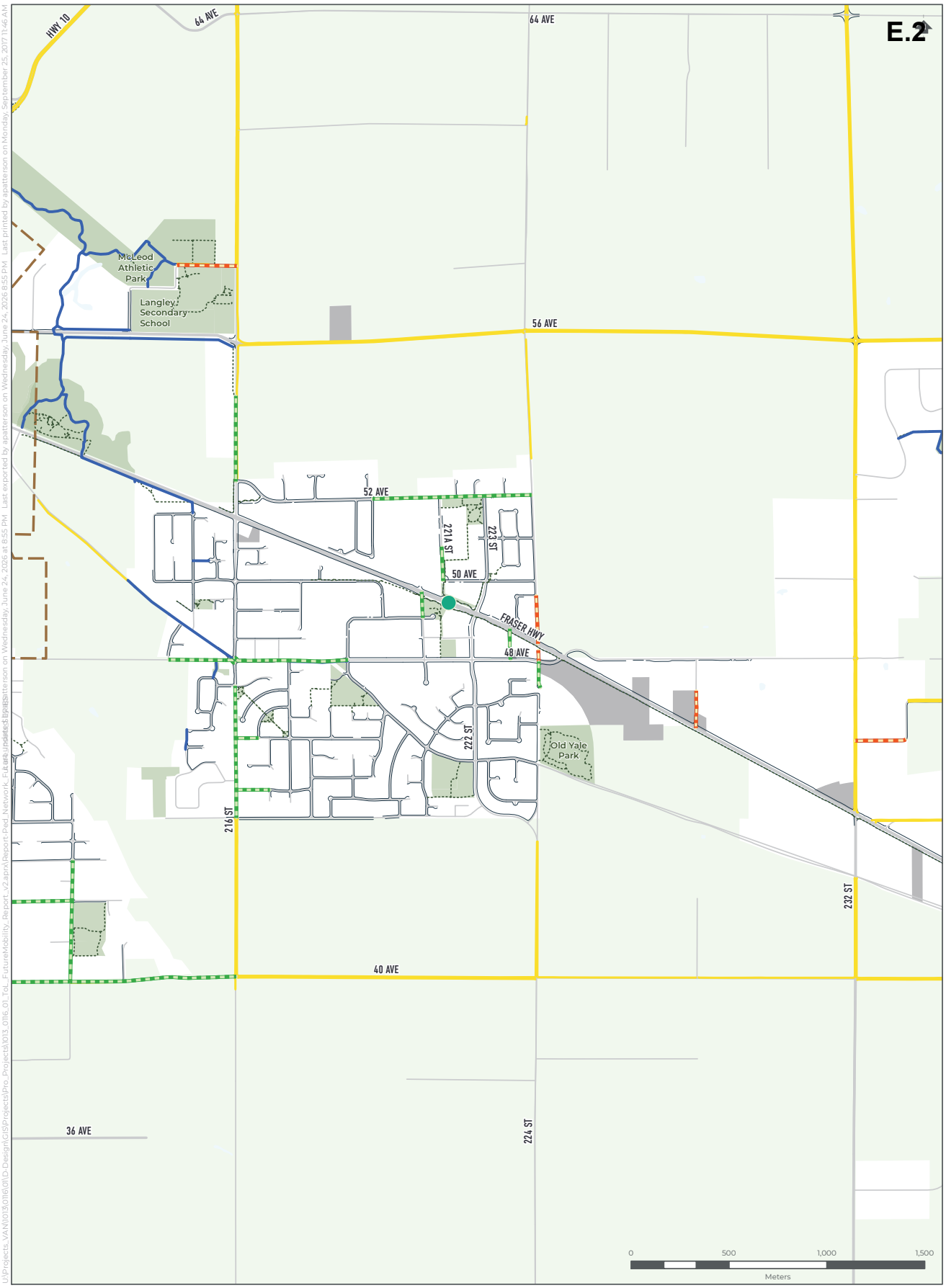


MAP 4C - PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

BROOKSWOOD - FERNRIDGE

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026



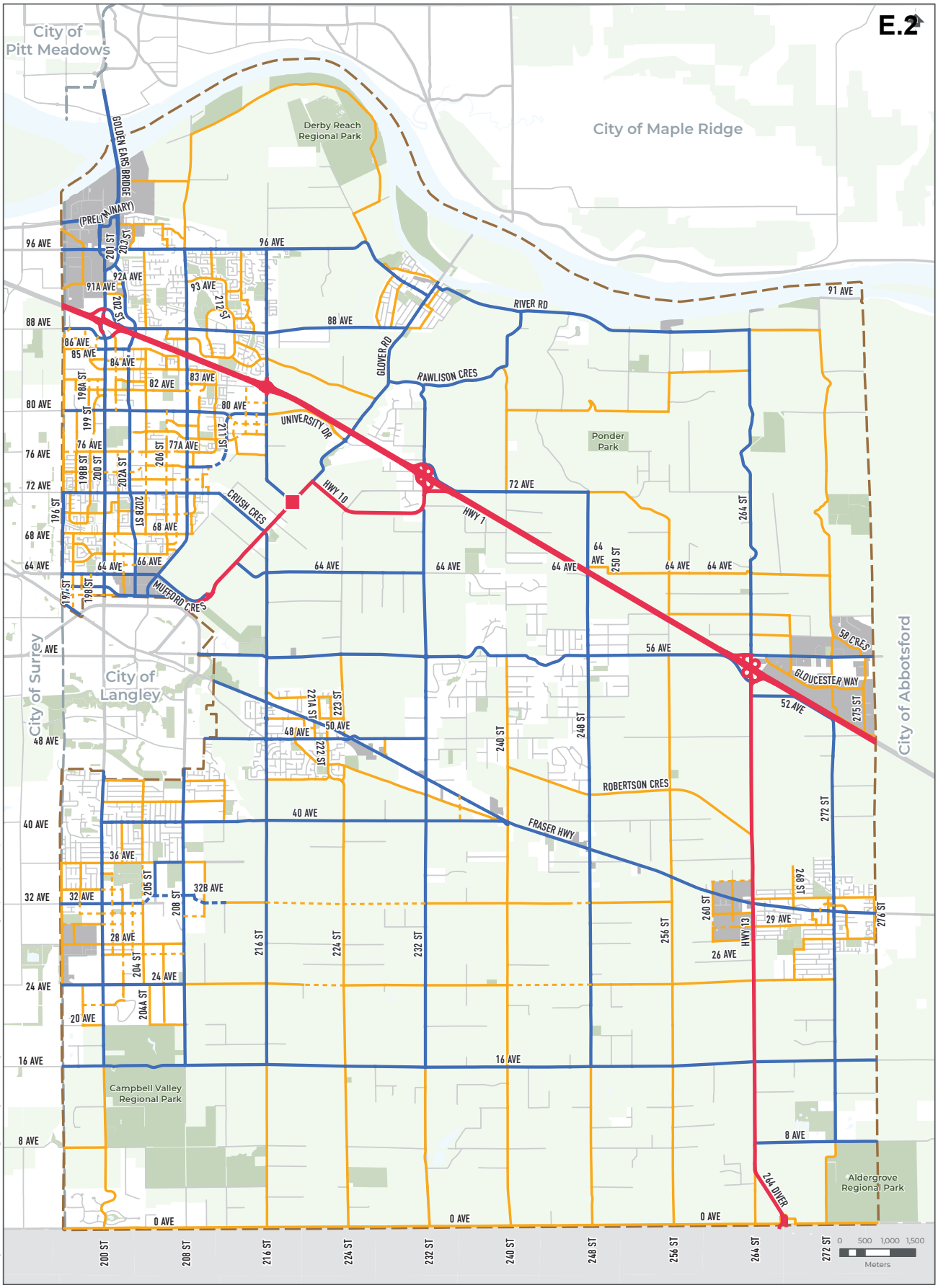
MAP 4d - PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

MURRAYVILLE

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



MAP 5 - ROAD CLASSIFICATION

Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector
- Explore Railway Crossing Improvement Options with Province

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026

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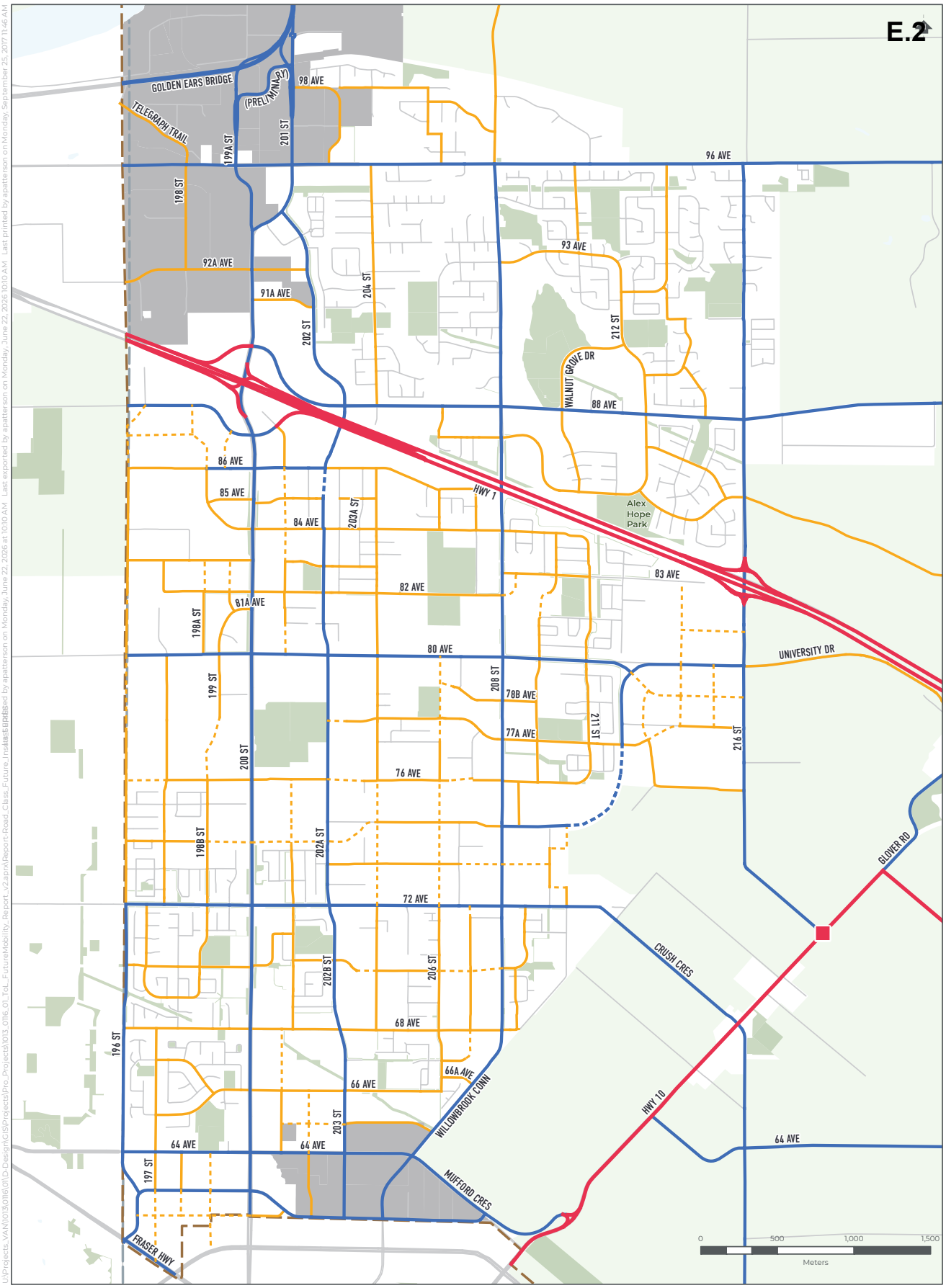


MAP 5a - ROAD CLASSIFICATION

WILLOUGHBY - WILLOWBROOK

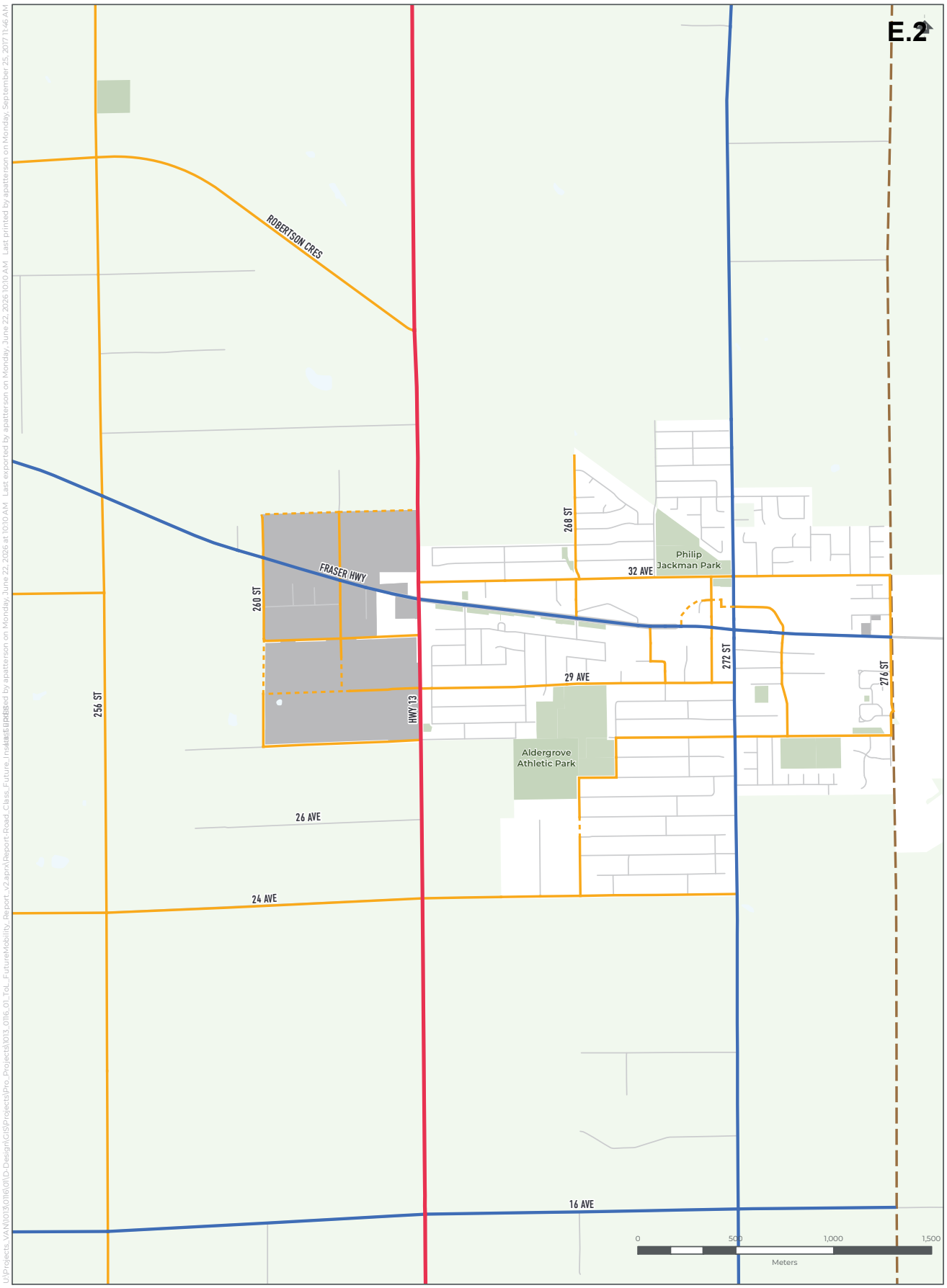
Road Classification
- Arterial
- Collector

Explore Railway Crossing Improvement Options with Province

- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



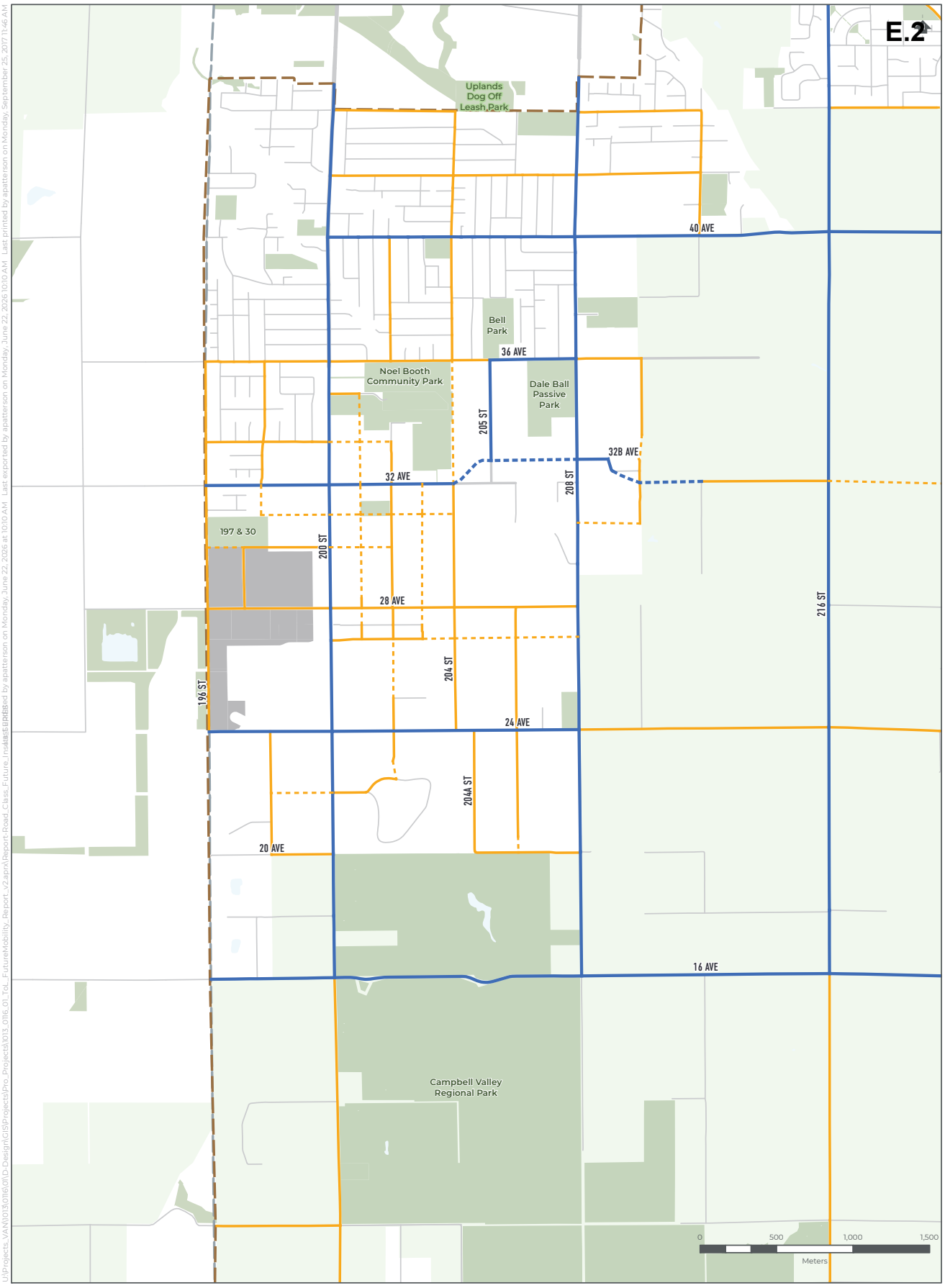
MAP 5b - ROAD CLASSIFICATION

ALDERGROVE

Road Classification
- Arterial
- Collector

- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026



MAP 5C - ROAD CLASSIFICATION

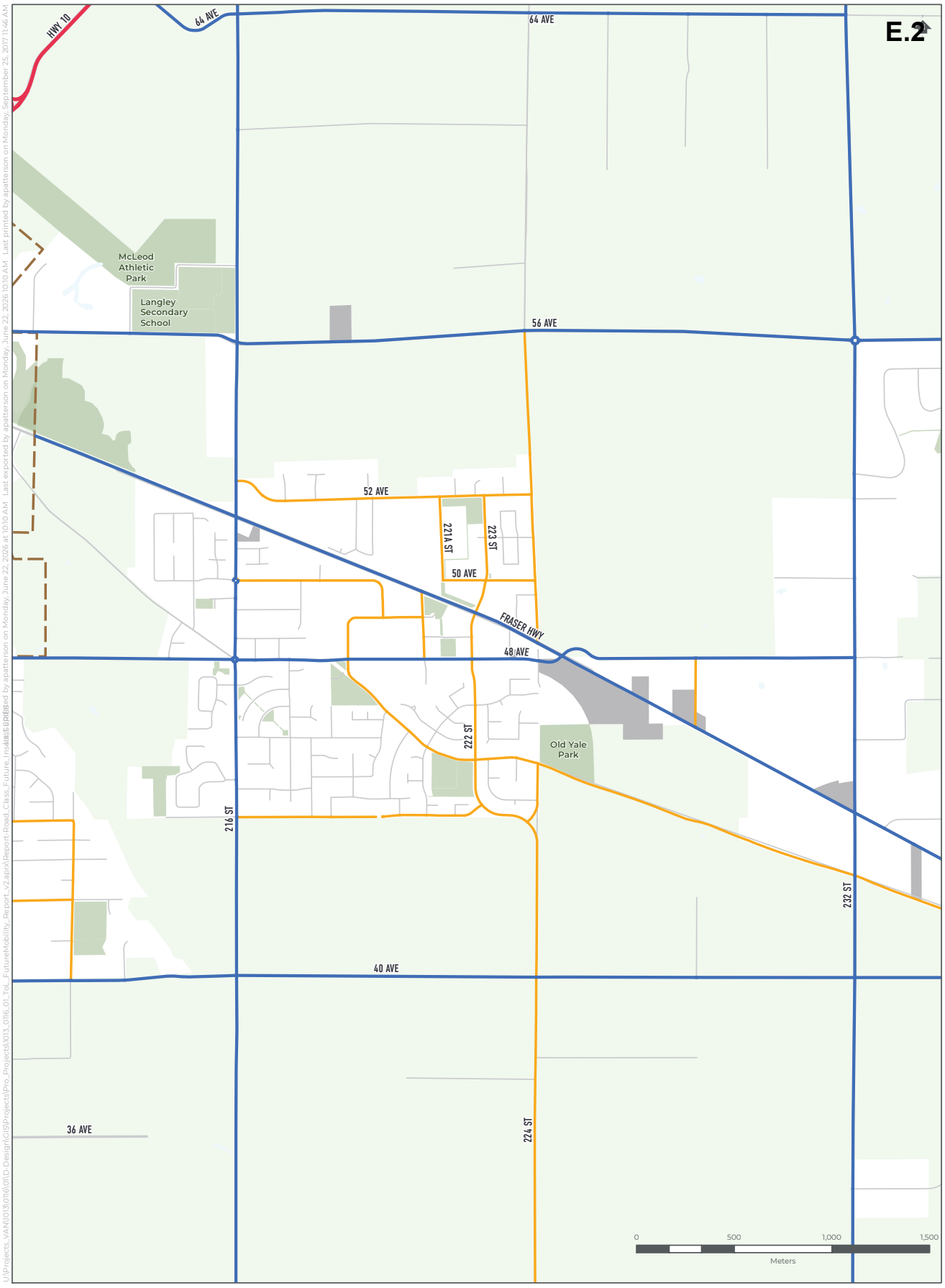
BROOKSWOOD - FERNRIDGE

Road Classification
- Arterial
- Collector

- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



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MAP 5d - ROAD CLASSIFICATION

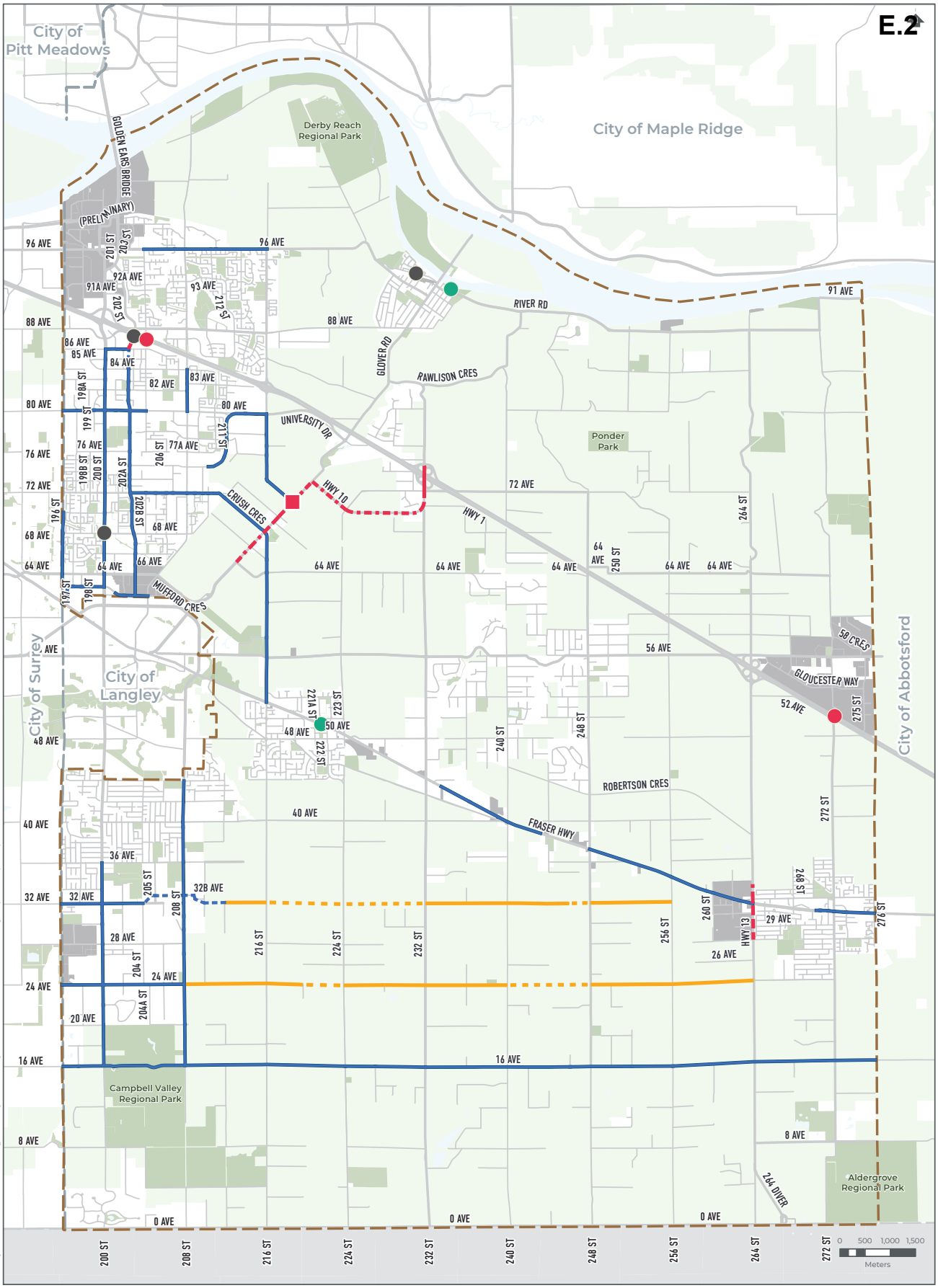
MURRAYVILLE

Road Classification

- Arterial
- Collector

- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

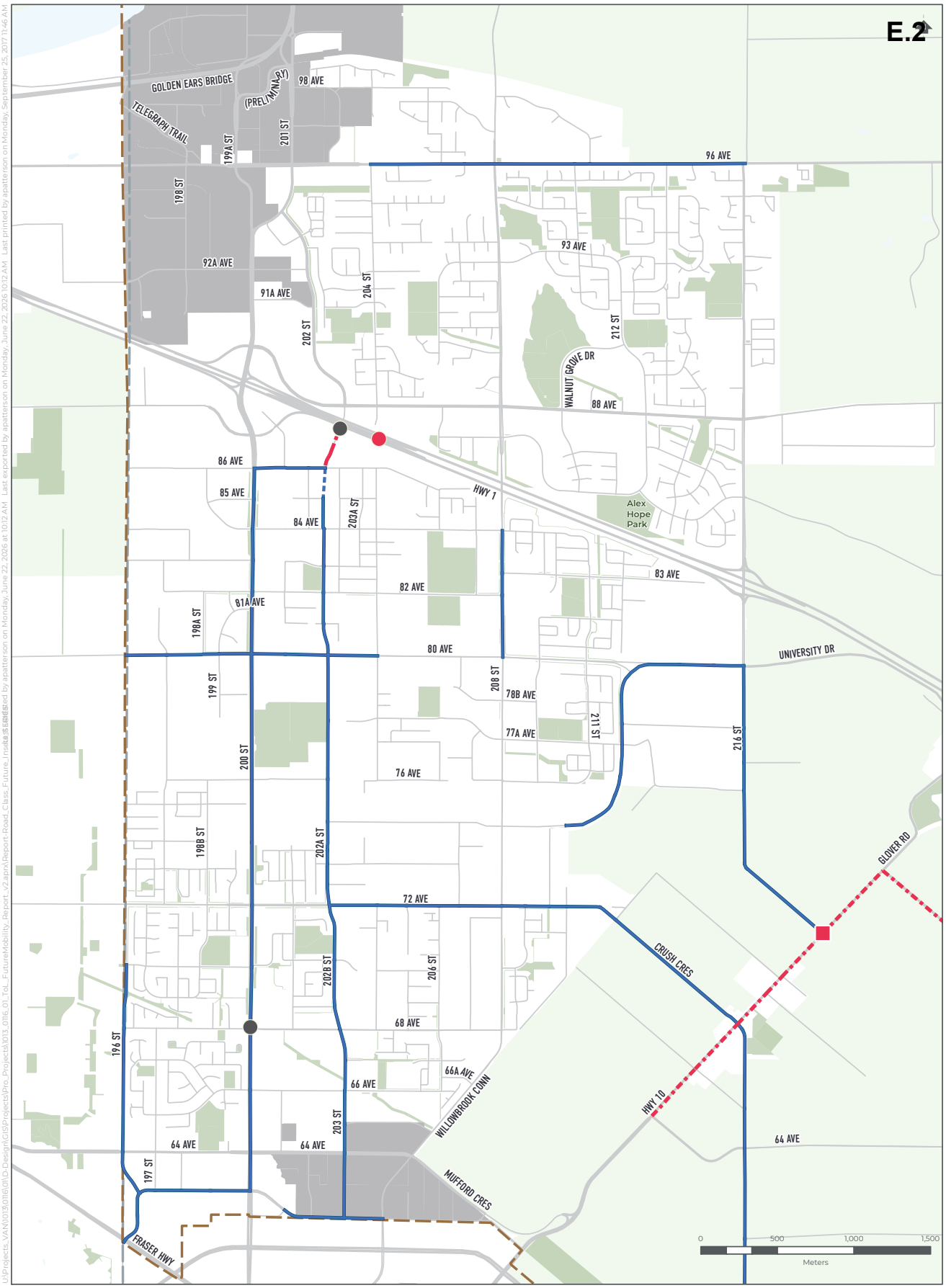
Map Date: June 26, 2026



MAP 6 - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

- Future New Rural Collector Road
- Future Rural Road Improvement Corridor
- Future New Arterial Road
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026



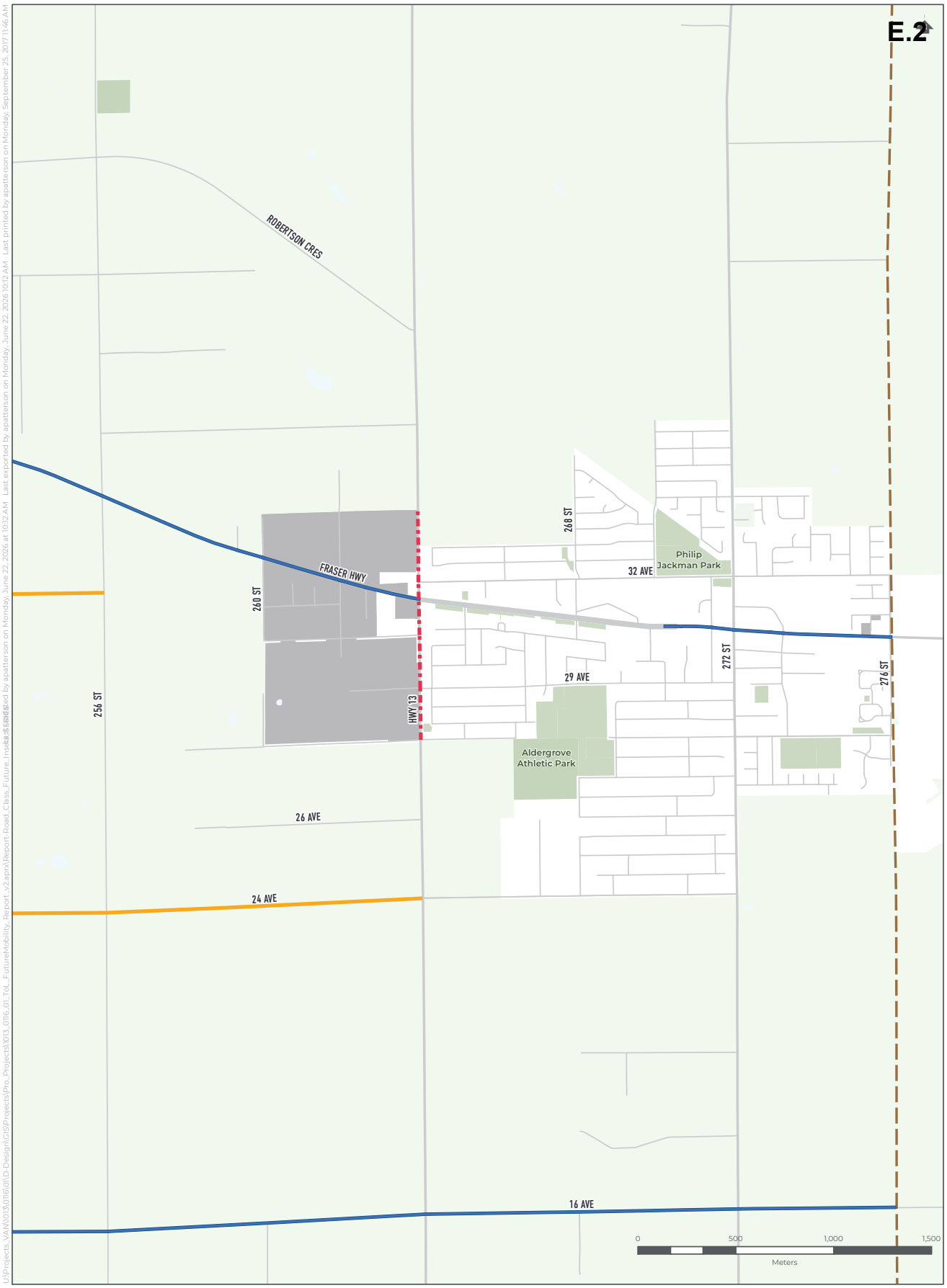
MAP 6a - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

WILLOUGHBY - WILLOWBROOK

- Future New Arterial Road
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



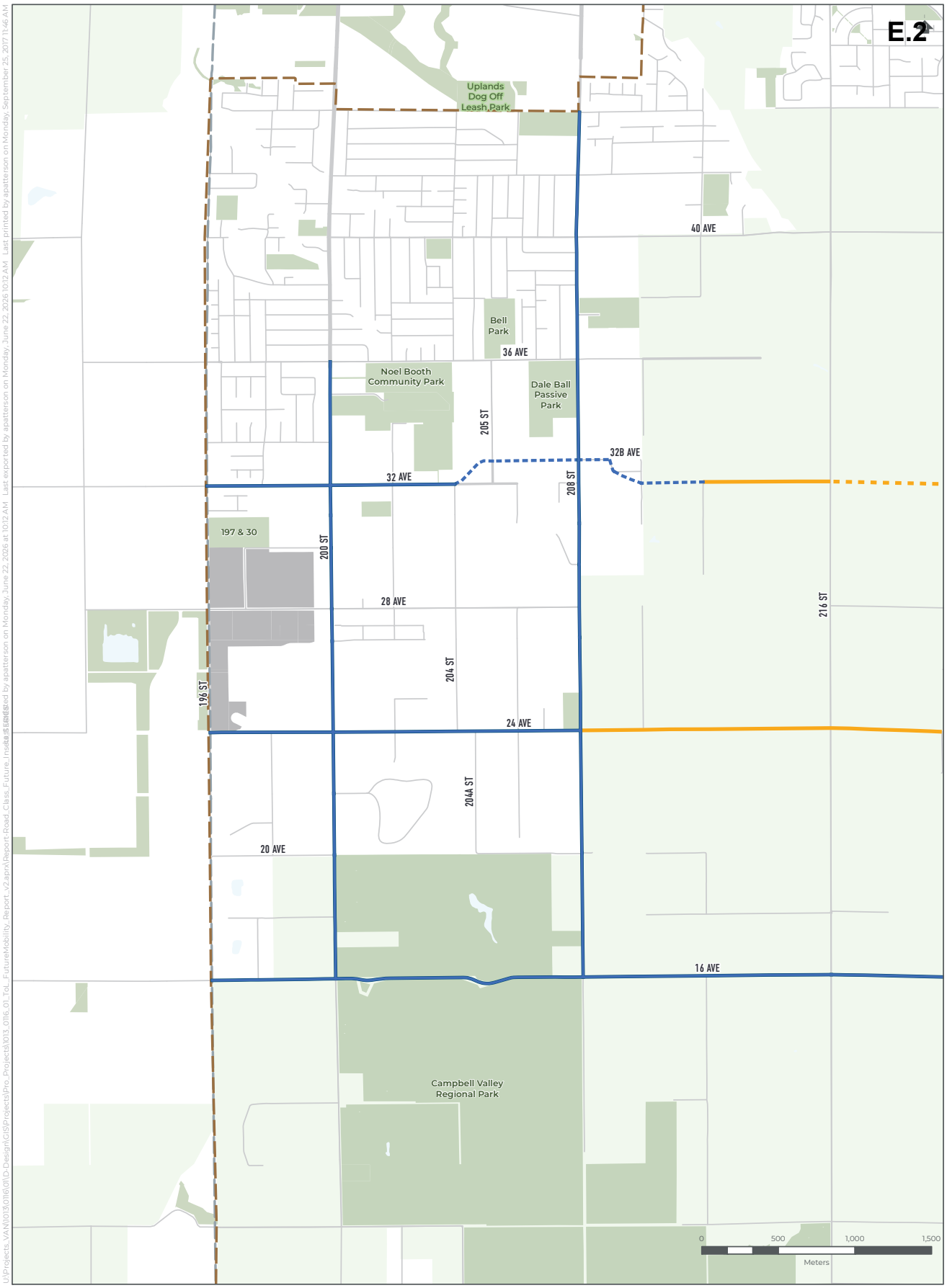
MAP 6b - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

ALDERGROVE

- Future Rural Road Improvement Corridor
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



MAP 6C - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

BROOKSWOOD - FERNRIDGE

- Future New Rural Collector Road
- Future Rural Road Improvement Corridor
- Future New Arterial Road
- Future Arterial Road Widening
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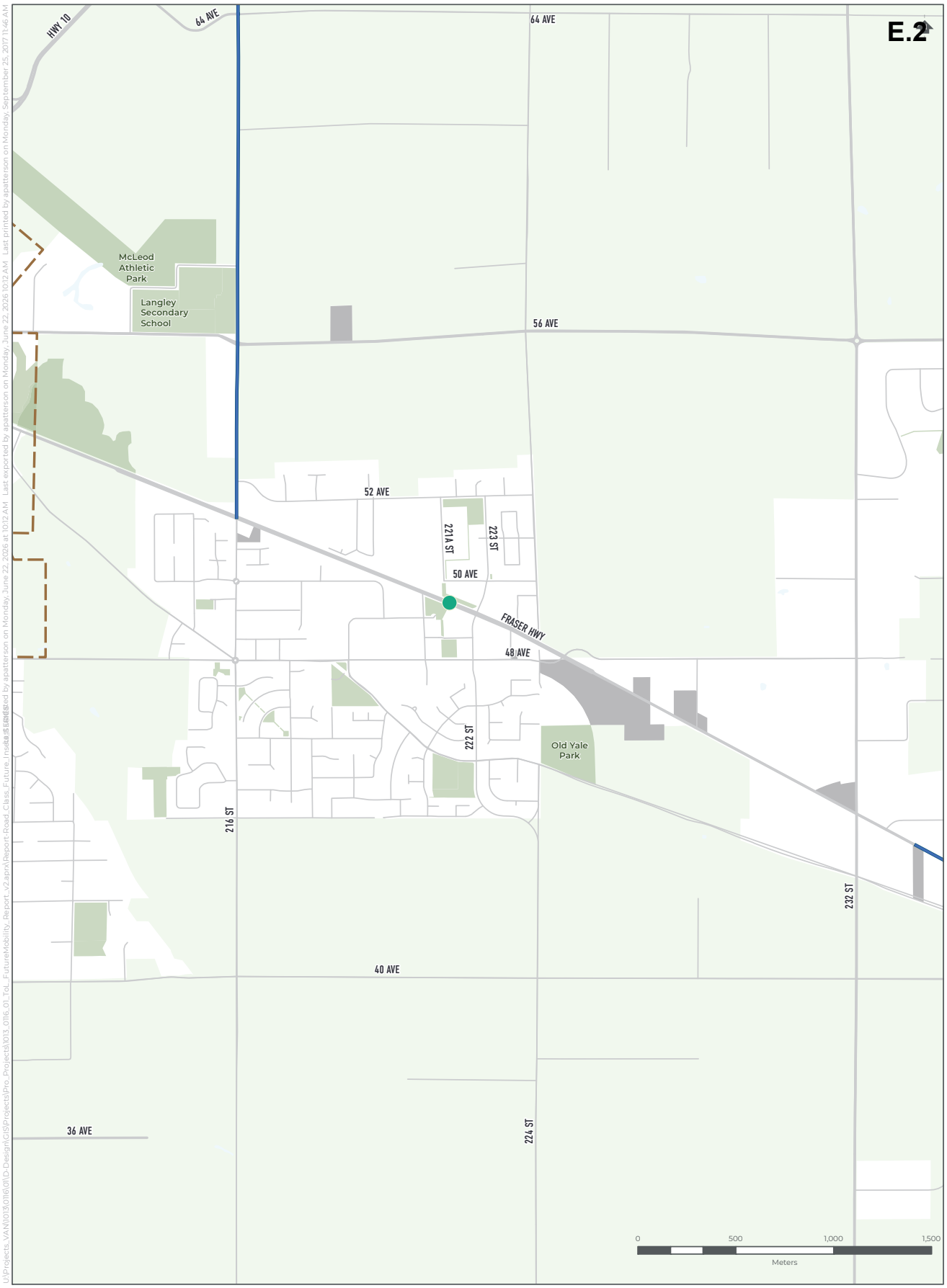
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



MAP 6d - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

MURRAYVILLE

- Future Arterial Road Widening
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

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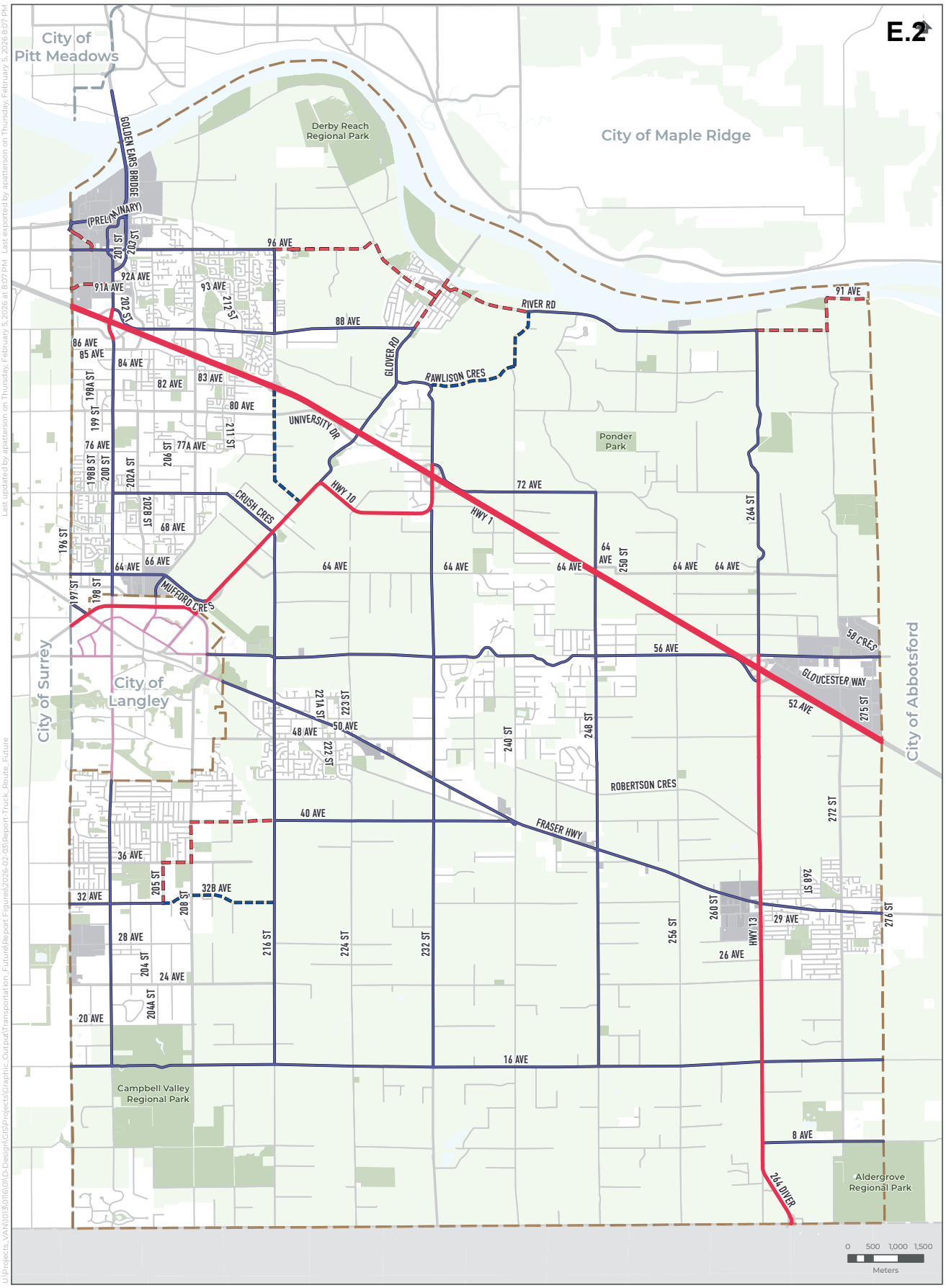

MAP 7 - TRUCK ROUTES

- Provincial Highway
- Township Truck Route
- Potential Addition - Subject to Approval
- Potential Removal - Subject to Approval
- City Truck Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026

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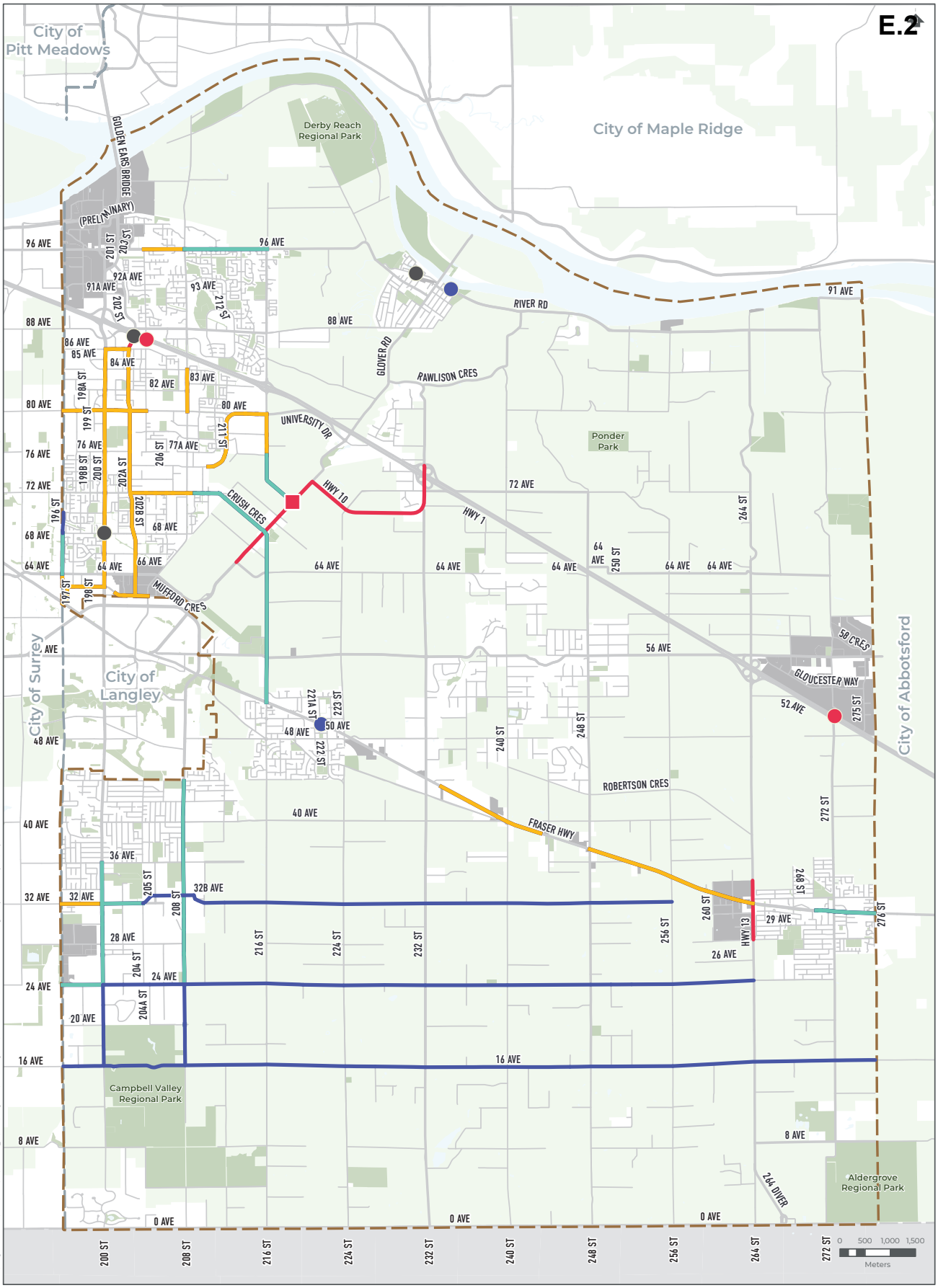
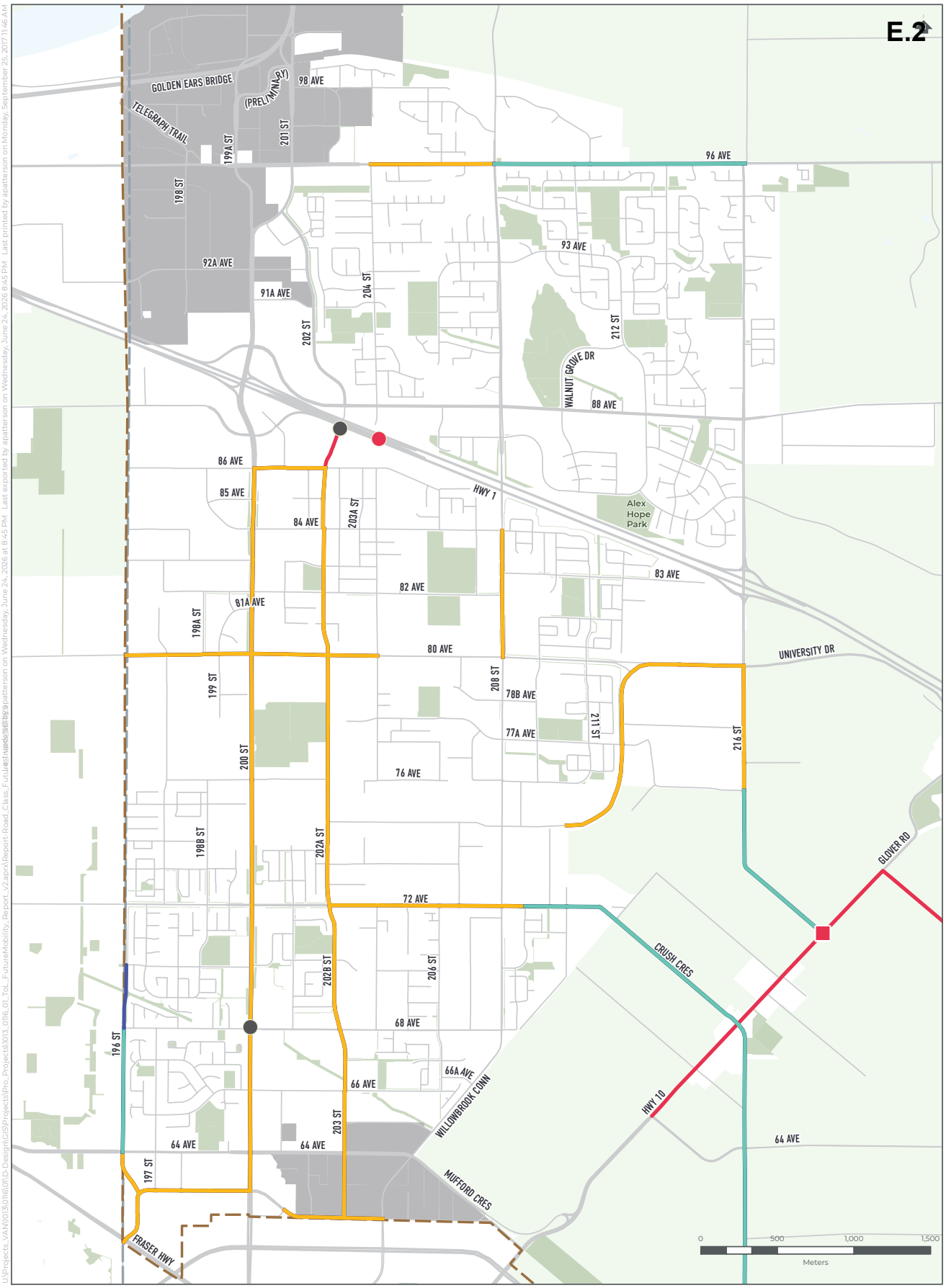


MAP 8 - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

- Short-term (2026-2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass - Long Term
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Map Date: June 26, 2026



MAP 8a - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

WILLOUGHBY - WILLOWBROOK

- Short-term (2026-2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
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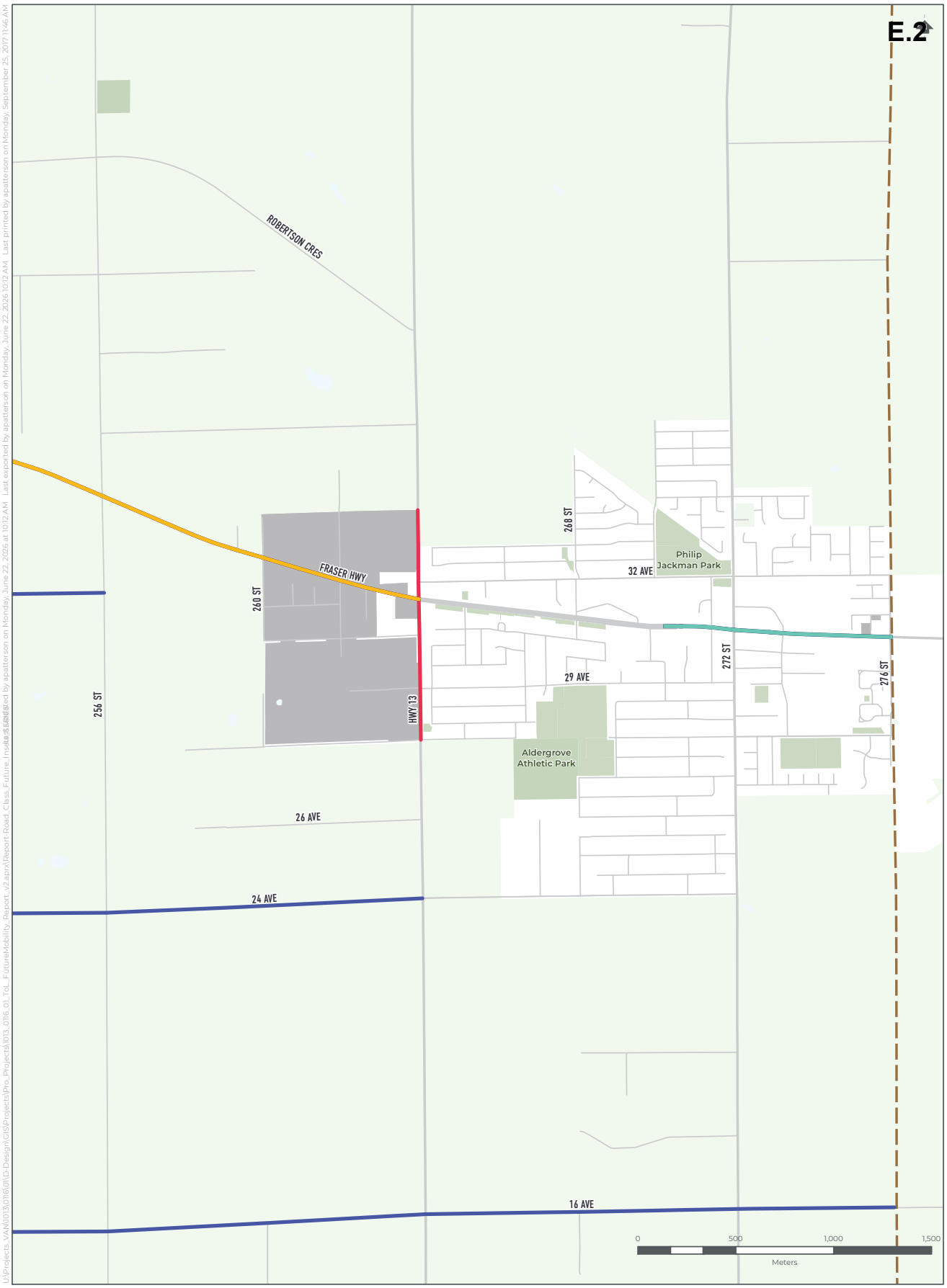
Township of Langley Est. 1873

Map Date: June 26, 2026



MAP 8b - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

ALDERGROVE

- Short-term (2026-2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Explore Road Improvement Options with Province
- Industrial
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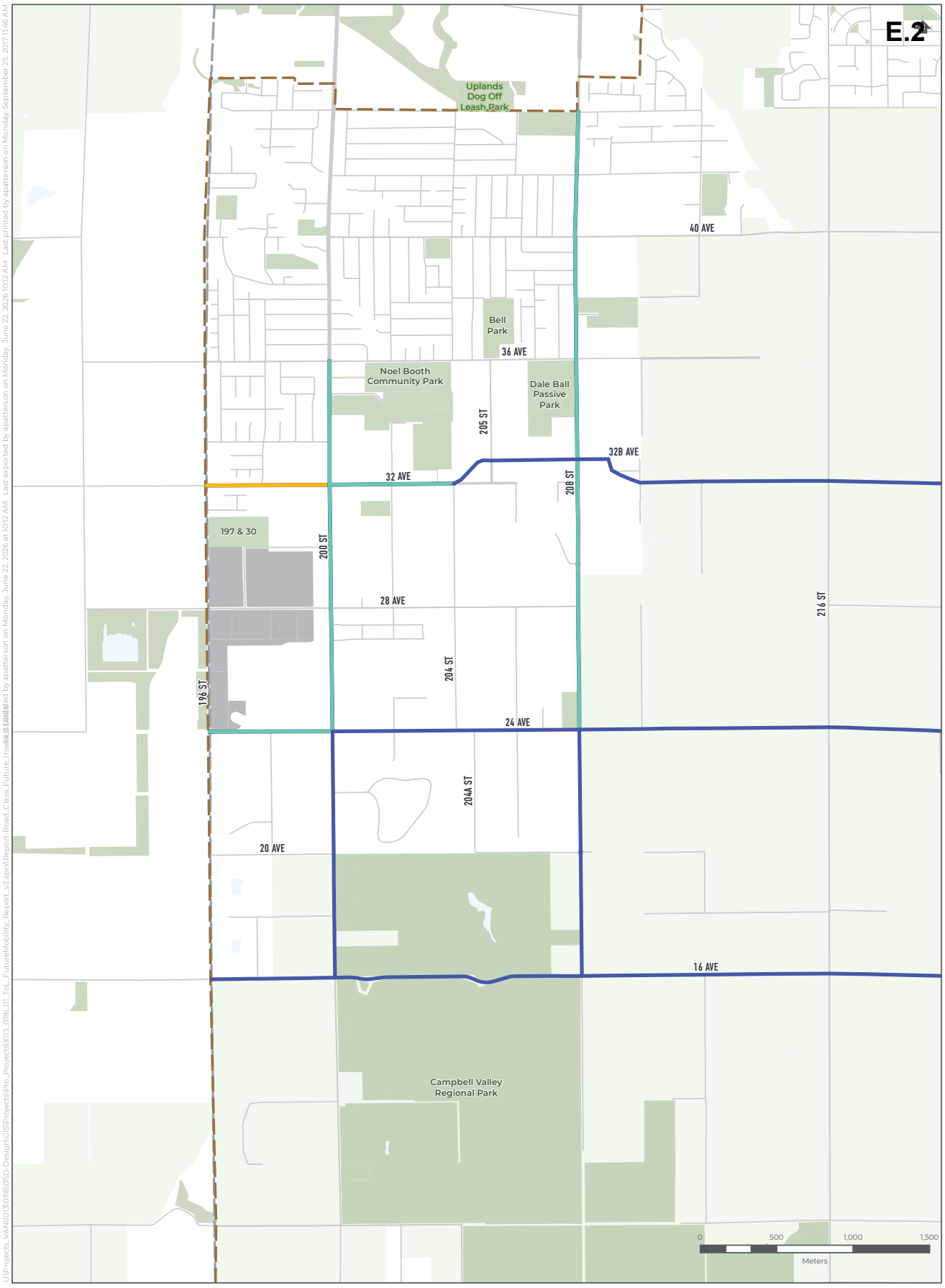
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



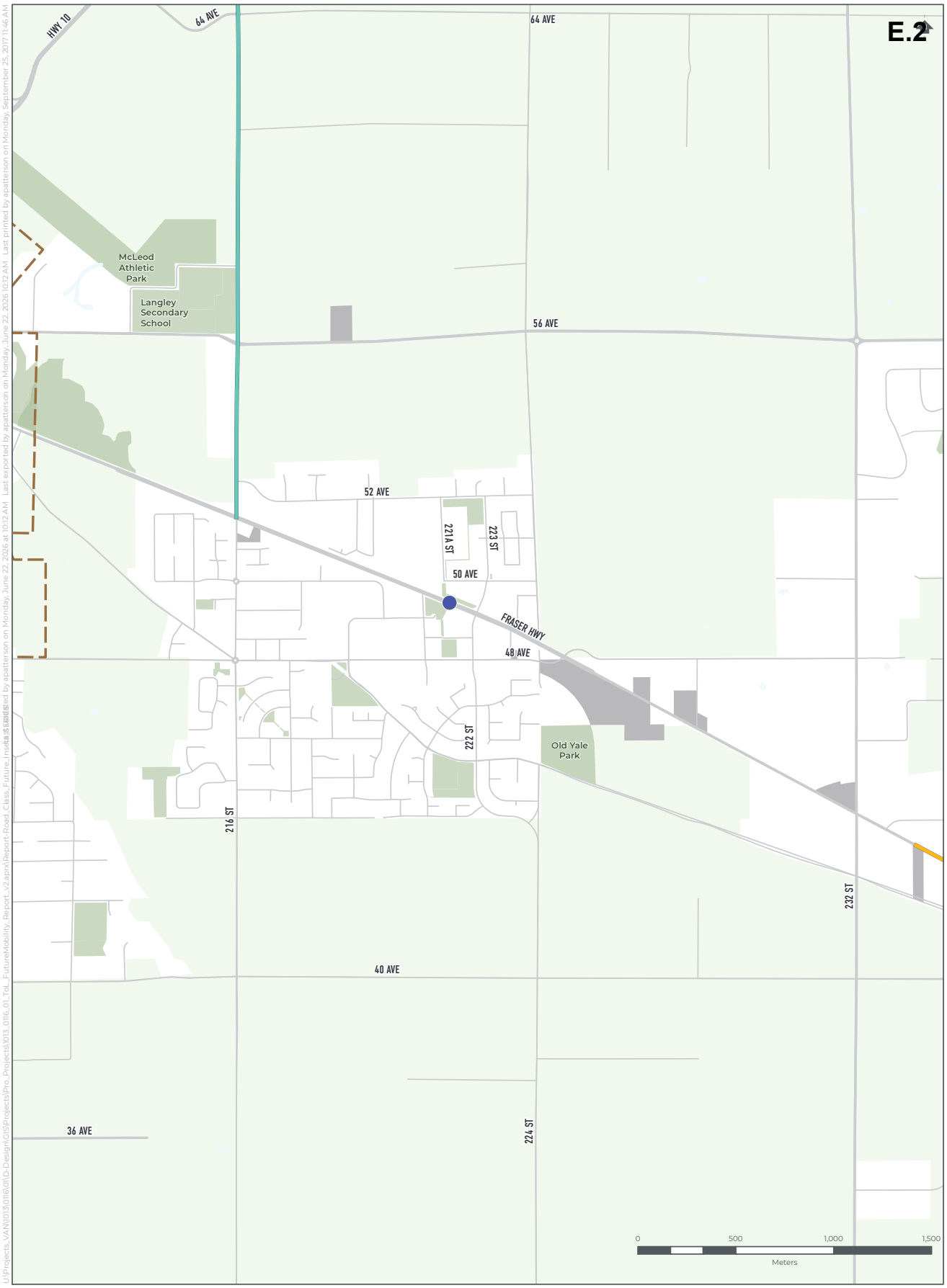
MAP 8C - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

BROOKSWOOD - FERNRIDGE

- Short-term (2026-2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



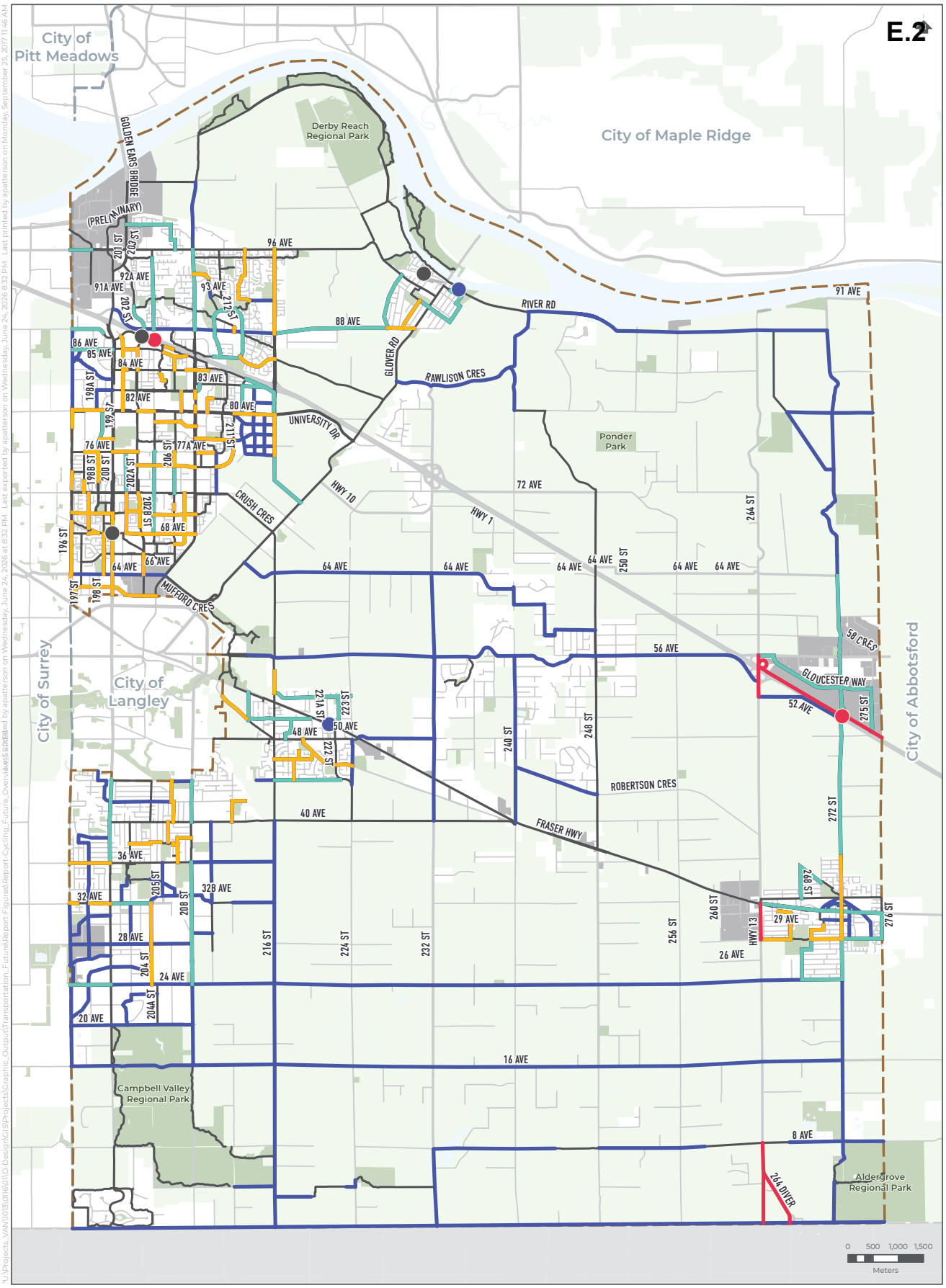
MAP 8d - ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

MURRAYVILLE

- Short-term (2026-2035)
- Medium-term (2035 - 2045)
- Proposed Active Transportation Overpass - Long Term
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



MAP 9 - LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

- Short-term (2026 - 2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass - Long Term
- Industrial
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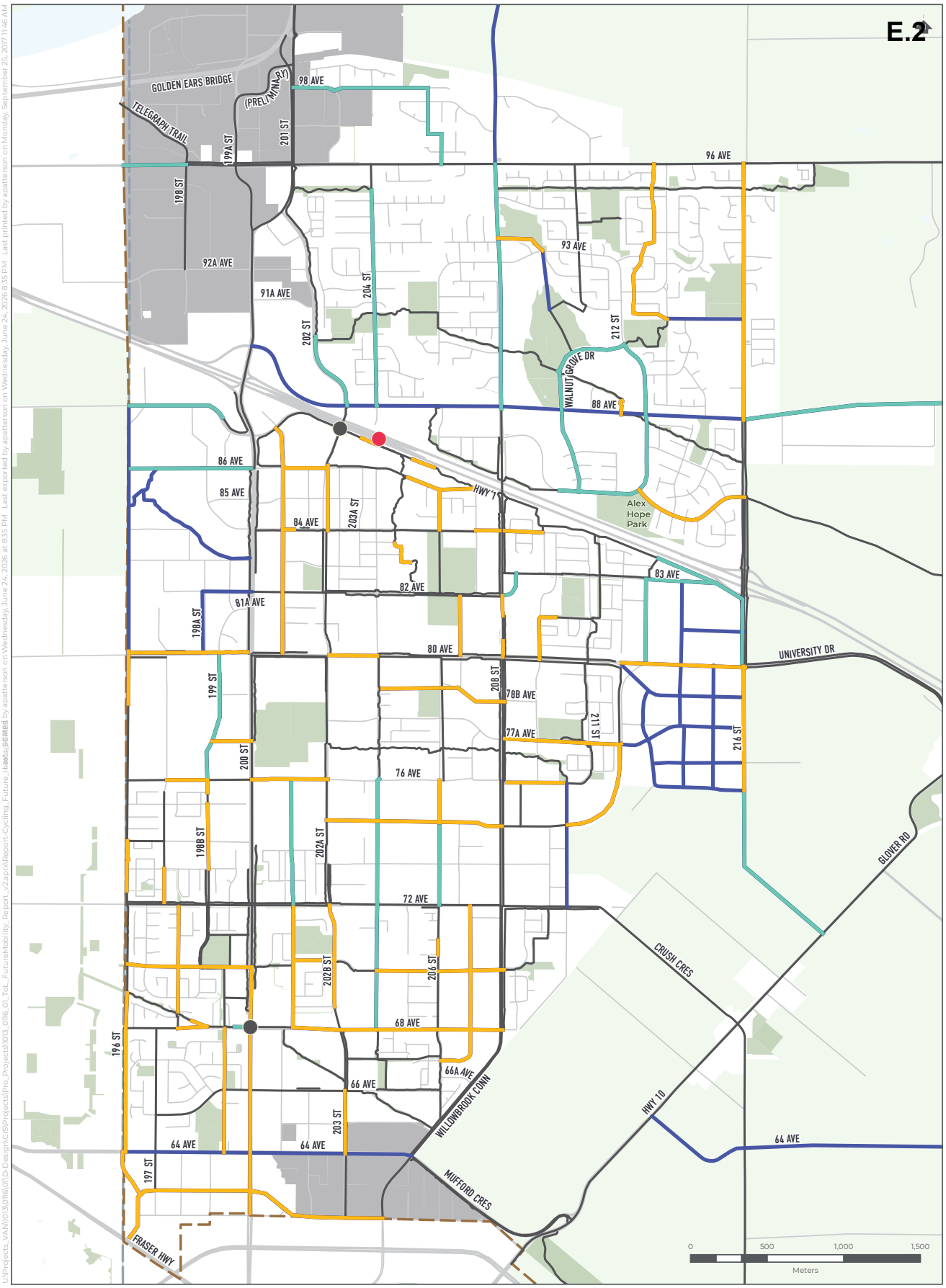
Map Date: June 26, 2026



MAP 9a - LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

WILLOUGHBY - WILLOWBROOK

- Short-term (2026 - 2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
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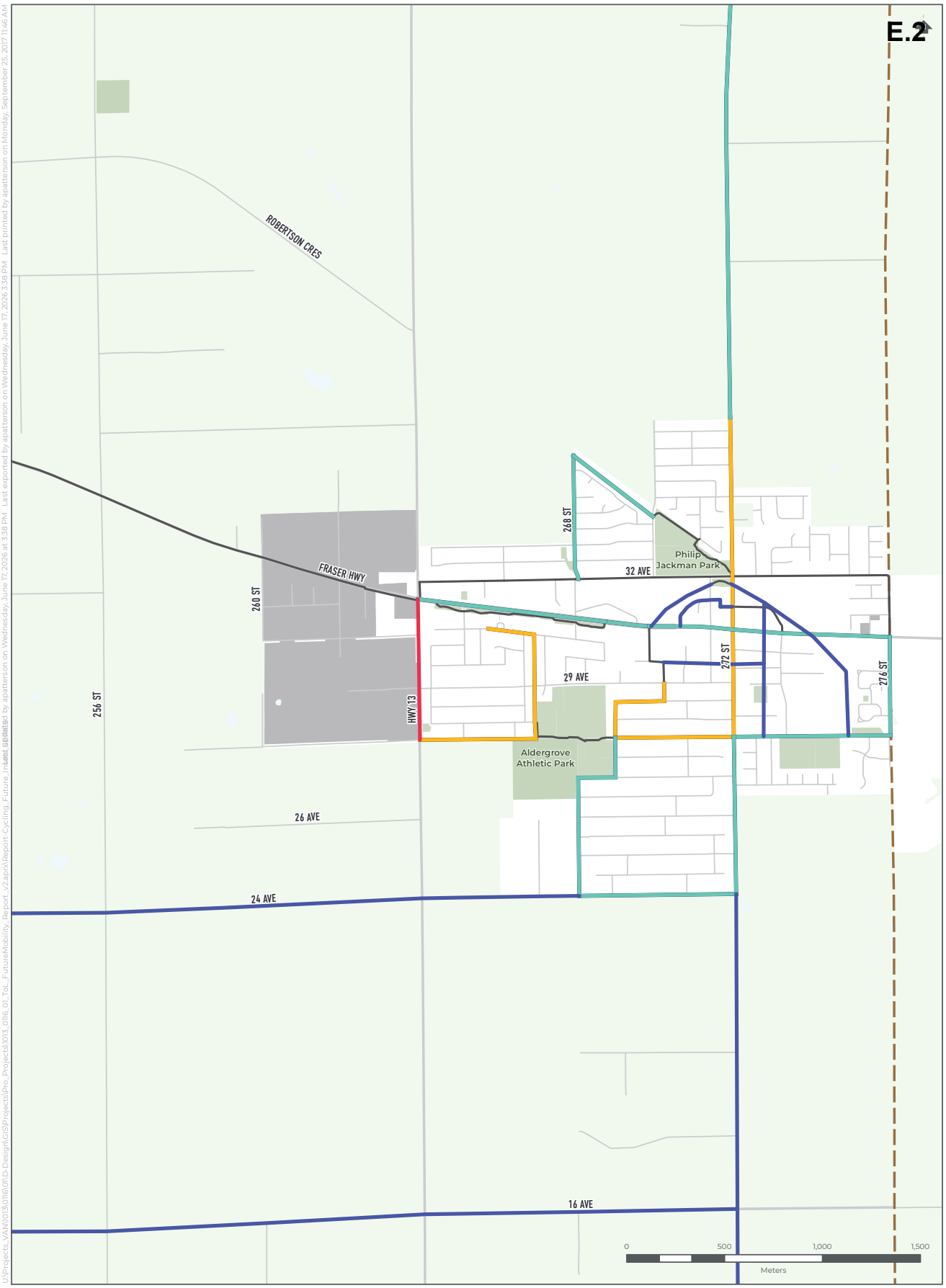
Map Date: June 26, 2026



MAP 9b - LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

ALDERGROVE

- Short-term (2026 - 2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
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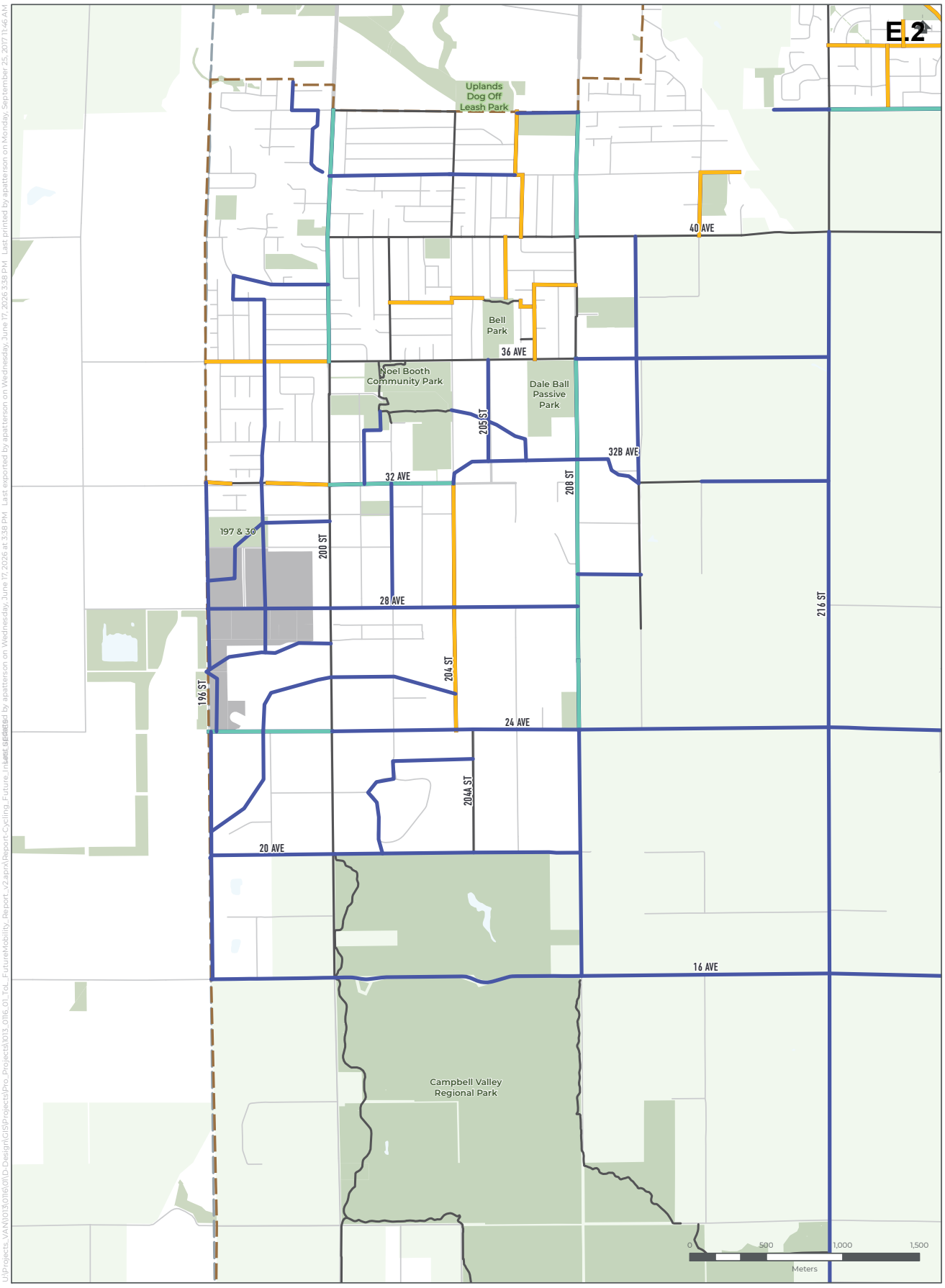
Map Date: June 26, 2026



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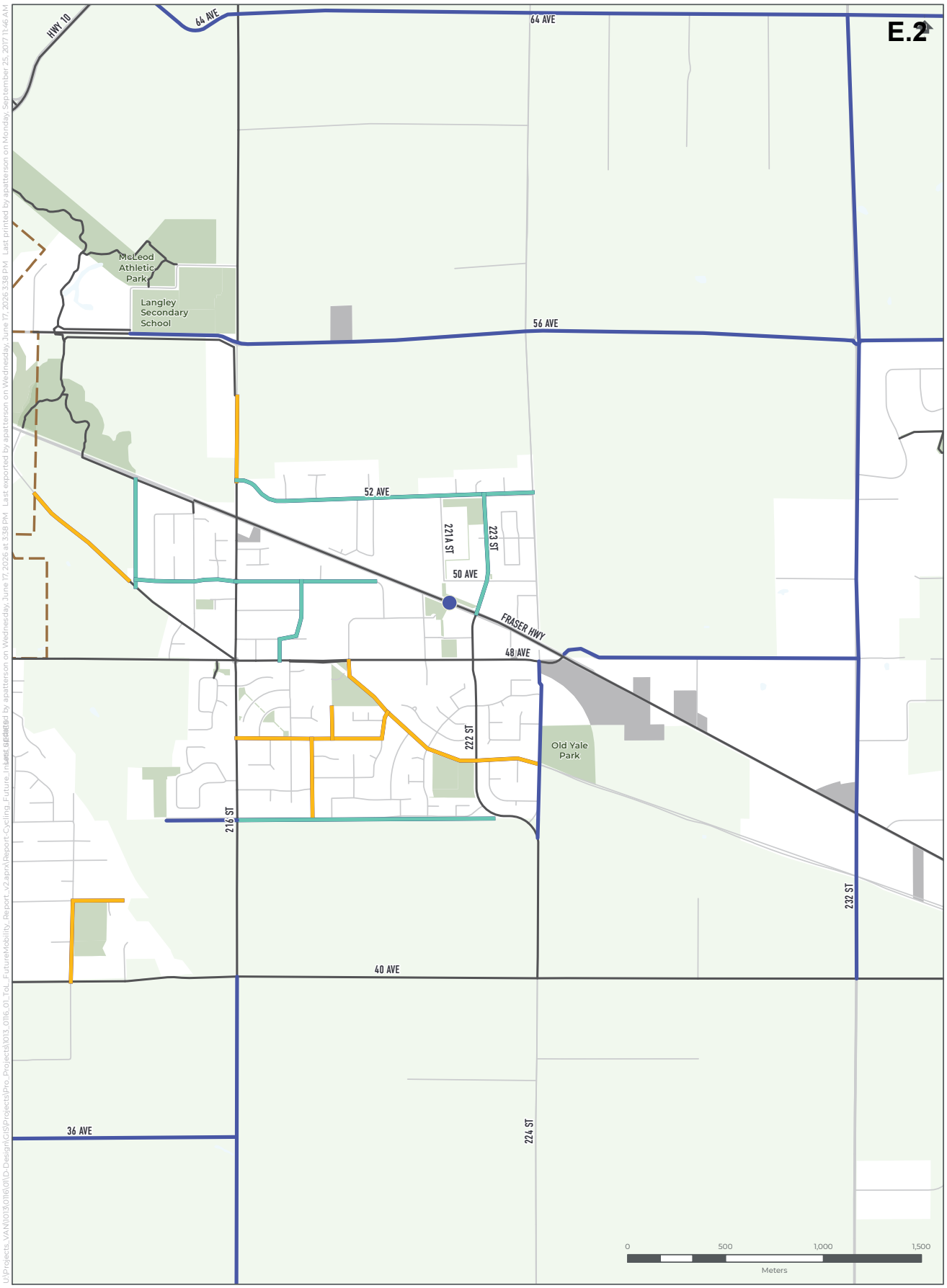
MAP 9C - LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

BROOKSWOOD - FERNRIDGE

- Short-term (2026 - 2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Map Date: June 26, 2026



MAP 9d - LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

MURRAYVILLE

- Short-term (2026 - 2035)
- Medium-term (2035 - 2045)
- Long-term (20+ years)
- Existing Cycling Route
- Proposed Active Transportation Overpass - Long Term
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- Agricultural Land Reserve
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Township of Langley Est. 1873

Map Date: June 26, 2026

Appendix B

Road Safety Strategy



Road Safety Strategy

Transportation and Mobility Strategy

Township of Langley
Est. 1873



Township of Langley Est. 1873

URBAN SYSTEMS

TranSafe Consulting LTD — Road Safety Engineering and Planning



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Road Safety Strategy Vision

Township of Langley is a community that values safe and healthy mobility for all. We will work collaboratively with our partners to strive towards Vision Zero: the elimination of fatalities and serious injuries in our transportation system.

Road Safety Strategy Guiding Principles

1. **Keep safety as a top priority**
2. **Base all decisions on evidence**
3. **Take a proactive approach**
4. **Make the system inclusive and equitable**
5. **Protect the most vulnerable**
6. **Collaborate and partner**
7. **Utilize technology and innovation**
8. **Secure and maintain sustainable funding**



1.0 Introduction

The Township of Langley (Township) is a vibrant and diverse municipality in the south-eastern region of Metro Vancouver located on the traditional territories of the q̓ʷɑ:ƛ̓ən̓ (Kwantlen), q̓ic̓əy̓ (Katzie), Máthxwi (Matsqui) and Se'mya'me' (Semiahmoo) First Nations. The Township is home to over 150,000 people in multiple neighbourhoods that span over 307 km^2 of land area. The Township's transportation network continues to grow as new neighbourhoods develop, and existing neighbourhoods evolve and expand. With a unique rural and urban mix that includes pockets of communities dispersed throughout the agricultural land reserve, there are many opportunities and challenges that come with multi-modal transportation planning and safety.

1.1 Objectives of the Strategy

Transportation safety is a top priority for the Township. As a key component of its Transportation and Mobility Strategy (TMS) a long-term transportation plan for the community, the Township has developed a Road Safety Strategy (RSS). The RSS provides a path forward for improving transportation safety for all modes of transportation with the ultimate objective of eliminating fatalities and serious injuries on the Township's roads. To maximize the chances of success, the Township has adopted Vision Zero principles in the development of the RSS, and the Safe System Approach framework for achieving this goal. **The objectives of the RSS are to:**

- Articulate a vision for safe mobility in the Township
- Capture local trends and concerns (both rural and urban areas), with a focus on recommendations based on data and evidence
- Apply industry best practices
- Provide a list of potential actions aimed at reducing fatalities and injuries
- Empower the Township, its partners, stakeholders, and the public towards a positive change in safety culture
- Interface with and inform the overall Transportation and Mobility Strategy

The RSS was informed by an analysis of data, input from community members, key partners, and stakeholders, and a review of best practices in other jurisdictions. This led to the identification of strategies and actions outlined in this document.

1.2 Road Safety in the Broader Context

Over the past decade, there has been increased recognition that fatalities and serious injuries on our roads can and should be eliminated. This had led to the development of strategies globally and at all levels of government.

- Globally, the United Nations and the World Health Organization proclaimed 2021-2030 as the Decade of Action for Road Safety. The Global Plan for the Decade states a target to reduce road fatalities and serious injuries by 50% (**Figure 1**).
- Nationally, Canada's Road Safety Strategy 2025 provides a national framework for addressing safety, including a year-to-year fatal and serious injury reduction target, an endorsement of the Safe System Approach, and a list of high-risk behaviours and countermeasures. A revised strategy will come into effect in 2026.



Figure 1: *Global Plan for the Decade of Action for Road Safety* (Source: World Health Organization)

- Provincially, the BC Government's BC Road Safety Strategy 2025 sets out a collaborative framework for road safety and targets a 50% reduction in road traffic deaths and serious injuries by 2030 (**Figure 2**).
- Regionally, TransLink's Transport 2050 Regional Transportation Strategy sets out a goal of reducing serious traffic injuries and fatalities 5% annually until reaching zero by or before 2050.

These policy documents set the stage for municipalities to develop their own strategies. Alignment with these strategies can potentially leverage as well as contribute to these larger goals.

Several other municipalities in Metro Vancouver have developed strategy documents, including the City of Vancouver's Moving Towards Zero Safety Action Plan (2016), the City of Surrey's Safe Mobility Plan (2019-2023), the City of Burnaby's Vision Zero framework within the Burnaby Transportation Plan 2050 and the City of North Vancouver's Safe Mobility Strategy.



Figure 2: *BC Road Safety Strategy 2025*

1.3 Vision Zero and the Safe System Approach

In recent years, Vision Zero has emerged as a philosophy guiding the management of road safety. It states that nobody should have to die or become seriously injured in a collision, as they are predictable and, therefore, preventable events. The Safe System Approach is an accepted framework for achieving Vision Zero. Both concepts are illustrated in **Figure 3**.

What is Vision Zero?

Vision Zero seeks to eliminate all traffic fatalities and serious injuries while promoting safe, healthy, and equitable mobility for all road users. This includes, but is not limited to, people who walk, ride a bike, use a mobility aid, ride a motorcycle, take the bus, or drive.

It is a recognition that one traffic fatality or serious injury is too many.

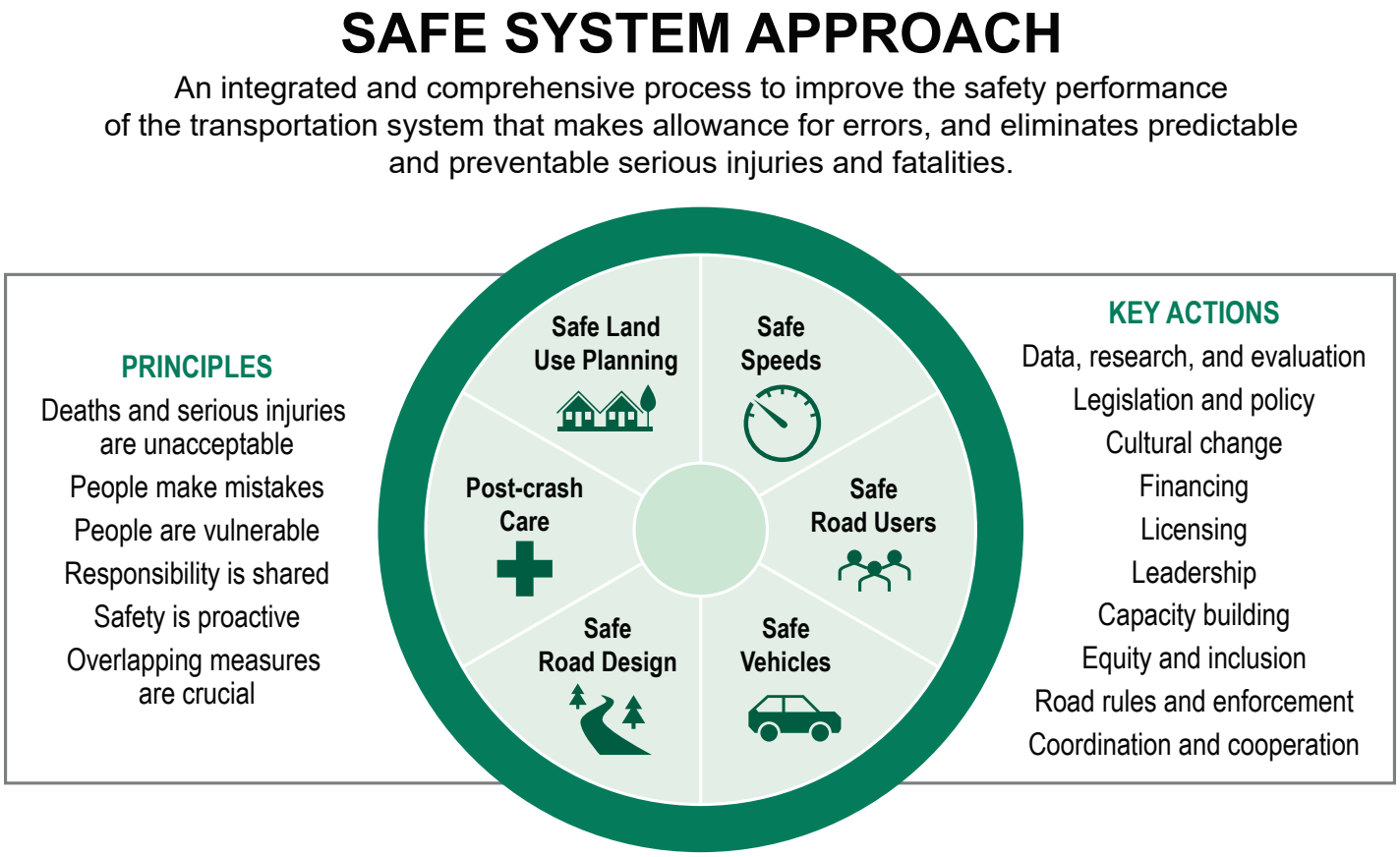


Figure 3: *Safe System Approach Framework (Source: Adapted from TAC - https://www.tac-atc.ca/en/vz-ss-primer-canada)*

1.4 How Engagement Informed the Strategy

The RSS was informed by the analysis of collision data, input from community members and key partners, and a review of best practices in other jurisdictions. This section provides a summary of the engagement that was completed as part of the RSS and TMS, along with some of the key findings related to transportation safety.

Community Engagement

Public input to the RSS was conducted as part of the TMS overall project engagement. During the first round of engagement in the Spring of 2024, input was collected through an online survey, open houses, pop-up events, and roundtable discussions with community and agency partners. The first round of engagement focused on understanding existing transportation related issues and opportunities. In the Spring of 2025, the second and third rounds of engagement occurred which focused on presenting the preliminary recommendations of the TMS and the RSS. This round included another online survey, an open house, pop-up events, and community roundtables. Below is a summary of some of the key takeaways specific to road safety from the TMS engagement.

Improving road safety was selected by respondents as one of the top priorities (see **Figure 4**).

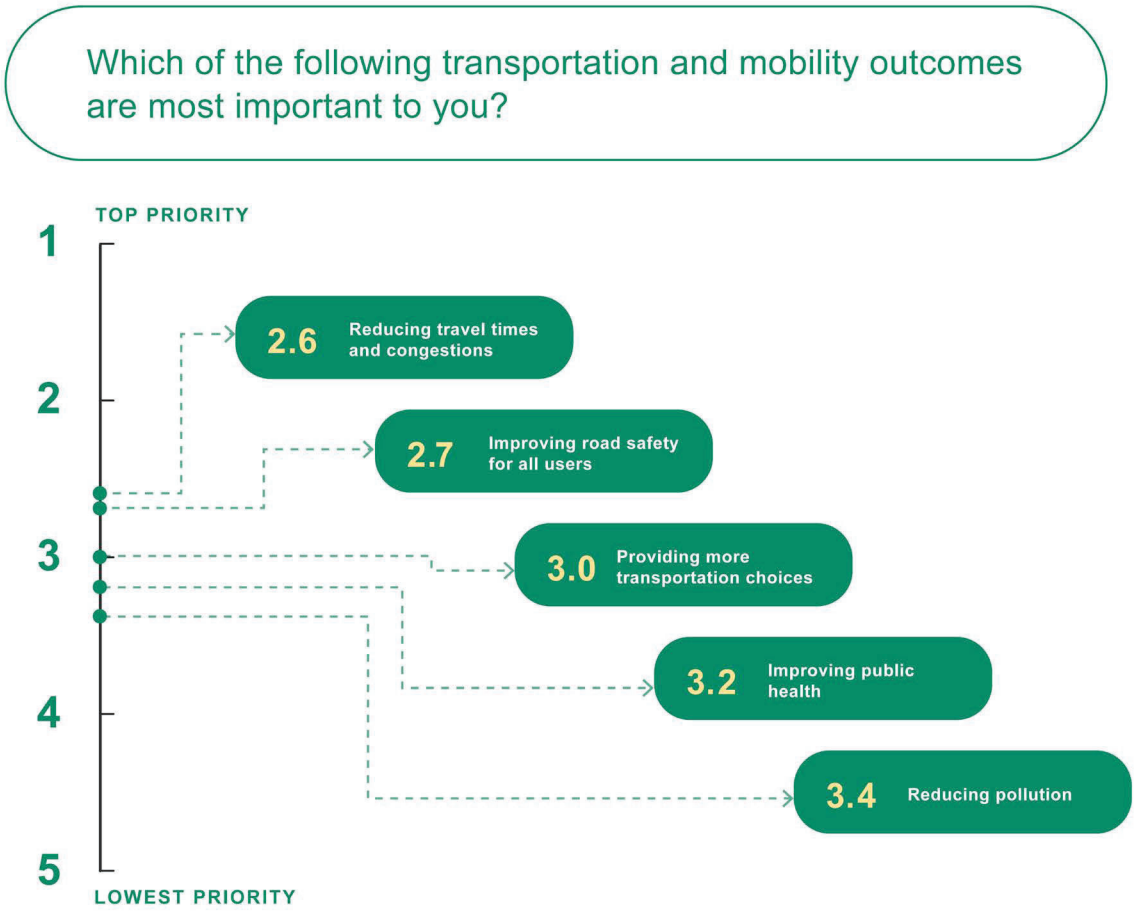


Figure 4: *Community Engagement Survey of Top Priorities for the TMS*

When the preliminary recommendations of the TMS and RSS were shared with community members during the second and third rounds of engagement, there was strong support for the recommendations. Prioritizing safety improvements was a key theme heard throughout the engagement when discussing all modes of transportation and particularly active modes such as walking and cycling. When community members were specifically asked about the proposed RSS actions, the key themes in the comments are summarized below.

- **Providing more enforcement of traffic laws.**
  - Speeding, distracted driving, parking, etc.
- **Improving safety at intersections.**
  - Red light cameras, installing more protected turn lanes and limiting right turns on red lights, converting more intersections into roundabouts, exploring all-way pedestrian movement at intersections, etc.
- **Prioritize overall transportation safety for all road users.**
  - Make streets safer for cyclists and pedestrians, enforce safe passing distance laws, provide more separated bike lanes and protected intersections, prioritize sidewalks over painted lines (shoulders) for pedestrians, etc.
- **Lower motor vehicle speeds.**
  - Lower speed limits in residential zones, install speed humps, narrow roads to calm traffic, improve road design to reduce speeding, etc.
- **Better signage/lighting.**
  - Make signage more visible and clearer, improve lighting, improve pavement markings, etc.



RSS Engagement Events

In addition to the TMS engagement, two special sessions (workshops) were held specifically for the RSS – in March 2024 and February 2025. The events were attended by Township staff from several departments and partners including ICBC, the Ministry of Transportation and Transit (MOTT), TransLink, Fraser Health, RCMP, and other community and agency groups.

The engagement included discussions of safety related trends in the Township, sharing of lived experiences, agency roles, the development of a vision for road safety and supporting guiding principles, and the identification of strategies and actions for the RSS.

Invitations to the workshops were sent to over 50 representatives from different organizations that are contributing to road safety in the Township. The following organizations sent one or more representatives to at least one or both workshops:

- Ministry of Transportation and Transit (MOTT)
- RoadSafetyBC
- Langley RCMP
- BC Trucking Association
- Fraser Health
- Langley Healthier Community Partnership
- TransLink
- Langley Emergency Program
- WorkSafeBC
- Coast Mountain Bus Company
- School District #35
- BC Ambulance Services
- Insurance Corporation of British Columbia (ICBC)
- Township Community and Policy Planning
- Township Development Planning
- Township Parks Design and Development
- Township Green Infrastructure Services
- Township Bylaw Enforcement
- Township Engineering Services
- Township Transportation Engineering
- Township Roads Operations
- Township Fire Operations
- Township Corporate Communications
- Township Engineering Administration and Business Support
- Township Agricultural Advisory Committee
- Township Seniors Advisory Committee

The input collected throughout the development of the TMS and the RSS was used to develop and refine the recommendations included in this strategy document.





2.0 Current State of Road Safety

The current state of road safety in the Township, summarized in this section, was based on community and stakeholder input summarized above, a review of collision data, on-site observations, and an understanding of current practices and policies at the Township.

2.1 Overall Collision Trends

Collision data was provided by the ICBC based on claims submitted to them during the 5-year period between 2018 and 2022. The records included all collisions that occurred on both Township roads and on roads under provincial jurisdiction (MOTT). In addition to ICBC data, RCMP data has also been reviewed and presented throughout the document. It is important to note that the different data sets provide different types of information and are recorded/reported at different times. Both have their benefits and limitations and can differ in the results. The overall frequency of collisions by severity outcome is shown in **Figure 5**. The frequency of fatal and injury collisions is shown separately for municipal roads and highways in **Figure 6**.



Figure 5: *ICBC Collision Frequency and Severity (All Roads and Highways)*

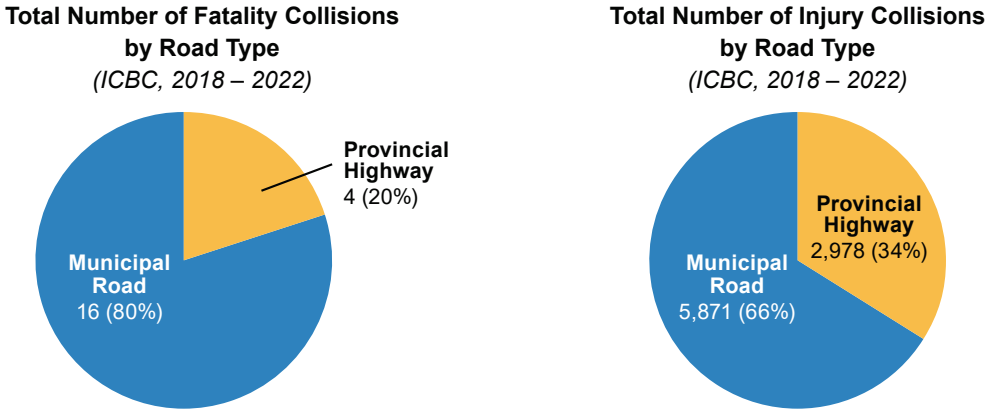


Figure 6: *ICBC Fatal and Injury Collisions Split Between Highways and Municipal Roads*

The overall annual average fatal and injury (casualty) collisions is 1,177 on roads under the Township's jurisdiction (excluding Ministry roads) based on ICBC data. Based on a population of 132,603 (2021 Census), the annual baseline rate is **8.9 casualty collisions per 1,000 people**.

Key trends in casualty collisions on municipal roads are as follows. The annual trend is summarized in **Figure 7**. The modes of transportation involved are shown in **Figure 8**.

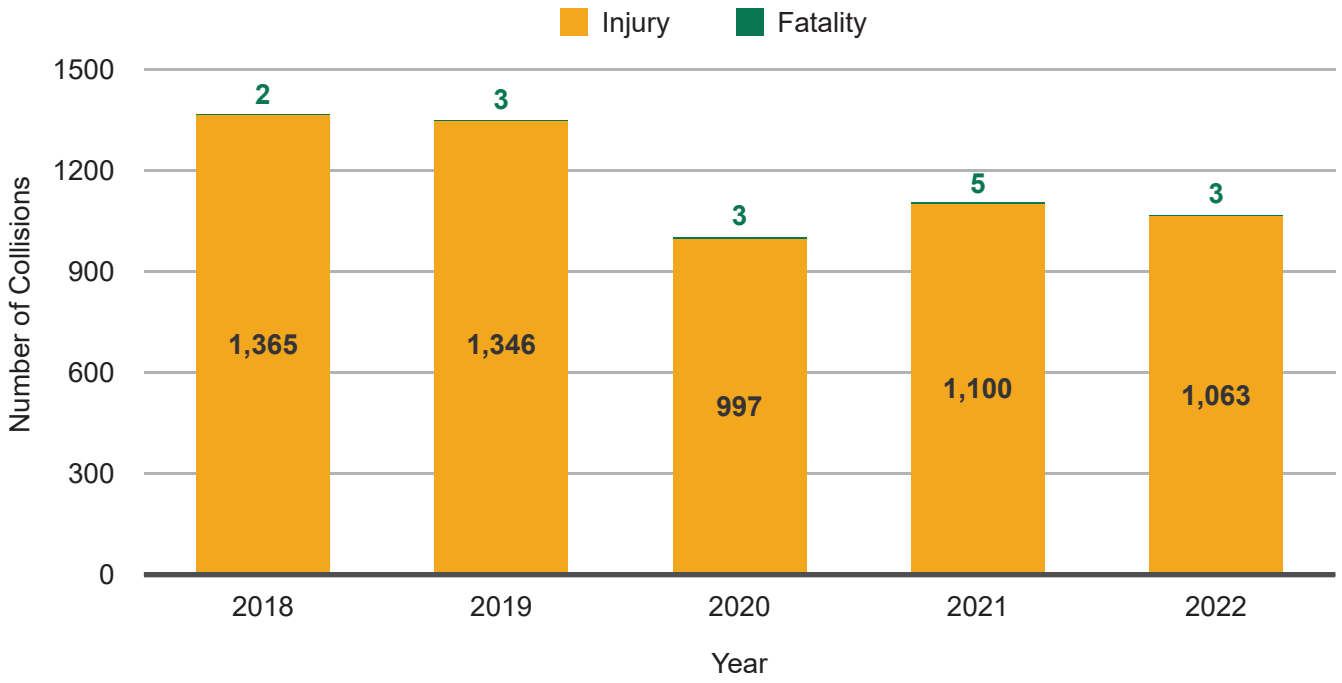


Figure 7: *ICBC Annual Fatal and Injury Collision Trend on Municipal Roads (ICBC, 2018-2022)*

There was a drop in numbers during 2020 which is likely related to the reduced travel during the COVID-19 pandemic. This is similar to the trend observed across other municipalities in Metro Vancouver. The number of fatalities and serious injuries increased since 2020 but remain lower than pre-pandemic levels despite population and employment growth in the Township.

Altogether, there were 326 collisions involving vulnerable road users (pedestrians, cyclists and motorcyclists), accounting for a combined 6% of casualty collisions (**Figure 8**). Trends involving these modes are explored more in **Section 2.2**.

The most predominant casualty collision type in the Township is rear end, accounting for about half of the total, followed by side impact collisions (20%), conflicted (11%), and single vehicle collisions (8%) (**Figure 9**).

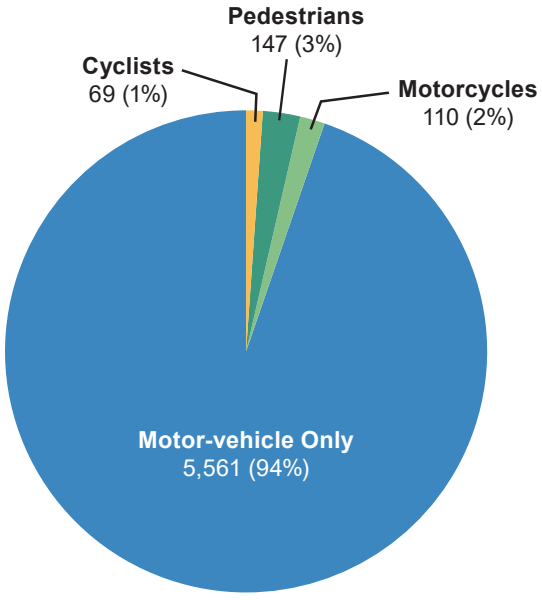


Figure 8: *ICBC Number of Casualty Collisions by Mode of Transportation on Municipal Roads (ICBC, 2018-2022)*

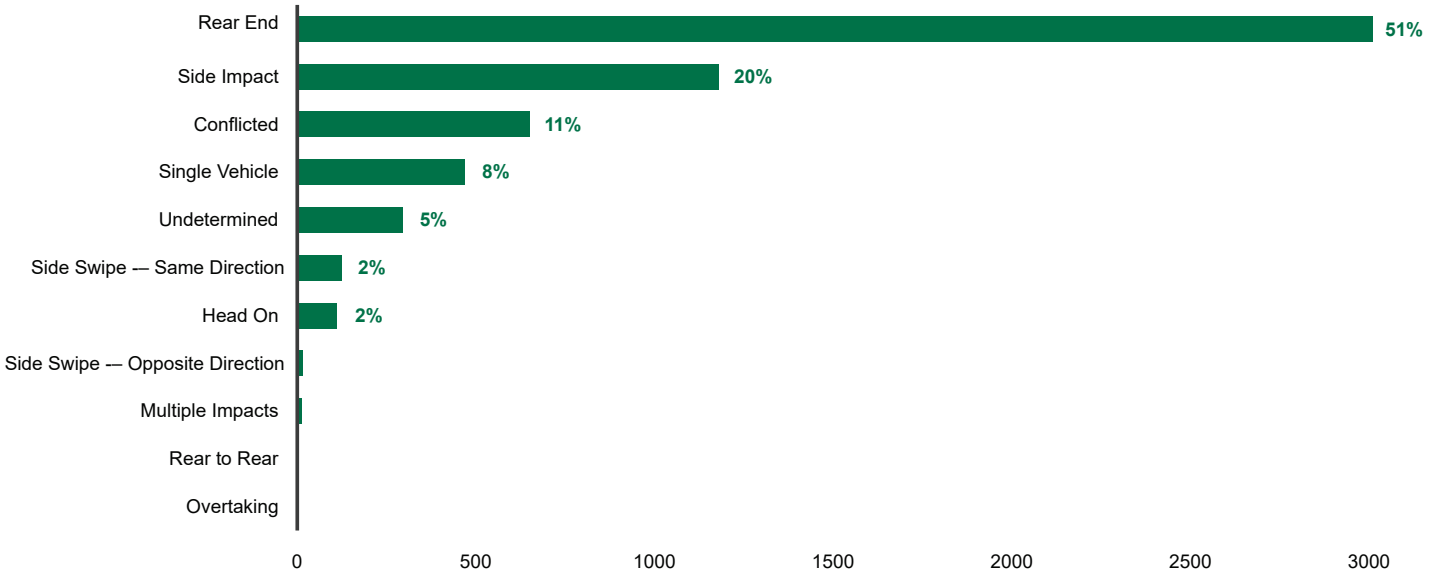


Figure 9: *ICBC Casualty Collisions by Type on Municipal Roads (ICBC, 2018-2022)*

Other key trends in casualty collisions include:

- 30% higher occurrence on weekdays than weekends
- Highest in the afternoon, between 3 and 6pm, with smaller peaks noted between 8 and 9am and between 12 and 1pm

These temporal trends indicate a correlation between casualty collisions and commuting patterns.

The land use distribution of collisions was reviewed using RCMP data from 2013-2022. RCMP data generally includes more severe collisions attended by police. It also includes a more detailed roadway and location description which is not included in ICBC data. Several land use categories were provided. These were consolidated into rural and urban areas, shown in **Figure 10**. Rural includes locations noted by police as rural residential, agricultural/ undeveloped or industrial/manufacturing. More than one-third of the reported injury and fatality collisions occurred in rural/industrial areas, as identified by reviewing the RCMP data.

Land Use for Injury and Fatal Collisions
(RCMP, 2013 – 2022)

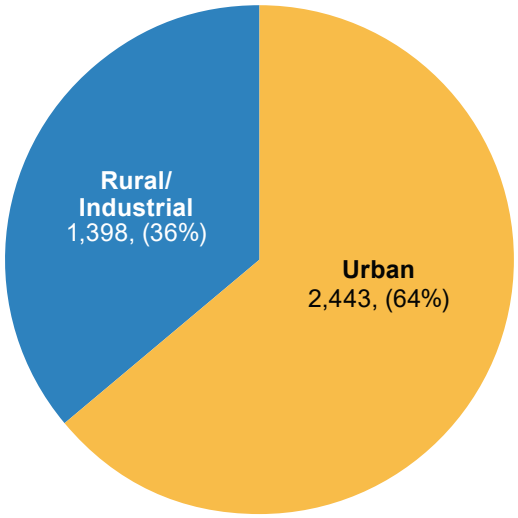


Figure 10: *RCMP Reported Collisions by Land Use Location*

2.2 Trends Involving Vulnerable Road Users

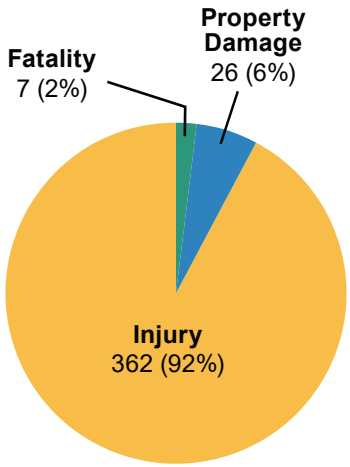
Collisions involving vulnerable road users (pedestrians, cyclists, and motorcycles) are typically more severe than other collisions. However, a significant proportion of them (particularly involving pedestrians and cyclists) are not reported to ICBC. Therefore, an analysis of RCMP-reported collisions over a longer 10-year period between 2013 and 2022 was conducted to gain a better understanding of the frequency and severity of collisions involving these users. This is shown in **Figure 11**.

From the breakdown of pedestrian, cyclist, and pedestrian collisions between 2013 and 2022, there were:

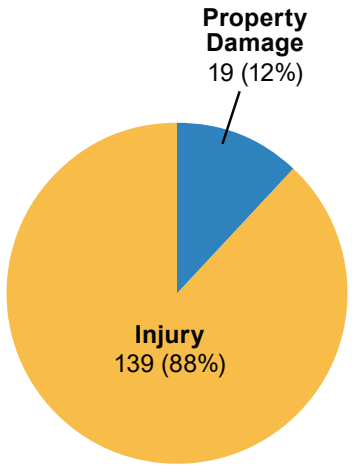
395	158	81
that involved pedestrians	that involved cyclists	that involved motorcycles

Pedestrian collisions were both the most frequent and severe of the vulnerable road user collision types, with 7 fatalities and 362 injuries. None of the collisions were specifically flagged as involving micromobility devices – such as e-kick scooters; however, it is likely that they will comprise a growing proportion of vulnerable road user collisions in the coming years as these devices gain popularity.

Total Number of Pedestrian Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads



Total Number of Cyclist Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads



Total Number of Motorcycle Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads

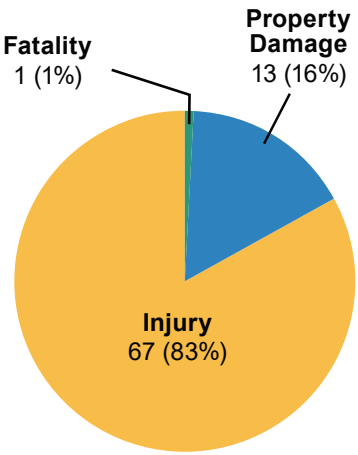


Figure 11: *Frequency and Severity of Vulnerable Road User Collisions (RCMP, 2013-2022)*

2.3 Network Screening Review

Network screening refers to the process of identifying collision-prone locations within the Township's road network. A network screening review was conducted for Township roads, based on location-coded casualty collisions reported to ICBC between 2018 and 2022, including vulnerable road user collisions. The focus was on intersections, as this is where the majority of collisions take place.

Figure 12 shows where all reported casualty collisions were located in the Township. **Figures 13**, **14**, and **15** show where casualty collisions involving pedestrians, cyclists, and motorcycles were reported, respectively. The maps show the frequency of collisions (i.e. the number of collisions) by location. While many of the locations also have high traffic volumes, collisions per traffic volume have not been calculated since the focus is to try to address every casualty collision, regardless of vehicle volume. Key trends are summarized below.



Total Collisions

- More than 112 casualty collisions in 5 years, or an average of more than 22 per year, were recorded at the following Township intersections:
  - 200 Street intersections with 64 Avenue, 72 Avenue and 80 Avenue
  - Fraser Highway and 196 Street (along boundary with City of Surrey and City of Langley)
  - Fraser Highway and Langley Bypass (MOTT Jurisdiction)
  - 56 Avenue and 216 Street
  - 88 Avenue and 208 Street



Pedestrian Collisions

- Two Township intersections were the site of 4 casualty collisions:
  - Fraser Highway and 272 Street
  - 72 Avenue and 201 Street



Cyclist Collisions

- One Township intersection was the site of 4 casualty collisions involving a cyclist: 72 Avenue and 208 Street
- One intersection was the site of 3 casualty collisions: 72 Avenue and 200 Street



Motorcyclist Collisions

- Four locations were the site of 3 collisions each:
  - 96 Avenue and 200 Street
  - 80 Avenue and 200 Street
  - 86 Avenue and 198A Street (unsignalized)
  - 56 Avenue and 224 Street

A customized methodology was developed that assigns a higher priority to locations where fatalities or collisions that involved vulnerable road users occurred. Intersections were classified by land use and traffic control. The locations are listed in **Table 1**.

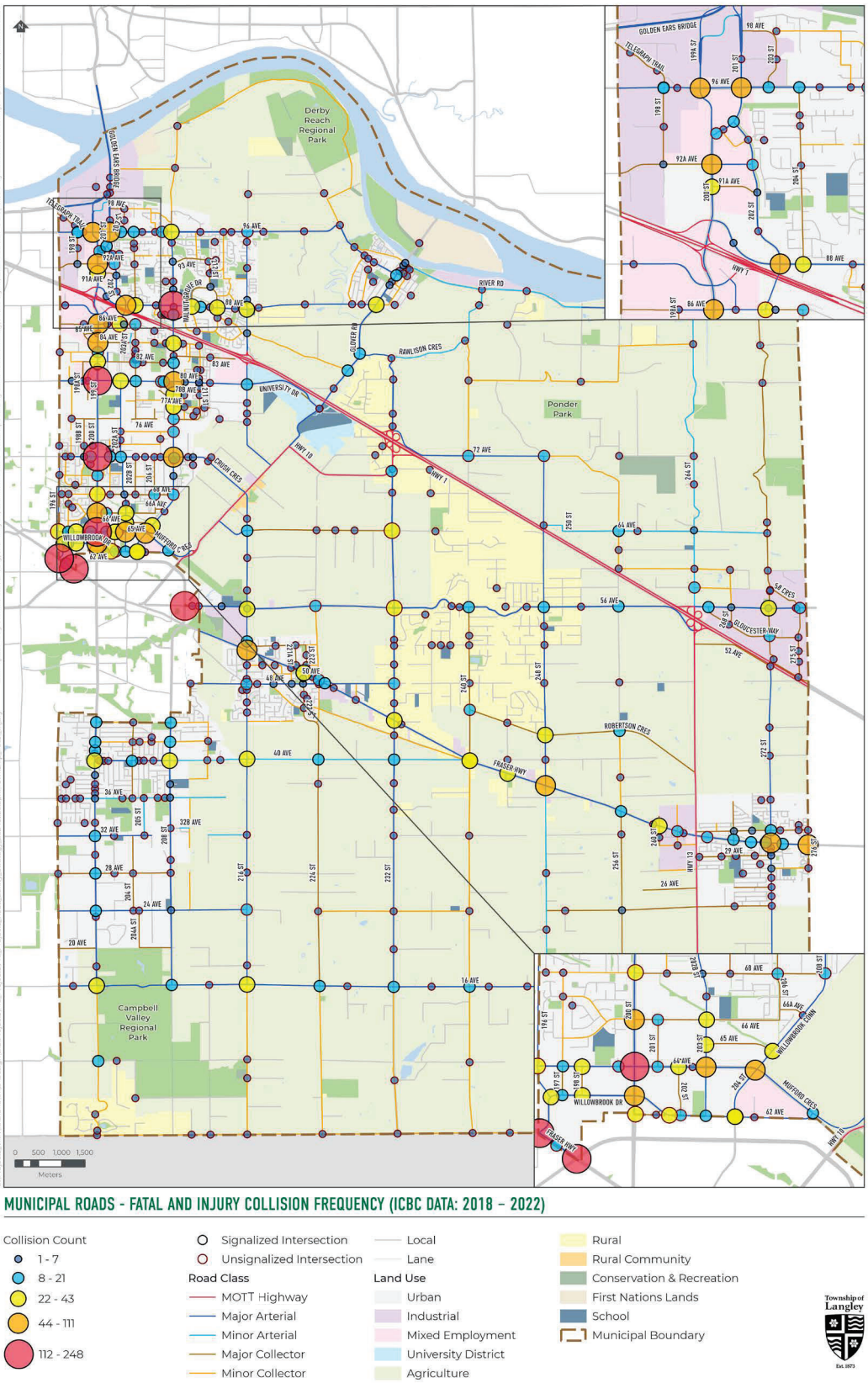


Figure 12: *Total Casualty Collision Frequency by Location (ICBC Data: 2018-2022)*

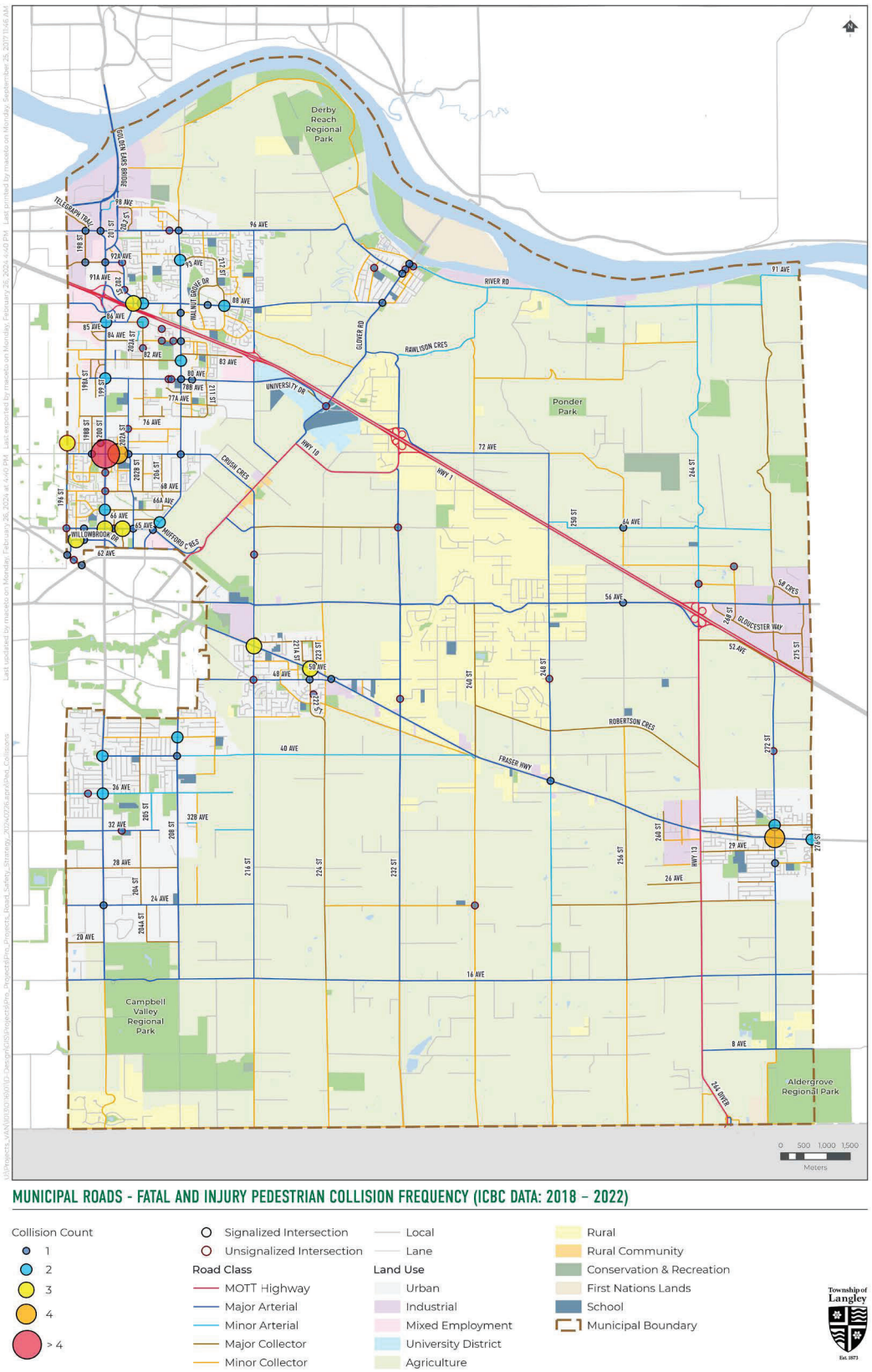


Figure 13: *Pedestrian Casualty Collision Frequency by Location*

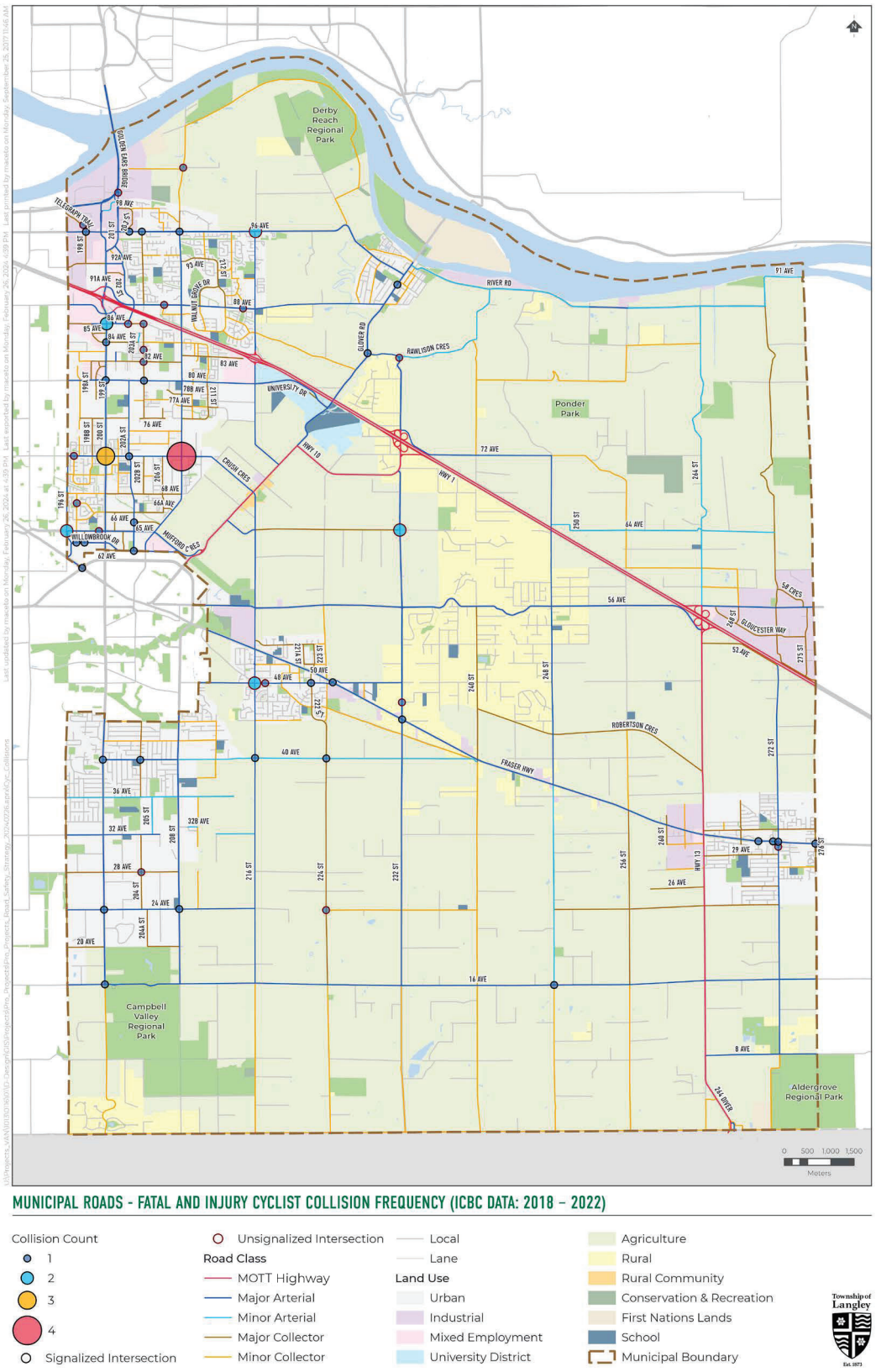


Figure 14: *Cyclist Casualty Collision Frequency by Location*

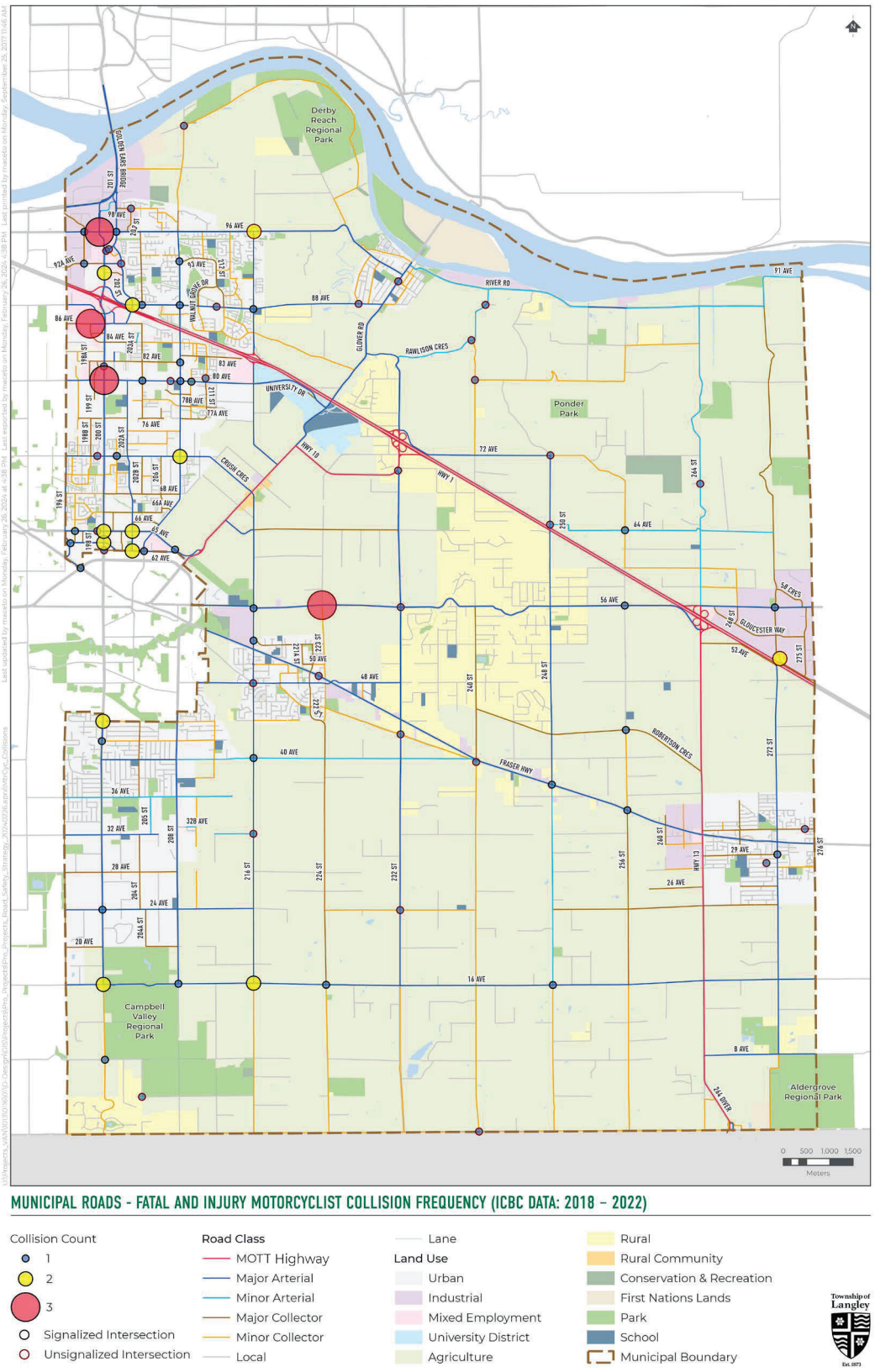


Figure 15: *Motorcyclist Casualty Collision Frequency by Location*

Table 1: *Intersection Ranking by Collision Risk* and Location Type*

Location Type	Intersection	
Urban Signalized	1. 72 Avenue and 200 Street 2. 64 Avenue and 200 Street 3. 80 Avenue and 200 Street 4. Fraser Highway and 196 Street	5. 92A Avenue and 200 Street 6. 66 Avenue and 200 Street 7. Fraser Highway and 276 Street (shared with Abbotsford) 8. 84 Avenue and 200 Street
Urban Unsignalized	1. 68 Avenue and 200 Street 2. 96 Avenue and 216 Street	3. 24 Avenue and 200 Street 4. 86 Avenue and 202 Street
Rural Signalized	1. Fraser Highway and 240 Street 2. 56 Avenue and 216 Street 3. 16 Avenue and 216 Street	4. Fraser Highway and 244 Street 5. 16 Avenue and 200 Street
Rural Unsignalized	1. 64 Avenue and 232 Street 2. 40 Avenue and 216 Street 3. 56 Avenue and 224 Street	4. 64 Avenue and 256 Street 5. 56 Avenue and 256 Street

**Collision risk refers to the risk score based on weighting of collisions, consequence (fatality or injury) and involvement of vulnerable road user modes (pedestrians, cyclists, motorcyclists). The risk score does not consider the vehicle volumes at each location, as a result these locations typically have high motor vehicle volumes.*

As shown in **Table 1**, intersections located in areas with different land use and with different traffic control combinations were included in the network screening intentionally. This was done because the types of treatments and mitigation measures are typically unique based on the combinations. Specific suggestions are provided in the Actions for the range of land use and traffic control combinations.



2.4 Equity Considerations

The Township's communities are becoming increasingly diverse and municipal planning and decision-making processes benefit from promoting the values of equity, diversity, and inclusion (EDI). EDI initiatives are supported by the Township's 2021 to 2030 Social Sustainability Strategy as it includes actions aimed at addressing inherent injustices and biases that create barriers for some people while benefiting others. The strategies, actions, and outcomes of the RSS will serve all, particularly traditionally underserved populations.

Equity is an important consideration in road safety. Both the identification of interventions and the locations where to implement them can be subject to bias by treating all populations the same. In recognition of this potential inequity, the Network Screening conducted for this study gave a higher priority to vulnerable road user collisions; however, this does not account for the range of inequities such as demographics, race and income. For example, some equity-deserving populations may not have access to a vehicle, or a motorized mobility aid (scooter). For these populations, access to transit and to safe cycling and walking facilities is particularly important and should be prioritized in the implementation of the RSS.

As part of the development of the TMS a GIS-based equity analysis was used to identify areas of the Township where there are higher concentrations of equity-deserving populations. The analysis had limitations due to the smaller sample size in rural areas but can be considered a tool for the Township when reviewing collision data and safety trends. The RSS identifies strategies and actions that favour equity-deserving people and neighbourhoods to ensure investments in time and infrastructure support the Township's commitment to improving community equity.



2.5 Infrastructure Review

In addition to the engagement and collision analysis noted above, a high-level infrastructure review was conducted to gain an understanding of the existing roadway conditions, with a focus on the higher-risk intersections. In lieu of conducting formal in-service safety reviews, a site visit was conducted at a representative sample of locations in the Township (i.e. corridors and intersections with different land use, road classification, and traffic control combinations). The locations were reviewed by carrying out drive-throughs and limited site observations. The intent of this review was to better understand current conditions from a safety perspective at various locations in the Township. It was not an extensive review of all safety issues, but an opportunity to observe trends and to help identify strategies and actions that can address some of the common conditions. The locations where observations were conducted are listed in **Table 2**.

Table 2: *Infrastructure Review Locations*

Intersection	Land Use	Minor Road Class	Traffic Control
24 Ave and 200 St	Commercial	Arterial	4-way stop
16 Ave and 200 St	Rural	Collector	Signalized
16 Ave and 216 St	Rural	Collector	Signalized
40 Ave and 216 St	Rural	Arterial	4-way stop
Fraser Hwy and 240 St	Rural	Collector	Signalized
56 Ave and 256 St	Rural	Local	2-way stop
56 Ave and 216 St	Rural/Industrial	Arterial	Signalized
Fraser Hwy and 196 St	Urban	Arterial	Signalized
92A Ave and 200 St	Urban/Industrial	Collector	Signalized
80 Ave and 200 St	Urban	Arterial	Signalized
72 Ave and 200 St	Urban	Arterial	Signalized
68 Ave and 200 St	Urban	Collector	2-way stop

A summary of the common observations at these locations are highlighted below.

General

- High design and operating speeds, combined with:
  - urban: high volumes and queues on arterial roads
  - rural: stop-control on side streets
- Increasing diversity of users, including e-kick scooters and other micromobility devices.

Urban Locations

- Left-turn queues encroach into through lanes.
- Wide intersections for people to cross and navigate through.
- Wide right-turn geometry, long pedestrian crossing distance.
- Limited protected cycling routes and protections at intersections.

Rural Locations

- Wide approach lanes and narrow shoulders.
- Overhead beacons have been installed at some locations.
- Sight obstructions on corners of some intersections.









2.6 Current Practice Review

The Township has several existing policies, programs, and practices in support of road safety. These include a Neighbourhood Traffic Calming Policy, commercial vehicle safety inspections, Traffic and Transportation Advisory Committee meetings, and School Travel Planning programs and initiatives. The Township currently conducts safety assessments as part of transportation planning processes as needed and safety reviews are typically completed prior to implementing improvements. Additionally, new development applications are required to consider safety impacts. From a data management perspective, the Township receives annual collision data from ICBC. There are limitations with this data, including a lack of distinction between serious injuries and non-serious injury collisions.

The Township proactively initiates and implements safe mobility improvements on an ongoing basis. These improvements include policies, capital projects and retrofits, and education and advocacy initiatives. Various plans identify specific projects to enhance transportation safety, such as neighbourhood plans and the TMS. Some of the infrastructure countermeasures the Township has implemented to enhance safety includes implementing new:

- roundabouts and all-way stops
- protected-only left-turns
- median/roadside barriers
- rumble strips
- gateway treatments
- traffic calming
- speed display devices
- complete streets principles as part of road retrofit projects
- new pedestrian crossings
- protected bike lanes
- leading pedestrian intervals at signals
- accessible curb ramps and pushbuttons

While the Township works to make transportation in the community safer, there are opportunities to enhance and improve existing policies, procedures, and practices to work towards achieving Vision Zero. These actions are outlined in **Section 4** of this RSS. Additionally, there is recognition that more funding and resources are needed to strengthen these efforts and prioritize safety. More details about funding and resources are outlined in **Section 5**.

3.0 Vision for Road Safety

3.1 Vision

Together with its partners, the Township has developed a vision to guide its long-term road safety objectives. It conveys the importance of safe mobility regardless of mode of transportation, the ultimate target of zero fatalities and serious injuries, and the Township's partnership approach to achieve this target.

Township of Langley is a community that values safe and healthy mobility for all. We will work collaboratively to strive towards Vision Zero, the elimination of deaths and serious injuries in our transportation system.

3.2 Guiding Principles

A set of guiding principles was identified to support the stated Vision and support the development of the strategies and actions of the RSS. They will also be used to guide the implementation and future decision making related to road safety in the Township. The following outlines the guiding principles of the RSS.

Keep Safety as the Top Priority	**When decisions are being made about the transportation system, safety—and not capacity, access or economy—is the top consideration.**
Base all Decisions on Evidence	**All decisions are informed by good data—recent, reliable and informative—and by credible research.**
Take a Proactive Approach	**The earlier that safety is considered in the transportation life cycle, the more favourable are the safety performance outcomes. Safety can be considered as early as the land use and transportation planning stages, including transit.**

Make the System Inclusive and Equitable	**Road Safety is about making the system as safe as possible for ALL users, including those with mobility limitations; equity-deserving populations (First Nations and others); and those who may be more vulnerable.**
Protect the Most Vulnerable	**Priority is given to those who are most vulnerable (pedestrians, cyclists, motorcyclists and people using mobility devices) who are the most likely to sustain a serious injury or die in a crash.**
Collaborate and Partner	**Working together, including combining efforts and reducing duplication, can achieve greater results. This is due to the broad range in expertise, diversity and spheres of influence that partnerships can bring.**
Utilize Technology and Innovation	**Technology is used to its full potential, both in the collection and analysis of data, and in the development of solutions; for example, to optimize safety by responding to real-time conditions.**
Secure and Maintain Sustainable Funding	**Road safety is an issue for which priority and funding should not fluctuate based on political or economic cycles. A range of sustainable funding sources and support is required, including both public and private sectors.**

3.3 Road Safety Targets

The Township's TMS has three targets.



- **Sustainable transportation mode share.**
  Increase the mode share of trips by active transportation and public transit by 2050.
- **Reducing serious traffic injuries and fatalities.**
  Work towards zero serious injuries and fatalities by 2050.
- **Reducing transportation-related Greenhouse Gas (GHG) Emissions.**
  Working towards zero transportation GHG emissions by 2050.

In support of Vision Zero, the TMS has an aspirational target of zero fatalities and serious injuries by 2050. An ultimate target of zero is not possible without aiming for interim targets and adjusting strategies along the way. It is anticipated that in the short term, much of the Township's focus will be on establishing programs, testing pilots, and building partnerships to support the implementation of the actions outlined in the RSS. As a result, it may take time to see a significant reduction in serious injuries and fatalities.

As noted in **Section 2.1**, the baseline casualty (injury and fatality) collision frequency is 8.9 collisions per 1,000 people. Due to data limitations, serious injuries could not be distinguished from the non-serious collisions. Most of the actions in the RSS are expected to be more effective in reducing the most severe collisions. Therefore, until these data issues can be resolved, the Township can measure its success based on total casualty collisions. The following targets are recommended:

Short Term

10% reduction in total injuries and fatalities by 2030, per 1,000 people

Medium Term

50% reduction in total injuries and fatalities by 2040, per 1,000 people

Long Term

100% reduction in total injuries and fatalities by 2050, per 1,000 people

The RSS actions have been divided into short, medium and long-term actions. The Implementation Strategy (**Section 4.0**) provides more details on what is required for successful implementation, as well as how progress towards zero serious injuries and fatalities can best be monitored and evaluated.

3.4 Strategies

The strategies in the RSS were identified based on the data, engagement, alignment with guiding principles, and research of best practices. The process is summarized in **Figure 16**.

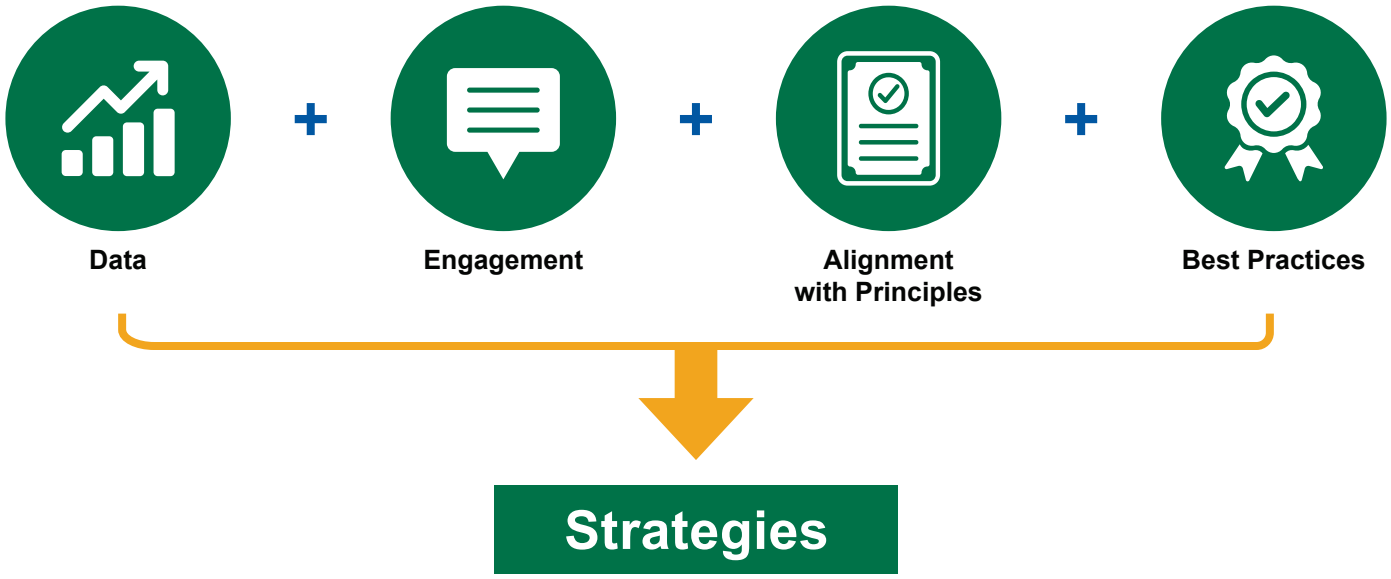


Figure 16: *Evidence-based Approach to the Identification of RSS Strategies*

Working towards achieving Vision Zero and the TMS safety target will require significant investments and changes in priorities and decision making over the next 25 years. The RSS action plan includes six strategies, listed in **Figure 17**. Each strategy has a series of actions for the Township and its partners to implement in the years ahead. The recommendations for each area are meant to improve safety for everyone—whether you're walking, cycling, driving, or taking transit. The strategies and actions are described in more detail in **Section 4**.

Strategy #1
Refine and Enhance the Township's Road Safety Management System

Strategy #2
Manage Speeds on Township Roads

Strategy #3
Enhance Safety at Urban Intersections

Strategy #4
Enhance Safety at Rural Intersections

Strategy #5
Protect Vulnerable Road Users

Strategy #6
Facilitate a Culture of Transportation Safety

Figure 17: *Township RSS Strategies*

4.0 Action Plan

A list of actions and next steps were developed for each of the six strategies. The selection of the strategies reflects that:

- Refining and enhancing the Township's **Road Safety Management System** refers to the data, policies, and processes that are foundational to the success of a road safety program, and critical when applying the Safe System Approach.
- **Managing speeds** on Township roads is an integral part of the Safe System Approach, as slower motor vehicle speeds result in a reduction in collision impact severity.
- Enhancing **intersection safety** for all road users is critical because intersections are the most common collision locations where road safety issues are often observed. They are also the locations with the greatest opportunity for improvement. The context and characteristics of intersections in urban and rural areas are distinct, and each have their own toolbox of treatments.
- Enhancing safety for **vulnerable road users** refers to creating safer conditions for the most injury- and fatality-prone users of the system. This refers to people walking, cycling, and motorcycle users, they are most vulnerable due to their lack of protection and their unique needs.
- Facilitating a **culture of transportation safety** within the Township by changing behaviours is critical to achieving zero fatalities and serious injuries.

Throughout this section and for each strategy, the related evidence – including the collision analysis, engagement input, and best practice approaches – are noted. A series of actions have been identified and described to support each strategy. For each action, a list of potential next steps the Township and/or its partners can take to successfully deliver each action have been included.

Each action includes a recommended timeframe for initiation. It is recognized that many of the actions will be ongoing in nature and may take several years to implement. At a high level, policy updates, exploring partnership opportunities, and initial studies have been identified as short-term actions. This will ensure that the Township has the foundations in place to implement the longer-term actions. The actions are identified for initial implementation in the following timeframes:

- **Short term:** 2026-2030
- **Medium Term:** 2030-2040
- **Long Term:** 2040-2050

Each action also includes recommendations for metrics to measure progress and the agencies that are suggested to be involved in (lead and support) implementation. It is important to note that implementing the strategies and actions identified throughout the RSS will require strong partnerships and internal resources, including staff time and funding. More details about this have been outlined throughout the document and in **Section 5.0**.

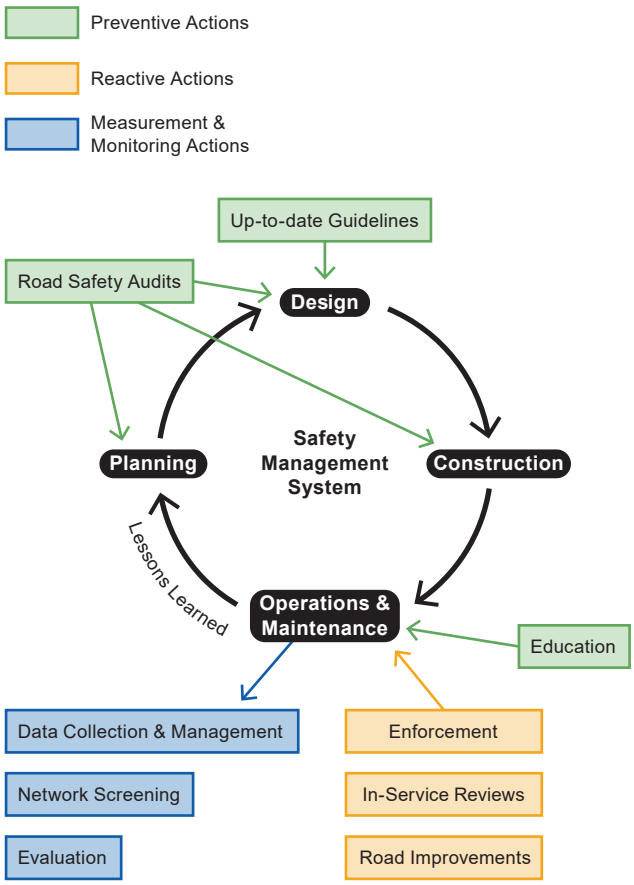
The RSS identifies actions based on an understanding of collision patterns and behaviours on Township roads. There are several roadways within the Township's municipal boundary that are under the Province's (Ministry of Transportation and Transit - MOTT) jurisdiction.

The Township will continue to work with the Province on safety improvement on roads under provincial jurisdiction, including Highway interchanges, Highway 10, and Highway 13.

Strategy #1: Refine and Enhance the Township's Road Safety Management System

A road safety management system is an essential part of a road agency's transportation safety program. The road safety management system is depicted in the Transportation Association of Canada (TAC) Canadian Guide to In-Service Road Safety Reviews, 2014. It requires that appropriate data is identified and used for all safety management activities, including screening the road network for collision-prone locations, conducting In-Service Road Safety Reviews, and implementing safety enhancements. This highlights the importance of consistent and reliable data in managing road safety.

Road safety management starts with understanding safety trends, which relies on collision data. However, road safety management does not only pertain to the identification and remediation of collision-prone locations, but it also recognizes that road safety issues are most effectively addressed during the planning and design stages of transportation projects. For example, Road Safety Audits can be conducted on proposed plans for road widening or realignment projects to catch safety issues before the project is built. Having a policy for how and when to conduct road safety reviews, studies, and evaluations can assist planning, design and construction teams to think safety and incorporate it at different stages of projects.



Road Safety Management System (TAC, 2014)

While road agencies strive to prevent severe collisions, when they do occur, they represent an important learning opportunity. When a serious injury or fatality occurs, a process for addressing possible issues at both the site of the collision and other locations that exhibit similar characteristics is extremely valuable. A post-fatality review process helps to facilitate these learnings and changes. By applying lessons learned during these reviews throughout the network, a systemic approach to improving safety can be applied.

The Township currently carries out some of the activities identified as part of a road safety management system, with the assistance of ICBC and external consultants. This includes some corridor reviews and the development of new cross sections and design standards. Implementing a broader road safety management system may enable the Township to seek annual funding for improving safety throughout the Township more consistently and systematically. It would also require additional staff capacity to implement each component of the system, as discussed in **Section 5** Implementation Strategy.

Action 1.1: Work with Partners to Develop a Data Management Strategy and Address Data Gaps

Description

Accurate data is essential for the identification of transportation safety issues and the development of strategies; for monitoring the success of the implemented measures. It is also useful when reporting back to elected officials and community members. Collision data is the most critical source of data; however, other sources of safety-related information include:

- Road user behaviour data, such as distracted driving, aggressive behaviours, seat belt use, and helmet use. This data would likely come from RCMP or ICBC;
- Demographic data (from census data and road user surveys);
- Traffic volume and travel distance data (by mode), from regional (Trip Diary) or local surveys (municipal household travel surveys);
- Infrastructure factors (road class/land use, intersection traffic control, cross-section);
- Enforcement data: traffic infractions (from RCMP);
- Conflict data: types and severity of near-misses (from video-based or expert conflict analysis); and
- Injury data from hospitals (to be provided by Fraser Health).

The Township receives collision data annually from ICBC and analyzes collision data in response to requests or in support of specific projects. There are challenges with the data sources. Most notably, ICBC data does not specify injury severity, and RCMP data covers only a subset of the collisions. Additionally, information about injury severity from RCMP reports does not always accurately reflect eventual outcomes. Both datasets may under-represent the active transportation user injuries, especially off-road or if no vehicle was involved (e.g. pedestrian falls, and collisions involving users of various micromobility devices).

Overcoming these issues will require improvements to data at the provincial level (RCMP, ICBC, Fraser Health, etc.), beyond the Township's jurisdiction. However, the Township can follow up with the data providers on an annual basis to address some of these issues and inform them of how the data is being used. Additionally, opportunities to utilize public health data should continue to be explored. In particular, with the focus on serious injury, trauma centre data may provide a more accurate assessment of injury outcomes. The Township should work with Fraser Health to explore joint initiatives to use health data in support of roadway injury prevention, and address longstanding issues regarding data privacy and compatibility. The cities of Vancouver and Kelowna and their health authorities can be contacted to discuss how they worked through these issues to obtain and make use of ambulance, hospitalization or trauma centre data.

Status		New	Cost
Implementation	Short Term	**Next Steps** • Discuss the existing data issues with ICBC and RCMP to address gaps and quality, including a more accurate understanding of injury severity and other contributing factors, and agree on ways to address these issues. (Ongoing) • Identify other data sources of transportation related injuries (including serious injury) in the absence of reliable collision data, including ongoing discussions with Fraser Health and other data providers. • Review other safety data that can be used to reflect safety performance, such as speeds, violations, and conflicts.	**$**
	Medium Term	• Conduct a pilot project with Fraser Health on the use of hospitalization data as a primary source of information on serious injuries.	**$**
Metrics		The adoption of a primary data source for measuring progress towards Vision Zero.The completion of pilot projects using other sources of data, both collisions and other indictors of safety.	
Lead		Township - initiating and continuing conversations.	
Support		ICBC, Police, Fraser Health, RoadSafetyBC, MOTT, and other partners	

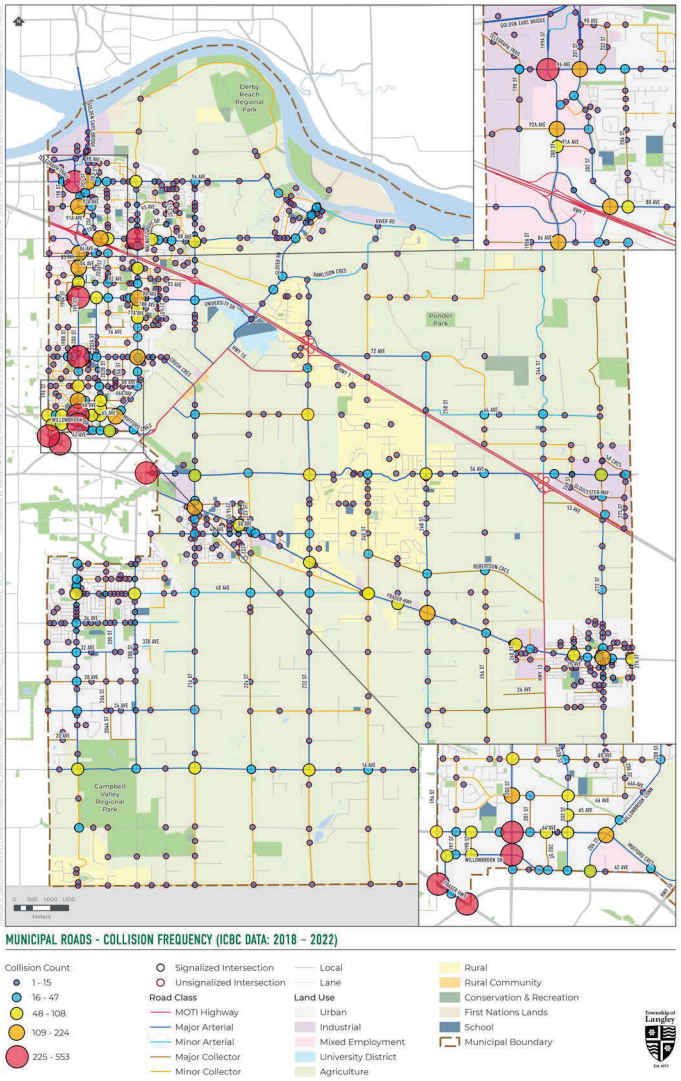
Action 1.2: Conduct Regular Network Screening and Safety Reviews

Description

Network screening refers to the analysis of a transportation network to identify locations (corridors, intersections, and other locations) where the greatest concentrations of collisions occur.

Several approaches may be used to complete this process, including accounting for the number and severity of crashes. The end goal is to identify where additional analysis is needed and to develop solutions to improve safe mobility. The TAC Guidelines for Network Screening of Collision Prone Locations contain best practices regarding network screening procedures. The traditional approach to network screening has focused on all collision-prone locations, regardless of collision severity. In contrast, the RSS and advanced network screening methods place an emphasis on more severe collisions, by converting collision history into risk-based numbers.

The Township has predominantly been conducting In-Service Road Safety Reviews based on specific projects and/or when requested. The Township can now use the results of the network screening analsysis completed as part of the RSS (**Section 2.3**) to idenitfy additional locations where conducting a safety review would be valuable and complete reviews on a more systematic basis. In-Service Road Safety Reviews can be done at the intersection and at the corridor scale. Corridor-level reviews provide more opportunities to identify and address both corridor wide and intersection safety issues and improvement measures. These safety reviews may be partially funded with support from agencies such as ICBC, and completing them can assist with requests for funding for implementing idenified mitagation measures.



ICBC Reported Collisions (2018-2022)

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Seek annual funding for regular screening, safety reviews, and a dedicated staff member to oversee these tasks. (Ongoing) • Conduct a network screening every 3-5 years and based on the results, identify 3-5 injury-collision prone intersections (or corridors containing several intersections) to review. (Ongoing) • Complete 3-5 intersection safety reviews (or one major corridor review) per year, using a Safe System Approach. Ensure reviews include “before” data collection, such as conflicts, speeds or violations. (Ongoing)	**$$**
	Medium Term	• Implement improvements at the injury-collision prone locations. (Ongoing) • Conduct an evaluation of the effectiveness of improvements every 3-5 years using collision data, or more frequently using other metrics. (Ongoing)	**$$**
Metrics		Reviews completed. Improvements implemented. Injury and fatality reductions at intersections and along corridors. Other metrics can include reductions in conflicts or speeds.	
Lead		Township	
Support		ICBC, RCMP, and other partners	

Action 1.3:
Conduct Planning and Design Stage Road Safety Audits on Major Projects

Description

A Road Safety Audit (RSA) is a formal examination of a transportation project, from a safety perspective, during the planning or design stage. It has been recognized that the earlier RSAs are conducted, the greater impact they can have on the overall safety performance of the project. Additionally, it is more cost effective to address safety issues before construction rather than after.

Conducting an RSA at the planning or design stage of projects has been adopted by MOTT and several municipalities across BC. Some have developed policies for conducting RSAs on projects of a certain size and complexity. Most RSAs identify several safety enhancements that could be made to the design before it is finalized. The TAC Canadian Road Safety Audit Guide is the most relevant reference document for conducting RSAs.

The Township has conducted RSAs in the past, with the support of ICBC staff. However, a formal policy for conducting and funding RSAs is not in place. Additionally, there are currently no clear Township guidelines listing the types, size, and complexity of projects that require road safety audits, and at what stages.

Safe System Assessments (SSAs) have recently emerged as an alternative to RSA, more aligned with Safe System principles and more explicitly considering speeds, each type of road user and management of conflict points. Information on Safe System Assessments can be obtained from publications of the U.S Federal Highway Administration or Austroads.

The cost of conducting RSAs and SSAs is a very small proportion of the project cost and typically provide significant value. The schedule of these reviews can be arranged such that they do not delay the project, and suggestions to mitigate issues in the design are to be appropriate to the stage of design.

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consider developing a policy for conducting an RSA and/or SSA based on the Safe Systems Approach (types of projects and at what stages). • Train Township staff in how to conduct or oversee an RSA and SSA. (Ongoing) • Pilot SSAs and evaluate outcomes.	**$**
	Medium Term	• Based on the results of the pilot, continue to conduct RSAs or SSAs on projects that meet the identified criteria based on the developed policy. (Ongoing)	**$**
Metrics		Number of RSAs or SSAs completed. Audit suggestions implemented in design. Reduction in casualties along improved intersection or roadway section (if applicable).	
Lead		Township	
Support		ICBC	

Strategy #2:
Manage Speeds on Township Roads

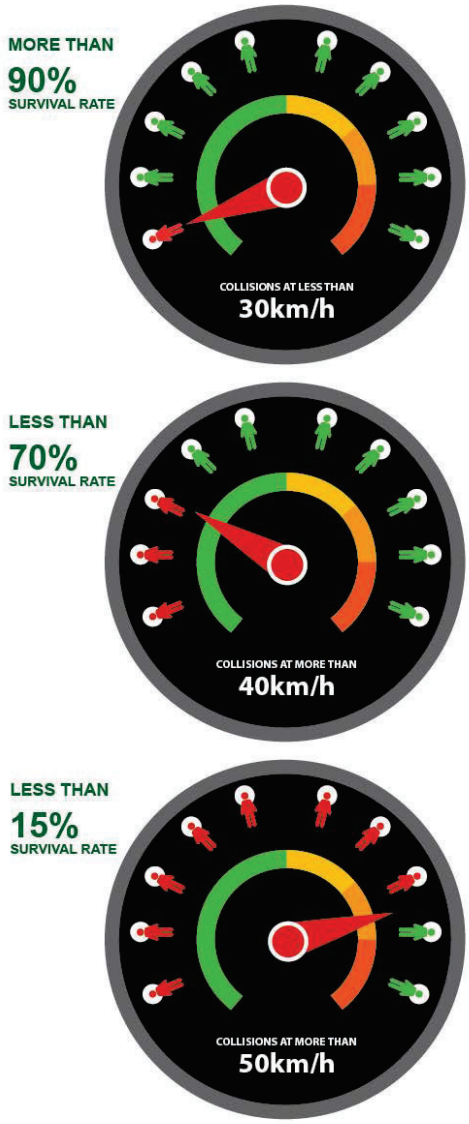
The relationship between speed and collision severity is well-documented. The higher the vehicle speed involved in a collision, the more likely it is to result in serious injury or fatality. Effective speed management can both prevent collisions and make them less severe.

Available ICBC collision data (2018- 2022) shows that 50% of reported collisions in the Township resulted in injury, which suggests that speed was likely a primary or secondary factor. Community members shared that they were concerned with speeding on Township roads.

Some of the Township's roads are flat and straight, the vehicle lanes are relatively wide, there can also be long distances between stoppages. These are factors which naturally result in higher vehicle speeds. Speed data reviewed as part of the TMS planning process indicated that several corridors have recorded motor vehicle speed that are higher than the posted speed limit. In the urban areas, high speeds combined with higher volumes of road users can result in injury-causing rear end collisions. High-speed right turning geometry at intersections and roads without designated walking and cycling facilities can compromise the safety of crossing pedestrians and cyclists.

The most sustainable way to achieve safer speeds is not by only changing speed limits, but by modifying roadway design features to make it more natural for drivers to travel at the target speeds and then posting speeds that are consistent with these designs. An effective speed management strategy consists of:

- Developing design standards that would result in lower operational speeds
- Posting clear speed limits that reflect target speeds
- Educating the public about the dangers of speeding, - such as the relationship between speeds and pedestrians facility risk
- Alerting motorists of their speeds in real time
- Conducting manual or automated speed enforcement if all the information and warnings are disregarded



Relationship between motor vehicle speed and pedestrian facility risk in a collision. (BC Active Transportation Design Guide)

Enhancing intersection treatments, including updating intersection designs and/or adjusting signal timing to manage corridor speeds can also be considered, some of these considerations are discussed more in **Strategy #3** and **#4**.

Action 2.1:
Update Design Standards

Description

Updating design standards to encourage lower speeds can be challenging. This is particularly true along roads that were formerly highways and when considering goods movement. The Township generally follows the design standards published in the TAC Geometric Design Guide for Canadian Roads (GDGCR) and the Province's British Columbia Active Transportation Design Guide (BCATDG). The Township's Subdivision and Development Servicing Bylaw was amended in 2019 to reduce travel lane widths and include improved active transportation infrastructure. Further updates to the Bylaw have been recommended as part of the TMS to further improve safety.

Urban Roads

The GDGCR recommends a lower end of 3.0 metres for motor vehicle lanes not expected to be occupied by trucks or buses. Reducing lane widths especially along collector and local roads and all roads where the speed limit is 50 km/h or less can be further explored, to reduce vehicle speeds and make more room available for bicycle lanes, sidewalks, and for a wider buffer or raised separation between vehicle and bicycle lanes. Additionally, taking opportunities to reduce design speeds to match target speeds along collector roads and some arterial roads can support achieving target speeds. Specific design changes for active transportation infrastructure are suggested in other strategies in the RSS.

Rural Roads

Opportunities to revise design standards in rural areas to improve safety outcomes include:

- Reallocation of space from a motor vehicle travel lane to the shoulder
- Providing roadside clear zones (e.g. utility pole relocation or protection where feasible)
- Use smaller design vehicles (e.g. fire truck or garbage truck) for non-truck routes, except to accommodate transit buses on arterial or collector routes
- Design features for people of all ages and abilities (e.g. ramp design) where curbs are provided

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consider additional changes to design standards, such as a smaller design vehicle, and additional multi-modal options for each roadway typology. • Implement updated design standards on new projects and prioritize corridors for retrofits to align with the new standards. (Ongoing)	**$$**
	Long Term	• Retrofit corridors to meet new design standards. Further refine design standards to improve safety on new projects. (Ongoing)	**$$$**
Metrics		Completed revisions to design standards. Reduction in serious injury and fatal collisions at modified locations.	
Lead		Township	

Action 2.2:
Pilot Safe System Speed Limits

Description

Safe System (or "survivability-based") speed limits represent a new philosophy towards setting speed limits, that is consistent with moving towards zero deaths and serious injuries. Traditionally, speed limits have been set based on the 85th percentile speeds (i.e. speeds that 85% of traffic was travelling less than or equal to) or using the TAC method (2009). With the Safe System Approach, speed limits consider human survivability, based on kinetic energy transfer.

Several municipalities across Canada have modified their approach to speed limits to consider survivability including Victoria, Saanich, and Rossland. Treatments on collector and minor arterial roads such as creating narrowings, speed tables, and signal coordination have been implemented to achieve further reductions. The City of Edmonton has achieved a 31% reduction in fatal and serious injury collisions on major roads in Edmonton when speed limits were lowered from 50 to 40 km/h. ICBC has found that speeding is the top contributing factor to vehicle crash fatalities in British Columbia.

Reduced speed limits are much more likely to be effective when implemented in conjunction with design changes along the roadways or at intersections along the corridor. In the City of Vancouver, several collector roads and some arterial roads have been reduced from 50 km/h to 40 km/h. Additionally, portions of some arterials in Abbotsford have been reduced from 60 km/h to 50 km/h.

Urban Roads

On urban roadways, pedestrians are likely to be present, particularly along bus routes or locations where there is commercial or recreational land uses such as parks. On higher-speed roads, speeds can be managed for pedestrian safety by providing sufficient crossing opportunities which can also result in slowing/managing speeds along the corridor (slows through traffic).

Rural Roads

On rural roadways, achieving survivable speed limits is more challenging, due to the rural land use and high operating speeds. However, reduced speed limits, supported by cross-sectional changes - can be adjusted where there is a high incidence of injury causing crashes.

Status		New	Cost
Implementation	Short Term	**Next Steps** • Conduct a Township-wide speed limit review. Identify arterial and collector roadways for speed limit changes. (This may be repeated and ongoing)	**$**
	Medium Term	• Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate. (Ongoing)	**$$**
	Long Term	• Evaluate effectiveness. (Ongoing) • Identify additional roadways and implement changes. (Ongoing)	**$$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions.	
Lead		Township	
Support		RCMP, Fraser Health	

Action 2.3:
Implement Slow Streets

Description

"Slow street" refers to reduced speed limits in residential areas that are consistent with speeds that are typically survivable for pedestrians – 30 km/h or 40 km/h. They emphasize walking and cycling without being at a significant risk of a collision with a vehicle.

As noted, reduced speed limits are much more likely to be effective when implemented in conjunction with design changes along the roadways or at the intersections along the corridor but can also have limited effectiveness where operating speeds are already low due to narrow widths, on-street parking and/or the presence of some traffic calming.

Traffic calming is an effective tool used to reduce vehicle speeds and lower traffic volumes, contributing to safer and more livable neighbourhoods. The Township has an existing Traffic Calming Policy. Traffic calming measures are selected based on the TAC Canadian Guide to Traffic Calming, and includes tools such as speed humps, speed cushions, raised crosswalks, raised intersections, curb extensions, chicanes, traffic circles, lane narrowing, signage and pavement markings, education, and enforcement.

In 2020, the City of Vancouver started implementing 30 km/h speed limits in 25 neighbourhoods and was supported by a speed hump program to further reduce speeds and other temporary and permanent traffic calming measures. The program received strong community support and was further expanded. In neighbouring Surrey, a Slow Streets Pilot was implemented in several residential communities in 2021, but its success was limited due to the lack of physical changes implemented.

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify potentially suitable neighbourhoods and initiate implementation of slow street projects in these residential areas, for Council to consider. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits. • Review and update (as needed) the Townships Traffic Calming Policy. • Implement improvements for active users, to benefit from the slower vehicle speeds	**$**
	Long Term	• Maintain ongoing communication with residents in slow streets project areas to ensure community feedback is obtained. (Ongoing) • Identify additional roadways and implement changes. (Ongoing)	**$$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions. Community support for changes.	
Lead		Township	
Support		RCMP, Fraser Health	

Action 2.4:
Enhance Speed Enforcement

Description

Speed enforcement aims to prevent drivers from exceeding the speed limit by penalizing those who do. This not only affects speed violators who get caught, but also those who see or hear that enforcement is occurring. The role of speed enforcement is sometimes controversial but has been shown to support safety outcomes. While safe and appropriate speed limits and self-regulatory tools such as narrower lanes or traffic calming can be effective and reduce our reliance on speed enforcement, enforcement remains essential where these physical measures are absent.

Urban Roads

On urban roads, speed enforcement can be more focused on corridor segments where a higher frequency or proportion of serious injuries and fatalities occur. Safe speeds are particularly important at the approaches to intersections. As a result, Intersection Safety Camera (ISC) enforcement can have a significant impact on intersection safety. Enforcement efforts can also be focused downstream of speed display devices to increase the effectiveness of these devices.

To help reduce the number of collisions at intersections, the RCMP, provincial government, and ICBC have partnered together to operate the ISC program. Through this program, the cameras help to deter drivers from running a red light. The cameras also can enforce speed limits.

Rural Roads

On rural roads, it is more challenging to enforce speeds across a vast network. Therefore, automated speed enforcement such as “average speed limits” – which are currently being piloted by the Province – may be considered. These measure speeds over a distance rather than at a specific point. ISCs are discussed again in Strategy 3.3 specific to intersection safety. These can be considered for locations with limited access points, intersections, and driveways.



RCMP enforcement

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Share network screening results with RCMP to focus enforcement efforts where injuries resulting from specific behaviours are more frequent. (Ongoing)	**$**
	Medium/ Long Term	• Work with the Province and ICBC to implement more speed enforcement at locations in the form of Intersection Safety Cameras • Advocate for automated speed enforcement camera installations at non-signalized intersections and at mid-block locations. • Follow the average speed limit technology pilot in BC, and if successful, advocate for the installation along injury-prone high-speed limited-access rural roadways in the Township. (Ongoing)	**$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions.	
Lead		Township	
Support		ICBC, RCMP, MOTT	

Strategy #3:
Enhance Safety at Urban Intersections

Intersections are the locations in a road network where two roadways meet, where vehicles are turning, and where many of the pedestrian and cyclist crossings are located. This connectivity is vital to the road network but requires that road users approach the same points in time and space, creating situations where they come into conflict with one another.

Data indicates that approximately 64% of collisions in the Township are on urban roads, based on RCMP data between 2013 and 2022. Of these, 80% are rear-end, right angle, and left-turn oncoming collision types, which suggests that they are taking place at intersections. Safety strategies and measures at intersections seek to:

- Separate critical movements in time
- Separate critical movements in space
- Increase compliance with the prevailing traffic control
- Warn users of the presence of the intersection and other users
- Slow traffic to safer speeds on the approaches and through intersections

Intersection treatments can be relatively cost-effective due to their limited footprint when compared to corridors treatments. They can target commonly seen collisions involving movements at each approach, including:

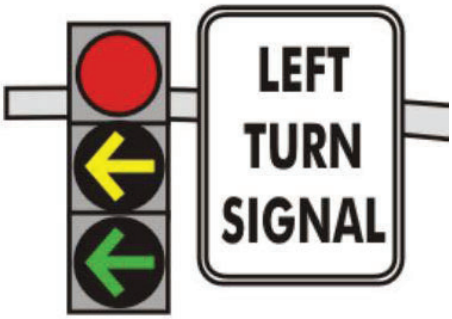
- Through vehicle collisions – right-angle collisions typically involve red light violations; rear end collisions typically occur due to high approach speeds, inattention, congestion, and lane changing.
- Left-turn collisions – these typically involve sight constraints, making the turn when the gap is inadequate, risky movements during the intergreen period, or inadequate attention to crossing pedestrians.
- Right-turn collisions – these are typically related to right-turn speeds, and divided attention at red lights between oncoming traffic from the left and pedestrians on the right. They also often occur within channelized right-turn roadways.

While there are other contributing factors to these collision types (which can be revealed during in-service safety reviews), the following actions have been developed to address the typical contributing causes. It is important to note that there are additional actions under **Strategy 4** (rural intersections) and **Strategy 5** (vulnerable road users) that identify other intersection treatments that can improve safety at urban intersections. While the actions have been broken down by strategy area, treatments identified at urban intersections may be considered at rural signalized intersections and vice versa. Intersection treatments identified to enhance safety for vulnerable road users (**Strategy 5**) can be considered at intersections throughout the Township.

Action 3.1:
Enhance Left-Turn Treatments

Description

Left-turn related collisions are one of the top collision types in the Township, this includes reported left-turn collisions involving a pedestrian. There are several proven treatments that can address these collision patterns at urban signalized intersections.



Protected-only left turn signal



Left-turn calming (City of Toronto)

- Protected-only left-turn (POLT) signal phasing means that left turns proceed only when the opposing stream of traffic is stopped by the intersection signal. This phasing eliminates the need for left-turning drivers to judge gaps in opposing traffic. This phasing is particularly helpful when opposing through-traffic speeds are high and where there are more than two opposing lanes. The Township installs left-turn phasing based on the TAC Manual of Uniform Traffic Control Devices for Canada (MUTCDC). However, with the adoption of Vision Zero, they can be prioritized at locations with a higher frequency of serious injury and fatality collisions. Some municipalities reported injury reductions of over 90% following conversion to POLT. Some implementations may require extending or doubling left-turn lanes.
- Left-turn Calming (sometimes referred to as “centre-line hardening”) is a recent treatment in response to high-speed left turns at wide intersections where drivers are pre-occupied with the high-workload task of judging oncoming traffic in multiple lanes and accelerate during the left-turn before checking for pedestrians crossing the departure leg. Left-turn calming strips on the exit leg can help control both left-turn speeds and their path, while still allowing trucks to move over them if needed. Maintenance requirements and public education should be part of the implementation strategy.

Other left-turn treatments include:

- Providing left-turn lanes where they are absent
- Providing an additional left-turn lane or extending an existing left-turn lane where needed to prevent lane spillage
- Aligning left-turn lanes with a positive offset to enhance visibility of oncoming traffic

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review and update (as needed) the Township's current process for installing protected-only phasing. • Screen the network for other candidate locations. (Ongoing)	**$**
	Medium Term	• Implement left-turn treatments at a selection of candidate locations. (Ongoing) • Evaluate the effectiveness of the treatments by conducting a before-and-after study of locations in the Township where protected-only left-turn phasing, or other treatments, have been installed. (Ongoing)	**$**
	Long Term	• Develop a program and secure funding to implement left-turn treatments annually, at the locations with the highest potential for improvement.	**$$**
Metrics		Reduction in left-turn serious injury and fatal collisions.	
Lead		Township	
Support		Emergency Services, BC Trucking Association, TransLink	

Action 3.2:
Enhance Right-Turn Treatments

Description

Rear-end collisions represent the most common injury collision type in the Township. Typically, a proportion of rear-end collisions occur at right-turning lanes, when vehicles stop to turn right and following vehicles collide with stopped vehicles. These incidents are an indicator of the right turn geometry being incompatible with the traffic control, for example, yield control for wide turning geometry. In addition, right-turn movements are the most common turning movement involved in collisions with pedestrians. Drivers of a right-turning vehicle proceeding on a red signal are often pre-occupied with looking to the left for traffic and may be accelerating to accept a gap while a pedestrian is crossing.

By reducing the right-turn radius and creating a “smart” right-turn channel with a more compact right-turn island, right-turn speeds are reduced, and sight lines are improved. Pilot projects in the City of Edmonton and other jurisdictions have been found to reduce related collisions by 75%.



Smart right turns (City of Kelowna)

Other treatments to reduce right-turn speeds and conflicts with vehicles and pedestrians include the following.

- **Protected intersections:** Protected intersections include design features that minimize conflicts between drivers and vulnerable road users (additional details about protected intersections can be found in **Action 5.2**.
- **Right-turns-on-red restrictions:** This can eliminate conflicts with pedestrians. Lost capacity for right-turn vehicles can be restored at some locations with a dedicated right-turn signal.
- **Leading Pedestrian Intervals:** As discussed more in **Strategy 5** (**Action 5.1**), this can address collisions with right-turn vehicles on green.
- **Reconfiguration or removal of channelized right-turn lanes:** Removing right-turn channels with a reduction in corner radius can improve safety for people walking and cycling by reducing vehicle turning speeds and the number of conflict points with vulnerable road users. Where removal of the channelized right turn lane is not feasible based on intersection geometry and operational constraints, another option is to redesign the channel as a ‘smart channel’.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Screening the road network for locations where right-turn injury collisions (involving vehicles or pedestrians) are most common. (Ongoing) • Develop or adopt a “channelized right-turn removal or reconfiguration” policy and design that enhances safety, while accommodating trucks along truck routes and being fully accessible. • Develop a warrant system for the application of the right-turn treatments. • Pilot the application of a “smart channel”.	**$$**
	Medium/ Long Term	• Evaluate the effectiveness of right-turn treatments. (Ongoing) • Implement right-turn treatments at a few locations each year, subject to funding approval for design and construction. (Ongoing)	**$$**
Metrics		Reduction in right-turn injury and fatal collisions. Reduction in right-turn speeds and yielding.	
Lead		Township	
Support		Emergency Services, BC Trucking Association, TransLink	

Action 3.3:
Expand Intersection Safety Enforcement

Description

Side-impact collisions are the second most common injury collision type in the Township, based on ICBC data. This collision configuration consists mostly of through vehicles from perpendicular approaches, i.e. right-angle collisions. These are most common at signalized intersections. While various engineering interventions can be taken, red-light running persists. Some motorists are unwilling to wait for an extra signal cycle, or they are inattentive or distracted from observing the traffic control. Collisions resulting from red-light running often result in injury, including serious injuries and fatalities.

The provincial government, RCMP, and ICBC have partnered together to operate the Intersection Safety Camera (ISC) program. Through this program, there are currently 140 cameras in 26 communities across the province to deter drivers from running a red light. The cameras are placed at intersections based on the type, severity, and frequency of crashes at that location. ISCs that issue tickets for red-light violations are a proven countermeasure, with some studies claiming a 30% reduction in injury or fatalities in right-angle collisions at signalized intersections.

While there are currently four cameras in the Township, there may be opportunities for the Township to work more closely with its partners to justify the installation of additional cameras in the Township, particularly where collisions are resulting in serious injuries and fatalities. Given public sentiments around enforcement, it is also critical to demonstrate the safety benefits of the existing ISC installations in the Township.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Screen and review the network for locations with a high frequency of side-impact or right-angle injury collisions at signalized intersections and identify possible causes of right-angle collisions. (Ongoing) • Initiate formal discussions with ICBC and the Province for the installation of additional ISCs on Township roads, including the ability to enforce speed on green where speeds are also an issue. • Work with partners to identify 1-2 locations for the installation of ISC, and work with ICBC to conduct before-and-after studies.	**$**
	Medium/ Long Term	• Continue to screen the network every 2-3 years for locations with right-angle casualty collisions and advocate for additional ISC camera locations. (Ongoing) • Work with partners to develop an annual program for ISC installations and agree on criteria for the removal of existing cameras. (Ongoing)	**$$**
Metrics		Reduction in serious injury and fatality right-angle collisions at signalized intersections. Reduction in speeds through intersections.	
Lead		Township, ICBC, MOTT	



Strategy #4:
Enhance Safety at Rural Intersections

Approximately, 30% of casualty collisions in the Township occur in rural areas. A significant proportion of the collisions in rural areas occur at intersections and involve vehicles at stop-controlled approaches crossing a roadway with higher speed traffic. However, the intersection traffic control may also be more wide-ranging, from uncontrolled to signalized, or roundabout controlled. Similar to urban intersections, safety strategies and projects at rural intersections seek to:

- Separate critical movements in space or provide adequate gaps.
- Warn users of the presence of the intersection.
- Provide consistency in the selected traffic control.
- Increase compliance with stop-control.
- Slow traffic to safer speeds on the approaches and through intersections

Site visits to rural and suburban intersections revealed wide intersection geometries at several locations, higher motor vehicle speeds, a mixture of traffic control along the same corridor and poor stop compliance (primarily rolling stops). The recommendations under this strategy focus on mitigating the safety issues identified at rural and suburban intersections.

It is important to note that some of these recommendations can also be considered in the urban context where similar issues exist. The specific treatments recommended will depend on the collision types and findings of reviews and studies. The strategies here have been identified to address the typical contributing causes. The following section identifies specific strategies that can supplement current efforts in enhancing safety on rural roads and intersections.

Action 4.1:
Prepare a Traffic Control Toolbox for Rural Intersections

Description

In rural areas, distances between intersections are typically longer compared to urban areas, and there is a lower level of expectation of each intersection. Therefore, it is critical that traffic controls are provided that align with expectation, support high rates of stop compliance, and require safe speeds. The Township primarily uses the MUTCDC for guidance regarding the use of stop control configuration and the deployment of flashing beacons. It is suggested this practice be supplemented by considering:

- If there is a significant number or proportion or right-angle or side-impact collisions at an intersection and if traffic volumes are the same order of magnitude on perpendicular approaches, a four-way stop may be considered. Research suggests that four-way stops are associated with a much lower risk of severe collision than two-way stops. This is because it is much less likely for a driver at a four-way stop to run a stop sign than it is for a driver at a two-way stop to accept an inadequate gap. A gap availability study could be conducted prior, to confirm that the pattern could be corrected by a four-way stop. Warning measures are needed in advance of a stop-controlled approach that was previously uncontrolled.
- Overhead flashing beacons can be used as a proactive device rather than a reactive device. They should be installed consistently, where the intersection may be less visible or on the approach where there is a lower expectation of stopping.
- Other devices that are much more conspicuous (such as signs with LED borders or reflective posts) or more directly within the driver's view (such as median-mounted stop signs) or stop control enforcement can be considered where traditional tools have not addressed crossing collision patterns.



2 way stop-controlled intersection in the Township of Langley

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review and identify a range of stop-control treatments for rural intersections based on MUTCDC and other guides. Identify treatments for use in the Township and a consistent approach for location identification. • Develop a hierarchy for levels of stop-control treatment based on collision history and Safe System principles.	**$**
	Medium/ Long Term	• Test all-way stop-control conversions and enhancements at collision-prone locations and evaluate effectiveness. This would only be considered at locations where the collision history and types of collisions may be mitigated through this type of measure. (Ongoing) • Depending on the results of the test applications, consider expanding the use of the most effective stop-control options and devices at more locations. (Ongoing)	**$$**
Metrics		Reduction in serious injury and fatal right-angle collisions at stop-controlled intersections.	
Lead		Township	

Action 4.2:
Explore Opportunities to Implement Roundabouts Where Feasible

Description

A modern roundabout is a circular intersection in which vehicles travel counterclockwise around a central island. Vehicles entering the roundabout yield to traffic circulating within the roundabout. As roundabouts have fewer conflict points and traffic speeds are slower than within a traditional intersection, roundabouts tend to be a safer intersection treatment. The benefits of multi-lane roundabouts are slightly less pronounced than single-lane roundabouts, due to the more frequent conflict points, complexity, and crossing distances.

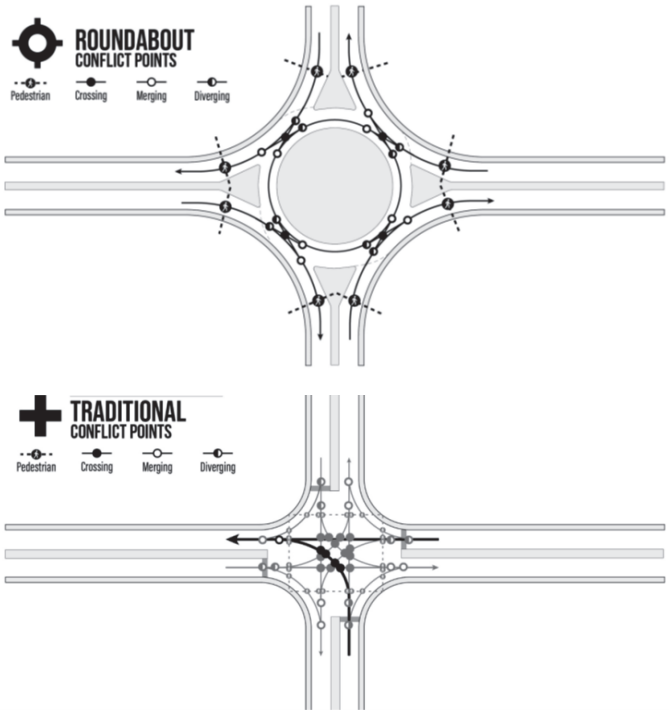
The Township has implemented two roundabouts in rural areas on its roads and has coordinated with the Province on additional highway installations. While the before-and-after safety performance has not been evaluated, anecdotal evidence suggests that both roundabouts have had a positive safety benefit.

The Township does not have an official policy (such as a “roundabout-first” policy) on the conversion of stop-controlled or signalized intersections to roundabouts. The appropriateness of a roundabout is reviewed on a case-by-case basis. Roundabouts are a very good option where other stop-control enhancements (**Action 4.1**) have not had the desired impact.

It is understood that roundabouts typically have a larger footprint and may require land acquisition and Agricultural Land Commission approval. They may also require environmental review and mitigation, underground utility improvements, and drainage and stormwater improvements. They can also create challenges for trucks, emergency vehicles, pedestrians, cyclists, and people with disabilities including sight loss; however, effective designs can mitigate several of these issues. Finally, intersection operations need to be reviewed to ensure that queueing on some approaches does not extend to other conflict points or increase the rear-end collision risk. If these issues and their significant costs can be overcome, roundabouts can offer significant safety benefits.

Note that very few multi-lane roundabouts have been implemented in BC as the safety benefits of a roundabout diminishes and the land implications and costs increased. A roundabout first policy may be appropriate for single lane roundabouts where the two intersecting roads only have or are only planned to have two lanes.

Public education regarding the use of roundabouts will be required as part of their implementation. While roundabouts may be new for some road users, they typically become accustomed to them relatively quickly and start realizing the safety benefits.



Conflict points at a Roundabout vs Traditional Intersection (Source: A Safe System-Based Framework and Analytical Methodology for Assessing Intersections, FHWA, 2021)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review the safety and operational impacts of the existing two roundabouts in the Township. • Consider developing a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural intersections. Such a policy should consider the factors where roundabouts may or may not be appropriate, using industry leading guidance from TAC, the Federal Highway Administration, Austroads, and others. • Screen and identify candidate intersections or corridors for roundabout conversions (or a system of roundabouts in the case of corridors). (Ongoing) • When reviewing and upgrading intersections, review roundabout feasibility. (Ongoing)	**$$**
	Medium/ Long Term	• Implement roundabouts at collision-prone intersection locations, where feasible. (Ongoing)	**$$$**
Metrics		Reduction in serious injury and fatal right-angle collisions at stop-controlled intersections.	
Lead		Township	
Support		ICBC, Fraser Health	

Action 4.3:
Implement Access Management and Alternative Designs

Description

At some unsignalized intersection and driveways, it was observed that drivers are undertaking high-risk maneuvers to cross oncoming traffic. This can result in severe side-impact collisions, particularly along high-speed roads or at intersections where adequate sight distance is not provided or movements from a cross-street are unexpected. In these cases, safety can be improved by:

- Addressing sight line issues
- Providing right-in/right-out access
- Consolidating driveways

Many of these cross-streets are relatively minor and do not warrant traffic signals. Turn restriction signs are generally ineffective as they do not remove problematic conflict points. Therefore, alternative designs options can be considered that physically prevent these movements. This could consist of providing delineation systems, or physically closing driveways or minor cross streets where alternative access is available. Other designs could allow critical movements while restricting other less critical movements.

The Township's Subdivision and Development Servicing Bylaw provides the Township with the authority to require features that can enhance safety, such as acceleration/deceleration lanes, and they can place restrictions on the number of driveways and access points to a development. These treatments can be supplemented by other conflict management features (e.g. restricting crossing movements), speed management features (such as tighter curb radii), and protections for active users.

Reducing or consolidating existing access points and driveways would require consultation with residents or business owners that may be impacted. Also, in some cases an alternate route may need to be identified to provide safer access to and from the property or neighbourhood.



Example of using flexible delineator posts to restrict intersection movements (arlnow.com)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify collision-prone unsignalized intersections and conduct SSAs. (Ongoing) • Update access management hierarchy - from restricting only the riskiest movements to providing alternative designs or a full closure or consolidation with other access points.	**$**
	Medium/ Long Term	• Work with landowners to address issues and discuss alternative access. (Ongoing) • For new developments, enforce bylaws that limit left-turn and through movements to/from driveways across major roadways. (Ongoing)	**$**
Metrics		Reduction in serious injury and fatal collisions at driveways and minor cross-street intersections.	
Lead		Township	

Strategy #5:
Protect Vulnerable Road Users

Vulnerable road users – including people walking, cycling, motorcycling, or using another type of small micromobility device – are more likely to be killed or seriously injured when a collision occurs. Vulnerable road users not only lack the protection that drivers and passengers in an automobile enjoy but take longer to reach their destination and are also subject to falling.

In the Township, according to ICBC, collisions involving vulnerable road users accounted for 6% of the total collisions. The majority of vulnerable road user collisions involved pedestrians. The proportion of users involving scooters and other mobility devices was not evident from the data fields reviewed and would require a detailed review of police narrative descriptions. However, the Township also receives complaints of incidents in which e-kick scooter and e-bike users operating on multi-use paths and sidewalks at high speeds coming into conflict with pedestrians and other users.

Vulnerable road user safety strategies aim to:

- Provide protected signal phasing for vulnerable road users.
- Provide safer facilities for vulnerable road users.
- Provide greater warning to both vulnerable road users and drivers in advance of conflict points.
- Accommodate mobility, sensory and cognitive limitations (i.e. full accessibility).
- Lower vehicle speeds in the vicinity of vulnerable road user facilities.
- satisfy the persisting demand for active transportation that increased during the 2021 pandemic.

The Township has undertaken several initiatives to support vulnerable road user safety, including:

- Extending crossing times at signalized intersections
- Providing leading pedestrian intervals
- Filling in gaps in the sidewalk network
- Providing Pedestrian Countdown timers
- Installing Rectangular Rapid Flashing Beacons (RRFBs)
- Providing protected bicycle lanes

The following section identifies actions that can supplement current efforts in enhancing safety for vulnerable road users.

Action 5.1:
Provide Leading Pedestrian Intervals

Description

Based on ICBC data, approximately 3% of casualty reported collisions in the Township involve pedestrians. Most of these occur at signalized intersections and specifically involve left-turn or right-turn vehicle movements.

Leading pedestrian intervals (LPIs) help to reduce conflicts between turning vehicles and pedestrians or cyclists crossing the intersection. They do so by allowing pedestrians to begin their crossing before vehicles are permitted to enter the intersection. This increases their visibility because they are already in the intersection when drivers begin to move. It also reduces conflicts with pedestrians crossing turning vehicles. Research suggests that LPI's can lead to a reduction in pedestrian/turning motor vehicle collisions.

The Township has implemented LPIs around some schools and shopping centres, they have also been considered at other locations.



Example of Pedestrian Location with a Leading Pedestrian Interval (https://polara.com/guide/leading-pedestrian-intervals)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Evaluate impacts on LPIs at all locations where they have been installed. (Ongoing) • Adopt or develop criteria for the installation of LPI, which should include collisions, pedestrian volumes, and vehicle turning volumes. • Identify signalized intersections with a high frequency of collisions between turning vehicles and pedestrians. (Ongoing) • Implement LPIs at select locations. (Ongoing)	$
	Medium/ Long Term	• Evaluate effectiveness of all new LPI installations. (Ongoing) • Consider additional installations. (Ongoing)	$
Metrics		Reduction in serious injury and fatal collisions on crosswalks with LPI. Reduction in conflicts on crosswalks with LPI (in the interim).	
Lead		Township	

Action 5.2:
Provide Protected Intersections

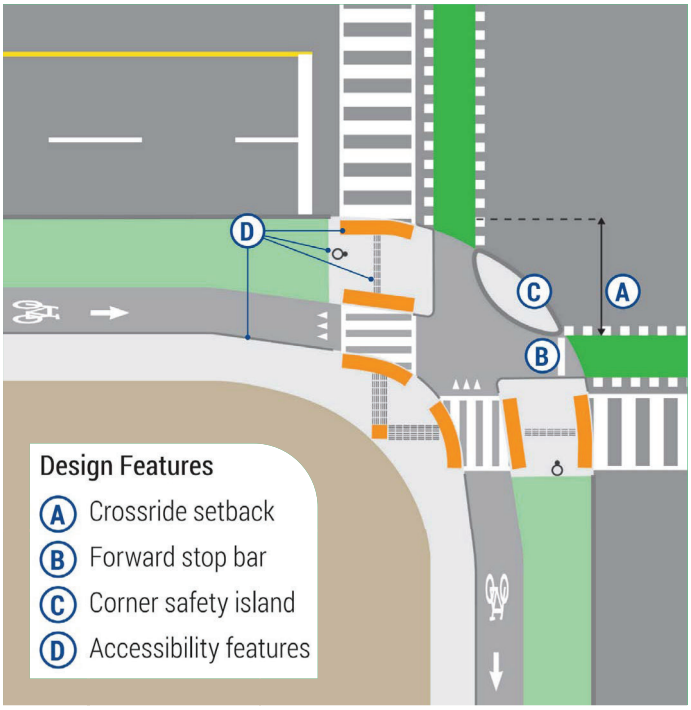
Description

A protected intersection is designed to make it safer for vulnerable road users, which includes people on bicycles and pedestrians, in the approach to and when crossing an intersection. This is achieved by shortening crossing distances, reducing exposure, increasing visibility, and improving yielding behaviour by motor vehicle drivers. Although a protected intersection consists of several interacting design elements, the most important are:

- Crossride setback, or the lateral offset from the motor vehicle lane to the bicycle crossride, which enables better sightlines and allows more time for drivers to stop for pedestrians and people on bicycles.
- Forward stop bar, which places people on bicycles who are waiting further ahead than motor vehicles, improving the visibility of people on bicycles and reducing potential for conflicts at the start of the signal phase.
- Corner safety island, which separates and protects the bicycle and pedestrian space from the roadway at the corner.
- Integrated accessibility features to facilitate safe crossing by vulnerable road users.

The elements of a protected intersection are shown here (from City of Ottawa's *Protected Intersection Design Guide, 2019*). There are other elements that can be present at protected intersections but that are not required, such as bicycle signals.

The Township can consider piloting a protected intersection at one of its intersections along a corridor where pedestrian and cyclist volumes are high, where it can be accommodated with the existing right of way; otherwise, additional road space and redesign may be needed. However, it may require that some left-turn movements be fully protected and that two lanes be provided for left-turn or right-turn movements, to maintain the existing cycle length. Where these cannot be provided, LPIs or right-turn on red restrictions may have to be considered. Large vehicle turning movements can be accommodated using aprons where appropriate.



Example of Protected Intersection (City of Ottawa)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify candidate locations for piloting a protected intersection (new or retrofit projects). • Conduct an in-service review of the candidate location(s) to fully understand the use by different modes, operations at all the conflict points, and the collision history.	**$**
	Medium/ Long Term	• Design and construct, where feasible, protected intersections as part of cycling and active transportation projects. (Ongoing)	**$$$**
Metrics		Reduction in vulnerable road user collisions at the intersection. Reduction in overall casualty collisions at the intersection.	
Lead		Township	

Action 5.3:
Enhance Motorcycle Safety

Description

Motorcycles are inherently the most high-risk form of travel. This is due to a combination of their high speeds, the lack of protection in the event of a collision (e.g. crash crumple zones of vehicles), and their visibility to other road users (difficulty for other road users to see motorcyclists and to judge their approach speeds and distances). There were 5 ICBC reported fatal collisions between 2018 and 2022 involving motorcyclists on Township roads. There was one RCMP reported collision between 2013 and 2022 (Figure 11). Collisions involving motorcyclists are more likely to lead to fatalities and serious injuries than other modes.

The Township currently has no specific programs or activities related to motorcycle safety, but partners such as ICBC and RCMP do have targeted education and enforcement campaigns throughout the province. While the issues around motorcycle safety cannot be fully addressed given the inherent risks, they can be alleviated with a combination of more education, enforcement, engagement, and more explicit consideration in engineering studies.

- **Education:** More messaging to the public regarding the risks of motorcycling, the need to watch out for them on the roads and how to share the road safely with them.
- **Engagement:** Increased engagement with motorcyclists through motorcycle clubs and events and using training resources provided by private companies that work with them. These resources include what to do at the scene of a collision, which supports the “post-crash” element of the Safe System.
- **Enforcement:** Ensure that motorcycle helmets in circulation meet regulatory standards and are being worn properly. Target motorcycle behaviours that may be unsafe, such as speeding and lane splitting.
- **Engineering:** Ensure that road alignment and geometric design consider the visibility, maneuvering and surface condition requirements of motorcyclists, and that roadside treatments do not snag or worsen the impact of loss of control crashes. At locations where there is an over-representation of collisions involving motorcycles, conduct motorcycle safety reviews.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consult with other road safety partners (ICBC, RCMP, TransLink, MOTT) on the merits and viability of a KAP survey. • Assist road safety partners in the following: ◦ Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association and the Traffic Injury Research Foundation. ◦ Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture. ◦ Share the results with agency partners to support the identification of mitigation measures.	**$**
	Medium/ Long Term	• With the development of motorcycle safety programs in other cities, review successes in other jurisdictions and identify programs to adopt for the Township. • When collisions involving motorcyclists result in serious injuries or fatalities, conduct post-collision reviews of the location.	**$**
Metrics		Reduction in collisions involving motorcyclists. Reduction in serious injury and fatal collisions involving motorcyclists.	
Lead		RCMP, ICBC, external organizations including motorcycling clubs	
Support		Township	

Action 5.4:
Encourage More Transit Use

Description

Public transit is a critical part meeting the needs of the existing and future Township transportation system and provides an affordable, safer and more equitable transportation choice. Research has consistently shown that public transit is the safest form of travel.[1] While bus transit services in the Township are managed by TransLink and operated by the Coast Mountain Bus Company (CMBC), the Township is responsible for providing amenities at bus stops such as benches, shelters, and lighting. Additionally, the Township works with TransLink and CMBC to advocate for changes to improve service coverage and access to transit services.

There are several bus routes in the Township. However, there are no special transit priority measures – dedicated bus lanes or signal priority through intersections. There is also limited transit service during evenings and weekends and no access to some important destinations. Currently, transit mode share in the Township is approximately 3% (Statistics Canada, 2021). Through the TMS Community Survey #1, transit was identified as the highest priority form of transportation to accommodate the Township's growing transportation and mobility needs.

Increasing transit ridership can significantly reduce collisions and injuries in the Township, as long as:

- Connections to transit (such as improved sidewalks, bikeways, crosswalk locations, park and ride facilities) are safe, and
- Transit reliability and priority measures (such as increased service, dedicated bus lanes and traffic signal priority) can be expanded.

The Township, in conjunction with regional partners, is planning for significant transit initiatives such as the SkyTrain along Fraser Highway and the planned Langley-Haney Place Bus Rapid Transit (BRT) line along Willowbrook Drive, 200 Street Corridor, 86 Avenue, 201 Street and 202 Street. The impending increase in transit frequency and reliability and the proposed densities near transit will significantly change how Township residents are able to travel, live, and access services, amenities, and employment opportunities. The TMS is well timed to proactively plan these areas in a way that creates integrated multi-modal communities.

1 Safer Than You Think! Revising the Transit Safety Narrative. Todd Litman. Victoria Transit Policy Institute, April 8, 2025

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Continue to upgrade bus stop accessibility and amenities and ensure bus stops are connected to the surrounding walking and cycling network. (Ongoing) • Implement transit priority through signalized intersections where buses are significantly delayed. (Ongoing)	**$$**
	Medium/ Long Term	• Advocate for transit services to areas where they are currently lacking, and during times that are currently not covered. • Ensure that adequate connections from Willoughby, Willowbrook, Murrayville, and Brookswood/Fernridge Communities to the new SkyTrain stations at Willowbrook and in Langley City Centre. • Ensure adequate connections in Willoughby, Willowbrook and Walnut Grove to future BRT stations.	**$$**
Metrics		Reduction in total serious injury and fatal collisions.	
Lead		TransLink	
Support		Township	

Action 5.5:
Monitor Safety of Electric Micromobility Devices

Description

Micromobility includes a variety of personal or shared mobility devices, including e-bikes, skateboards, scooters (electric and manual), rollerblades, etc. Electric micromobility devices, also referred to as e-micromobility devices, include e-kick scooters and electric bicycles (e-bikes).

According to research, e-micromobility mode share in Metro Vancouver quadrupled between 2019 and 2023, driven by the growing presence of personal and shared e-bikes and e-kick scooters.[2] The study also found that the average speeds on off-street cycling facilities and multi-use paths increased by 2 km/h during this period. The combination of the presence of more e-micromobility devices and increased speeds introduces new road safety challenges mentioned below.

- **Comfortable passing widths and speeds on infrastructure:** Due to the varied sizes and speeds of e-micromobility devices, there may be infrastructure design challenges when considering comfortable passing and side-by-side riding.
- **A lack of collision and injury data:** Despite the uptake in e-micromobility, there is a significant gap in collision and injury data involving e-micromobility devices due to a lack of complete, consistent, and reliable data, underreporting in hospital charting, and variability in diagnostic coding practices.[3]
- **Rider behaviour and education:** As e-micromobility devices are relatively new, riders may be unfamiliar with safe riding practices or municipal traffic bylaws.

The BC Electric Kick Scooter Pilot Project enables the operation of legal e-kick scooters throughout participating municipalities:

- On roads with a speed limit of 50km/h or less, e-kick scooters must use a designated cycling lane if one is available or stay as far right as practicable
- On roads with a speed limit above 50km/h, e-kick scooters can only operate in a designated cycling lane

The Township currently has no specific programs or activities related to e-micromobility safety. However, partners such as Fraser Health and community organizations have targeted initiatives. E-micromobility safety can be supported via a combination of more education, enforcement, and more explicit consideration in engineering studies. As e-kick scooters and other e-micromobility devices continue to involve, there needs to be greater consideration about how to safely integrate them into mobility system and network.

- **Education:** More messaging to the public about how to safely operate e-micromobility devices.
- **Engineering:** Ensure that road alignment and geometric design consider the operational characteristics of e-micromobility devices. The increased presence of e-micromobility devices may also impact preferred facility width and user separation considerations.
- **Enforcement:** Target e-micromobility behaviours that may be unsafe such as double-riding, not wearing a helmet, and sidewalk riding.

2 *Bigazzi, A., & Hassanpour, A. (2024). Four-Year Trends of Personal Mobility Devices in Metropolitan Vancouver: The Evolution of Mode Shares, Speeds, and Comfort in Off-Street Paths.*
3 *Wong, E. & Yau, B. (2025). Electric micromobility devices: Balancing safety with sustainability.*

Status		New	Cost
Implementation	Short Term	**Next Steps** • Partner with Fraser Health, RCMP, and MOTT to support broader micromobility data collection and evaluation, with a focus on e-micromobility devices related to safety and enforcement. • Engage with partners to explore opportunities to support e-micromobility education campaigns and activities. • Continue to work with MOTT to support legislative changes to accommodate the safe use of micromobility devices.	$
	Medium/ Long Term	• With the development of e-micromobility safety programs in other cities, review successes in other jurisdictions and identify programs to adopt for the Township. • When data is available, for collisions involving e-micromobility that result in serious injuries or fatalities, conduct post-collision reviews of the location.	$
Metrics		Reduction in collisions involving e-micromobility devices (when data is available) based on severity (serious injury and fatal collisions). Number of e-micromobility safety courses delivered and number of participants. Number of citations or warnings issued related to micromobility violations. Change in observed compliance rates (e.g., helmet use, sidewalk riding).	
Lead		Township – initiating conversations	
Support		Fraser Health, ICBC, RCMP, MOTT, external organizations including community groups such as HUB Cycling	

Strategy #6:
Facilitate a Culture of Transportation Safety

The community engagement for the TMS highlighted common safety related themes including:

- The occurrence of unsafe driving and speeding
- The need for more enforcement and education

The prevalence of such behaviours speaks to an opportunity to nurture and change transportation safety culture in the Township. Safety culture refers to the shared belief system of a group of people, which influences road user behaviors and stakeholder actions that impact traffic safety. Road user behaviors include actions that influence crash risk and crash severity. The transportation system is a shared system and to achieve a target of zero fatalities and serious injuries, it is necessary to create a culture that prioritizes safety, encourages safe road user behavior, and facilitates cooperation among stakeholders and agency partners. The way society values transportation safety will determine our ultimate success. Speeding, aggressive driving, impaired driving, distraction, and not wearing a seat belt are leading causes of injury and fatal collisions. Each of these is a deliberate behavior and such decisions can be changed with the right approach.

Changing culture and providing for safe mobility is a shared responsibility, and various organizations work diligently to address road safety within their own mandates, including different Township departments, the Province, RCMP, ICBC, Fraser Health, various advocacy groups, and others. Each partner organization brings specific mandates, expertise, perspectives, and ability to reach different segments of the public. Many partners already have programs in place for addressing various driver behaviours and continue to enhance these efforts. They were also involved in the development of the RSS.

While changing beliefs is difficult and could take years, it is necessary to start now to start seeing the results within a few years. No municipality is likely to achieve zero serious injuries and fatalities without this cultural transformation. Some efforts have been focused on younger members of the community (children and youth), as it is less challenging to influence beliefs and habits at a younger age. It is important to start these efforts well before driver licensing, since young drivers are over-represented in injury and fatality collisions.

The following actions can help build a positive safety culture.

- Work with and support the efforts of partner organizations that develop and deliver road safety campaigns.
- Review the Township's employee policies to ensure that it is continually updated to reflect best practices. Require key partners and vendors to follow similar policies.
- Assess the transportation safety culture among Township residents through a series of surveys and public engagement activities.
- Use survey results to understand the beliefs and attitudes that lead to risky behaviours.
- Develop strategies, including a social marketing campaign, in response to these beliefs and attitudes.

The following section identifies specific strategies that can supplement current efforts in building safety culture in the Township.

Action 6.1:
Work with Partners to Address Unsafe Behaviours

Description

Based on research, the most common behaviours that contribute to fatal and injury collisions are as follows:

- Distraction/inattention
- Following too close
- Unsafe lane changes
- Speeding and aggressive driving
- Alcohol or drug Impairment
- Fatigue

Various partners have programs for each of these behaviours, including ICBC, RoadSafetyBC, RCMP, BCAA, Preventable, Mothers Against Drunk Driving (MADD) and others. The multi-sector road safety BC Road Safety Calendar focuses on public awareness and education for various issues. The Township currently participates in some of these campaigns. Closer coordination with partners, including the use of injury collision data and community engagement results related to these efforts can help to strengthen these campaigns to have a greater impact on residents and workers in the Township.



ICBC Distracted Driving Education Campaign

Status		Enhance	Cost
Implementation	Short Term	**Next Steps** • Discuss existing programs with partners, and how the Township can lend support. (Ongoing) • Provide/enhance road safety knowledge and communications on Township website. (Ongoing) • Consider developing a Township specific road safety campaign.	**$**
Metrics		Reduction in injury and fatal collisions related to each of these behaviours. Reduction in total injury and fatal collisions.	
Lead		Various Partners	
Support		Township	

Action 6.2:
Conduct Baseline Surveys

Description

The root of many transportation safety issues is cultural in nature. However, it is difficult to get a handle on these issues without first understanding them. Surveys can be conducted to gain an objective understanding of behaviours and what beliefs and attitudes may be contributing to them. They can identify gaps in knowledge, cultural beliefs or behavioural patterns that will facilitate a better understanding and can lead to more informed strategies and public messages.

Knowledge, Attitude, and Practice (KAP) surveys are often conducted in health sciences and road safety – to assess knowledge, attitudes and practices:

1. Knowledge: this refers to the level of road safety knowledge, e.g. regulations, rules of the road, and the risks associated with different behaviours.
2. Attitudes: this refers to the beliefs that drive decisions, e.g. what behaviours people consider acceptable for themselves and for other road users.
3. Practices: this refers to the actual behaviours exhibited when using the transportation system, e.g. when was the last time you texted while driving.

The results of each of these components are then compared, to assess the links between them, and where interventions may be most effective. For example, if respondents state that they believe that texting while driving is unsafe, but they recently engaged in such behaviour despite that, then there is a disconnect between beliefs and practices.

The first surveys that are conducted would represent a baseline understanding of the state of road safety culture in the Township. Future surveys could then be conducted to assess changes in public culture and the effectiveness of the efforts and work underway by the Township and its partners.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association (CAA) and the Traffic Injury Research Foundation (TIRF). • Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture. • Share the results with agency partners to support the identification of mitigation measures.	**$$**
	Medium/ Long Term	• Conduct follow-up surveys to assess effectiveness, and to monitor changes in public culture over time. (Ongoing)	**$$**
Metrics		Number of people participating in survey. Transportation safety culture index. Change in transportation safety culture index over time.	
Lead		Township	
Support		BCAA, University/college students, ICBC, Fraser Health	

Action 6.3:
Build Safety Culture Among Children

Description

Children and youth are highly impressionable and start to form habits that they often maintain into adulthood. They are exposed to various road situations for the first time, whether it be riding a bicycle or crossing the street by themselves. Children, due to their size, are harder for drivers to see, and have not fully developed their cognitive abilities. Some youth (e.g., teens) may experience feelings of invulnerability and can be more likely to engage in risk-taking behaviour, while also being less experienced in identifying hazards. As a result, the transportation system needs to be designed to safely accommodate younger users. Children are also generally highly receptive to training and encouragement, and these opportunities should be provided as much as possible through both the school system and other community initiatives. Several programs have been developed that can help build a safety culture at a young age:

- ICBC has developed free learning resources to build road safety skills and awareness among children and youth. The curriculum covers pre-school to Grade 10. A booklet and activity sheets have been developed for each grade. The resources can be found here: https://www.icbc.com/road-safety/teaching/Pages/For-educators.aspx. After driving age, other resources are available from ICBC, such as the Speakers Program. While it may be a challenge to get these covered in the classroom, programs like this can go a long way to help the Township to achieve Vision Zero.
- TransLink's TravelSmart4Kids: A Regional Travel Strategy has been used to pilot programs, initiatives, and resources for municipalities to encourage more children between the ages of 0-12 to travel by active and sustainable modes of transportation safely in Metro Vancouver.
- Other specific programs have been developed in many municipalities to create a safer environment for children walking or cycling to or from school in coordination with health partners and advocacy groups. In Penticton, BC the Safety Village is an example of an interactive facility that is delivered by simulating the road environment within a protected area (containing cars, roadways and traffic control devices), with the key message of safety.
- School Travel Planning programs can also be targeted at children to encourage walking and cycling, to select certain routes and crossing locations, and to use the facilities safely.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Work with partners to identify safety initiatives and develop educational programs to improve safety among children, youth, and young adults. (Ongoing) • Allocate resources to implement available programs and initiatives within the Township and advocate for continued support and resources from agency partners. (Ongoing) • Advocate to the Ministry of Education to make road safety a priority for the classroom by integrating road safety into the curriculum and in professional development opportunities for educators.	**$**
	Medium/ Long Term	• Ensure all schools have a School Travel/Road Safety Plan, including Walking School Bus and/or Bike Bus programs. (Ongoing) • Work with the Langley School District to ensure road safety is a key consideration in school siting criteria for new schools. This includes avoiding locations near high-speed, high-volume roads and prioritizing sites with access to safe active transportation routes and networks.	**$$**
Metrics		Reduction in injury and fatal collisions among children and youth. Reduction in total injury and fatal collisions.	
Lead		Township	
Support		School District, school community (Parent Advisory Committees), ICBC, RCMP, TransLink, HUB Cycling, Fraser Health	

5.0 Implementation Plan

5.1 Overview and Prioritization of Strategies

The RSS presents a total of 21 actions to address 6 Strategies, as summarized in Table 4. Information about the timeline for implementing the various actions identified was included in Section 4, however, the section below provides some additional guidance on immediate next steps and where to focus investment to lead to the greatest reduction in transportation related fatalities and serious injuries.

Table 4: *Summary of Road Safety Strategies*

Strategy	Actions
1. Refine and Enhance the Township's Road Safety Management System	1.1 Work with Partners to Develop a Data Management Strategy and Address Data Gaps 1.2 Conduct Regular Network Screening and Safety Reviews 1.3 Conduct Planning and Design Stage Road Safety Audits on Major Projects
2. Manage Speeds on Township Roads	2.1 Update Design Standards 2.2 Pilot Safe System Speed Limits 2.3 Implement Slow Streets 2.4 Enhance Speed Enforcement
3. Enhance Safety at Urban Intersections	3.1 Enhance Left-Turn Treatments 3.2 Enhance Right-Turn Treatments 3.3 Expand Intersection Safety Enforcement
4. Enhance Safety at Rural Intersections	4.1 Prepare a Traffic Control Toolbox for Rural Intersections 4.2 Explore Opportunities to Implement Roundabouts Where Feasible 4.3 Implement Access Management and Alternative Designs
5. Protect Vulnerable Road Users	5.1 Provide Leading Pedestrian Intervals 5.2 Provide Protected Intersections 5.3 Enhance Motorcycle Safety 5.4 Encourage More Transit Use 5.5 Monitor Safety of Electric Micromobility Devices
6. Facilitate a Culture of Transportation Safety	6.1 Work with Partners to Address Unsafe Behaviours 6.2 Conduct Baseline Surveys 6.3 Build Safety Culture Among Children

The following actions are recommended as immediate next steps:

- Development of a formal Implementation Plan, confirming which actions will be pursued and delivered, as well as the partner roles and timelines.
- Reporting to Council to seek endorsement of the RSS and the Implementation Plan and obtain approval of allocated resources and funding for the short-term strategies.

The highest priority for the Township will be to develop a road safety management program (Strategy 1). This will include addressing data issues and selecting the most accurate data source to monitor serious injuries and fatalities.

While the list of actions for Strategies 2 to 5 aim to cover the Safe System Approach to road safety and all have the potential to reduce fatalities and serious injuries, the actions expected to have the greatest impact and are identified as the highest priority include:

- Action 2.1: Update Design Standards
- Action 2.2: Pilot Safe System Speed Limits
- Action 3.1: Enhance Left-turn Treatments
- Action 4.2: Explore Opportunities to Implement Roundabouts Where Feasible
- Action 5.2: Provide Leading Pedestrian Intervals
- Action 5.4: Encourage More Transit Use

While the RSS does not make specific recommendations for locations of implementation, the network screening results, and infrastructure review findings can be consulted to identify locations for priority implementation or for pilot projects. Customized screening will be required for several of the measures, e.g. depending on the prevalence of specific collision types or contributing factors that can be addressed by the identified measures. These screening tasks can be rolled into a larger Network Screening study.



5.2 Working Together with Partners

Partnership with and leadership from partners will be critical to the success of the Township's RSS, due to the wide range of expertise required for effective implementation of the Safe System Approach and recognizing that partners may have several successful initiatives already in place that the Township can build from.

The formation of a working group, separate from the existing Transportation and Traffic Advisory Committee, is recommended to oversee the progress of the implementation of the TMS and the RSS. This should include representation from various Township departments, RCMP, ICBC, Fraser Health, TransLink, MOTT, School District, and others. Partners were highly supportive during the stakeholder workshops, and many are currently already in direct discussions with Township staff. The working group can include a Terms of Reference and a Charter or Memorandum of Understanding, outlining commitments and accountabilities.

Other than the key partners, opportunities may exist to engage with individuals, or organizations that represent individuals, directly impacted by or involved in motor vehicle incidents. Members of the public whose families have suffered because of such tragedy may be empowered to share their stories and reach the broader community in the hopes of influencing behaviours and culture over time.

Coordination with the private sector will help garner support for changes to regulations and processes for new developments. The Township can also encourage safe driving practices within the private sector, especially if they do business with the Township, to build a positive safety culture among companies and employees. If safety is a "requirement" at work, it typically reaps benefits beyond the workplace and reaches families and communities.

Coordination is required between the Township and other levels of government to take advantage of existing programs in Metro Vancouver and in the province.

At the provincial level:

- Follow the unified BC Road Safety Calendar, and resources that have been available from the Province for each month.
- Share input and Township specific experiences to RoadSafetyBC for the new BC Road Safety Strategy, which is currently in development.
- Discuss with ICBC the Township's eligibility for funding, including funding for initiatives that may not be currently funded, but support the objectives of the RSS.
- Participate in special pilot projects related to the use of new technologies. Funding for innovative projects may be available from the Province.
- Liaise with the Ministry of Health to leverage projects and programs that may benefit the Township (for example, related to linking of health and RCMP data).

At the regional level:

- Discuss opportunities with TransLink to fund or support improvements on Major Road Network (MRN) Roads, including those that may lower speeds along certain sections but are expected to significantly improve safety, as well as children and youth related initiatives through the TravelSmart4Kids Strategy.

- Coordinate with neighbouring municipalities of Surrey, City of Langley and Abbotsford, to address issues along jurisdictional boundaries, and to extend the reach of educational messages, since many of their staff and residents work in, regularly visit, or travel through the Township.
- The Township can explore opportunities to partner with interested post-secondary researchers focused on transportation safety related studies.

At the national level, opportunities may also exist for the Township to collaborate with committees or research groups from the Transportation Association of Canada (TAC), the Institute of Transportation Engineers Canada, the Canadian Association of Road Safety Professionals (CARSP), and the Vision Zero Network or other organizations to perform research or testing on new technologies or practices associated with safety innovation.

5.3 Staffing, Training, Funding and Additional Resources

Ongoing leadership for the implementation of the RSS will be critical to its success. A key to this success is that information is shared and transparent in the development of funding requests, and in the reporting back on the progress and impacts of the RSS. This will generate confidence in a strategic and evidence-based approach and appropriate allocation of resources leading to Council support to develop community “champions” of the RSS.

Municipalities that have been successful in developing and implementing RSS’s have allocated direct and necessary resources (human and financial) to lead and monitor the RSS implementation. This is usually through a staged approach of planning and implementation. The paradigm shift that is required to truly support Vision Zero/Safe System begins with accepting that the responsibility for road safety should be shared by the public and the many types of decision makers and elected officials who contribute to the design and management of the system.

To oversee the development of a formal Implementation Plan and coordinate the implementation of the various strategies, it is anticipated that at least one full-time staff member would be required at the outset (by 2026). This individual’s role would be to coordinate the efforts across departments, with partners, to report regularly on progress, and oversee the monitoring and evaluation of tasks (discussed in **Section 5.4**). The addition of a communications specialist and a data analyst/technologist in 2027 would help provide the necessary skills and resources to deliver the RSS. Additional resources will be required though to also implement the actions identified in the TMS.

Road safety training opportunities can help create a baseline of knowledge and support for the RSS, so that safety can be the top priority in daily decision-making regarding transportation. The following opportunities are currently available:

- Online Road Safety training (TAC/ITE Canada): This consists of five courses are offered by TAC in partnership with ITE Canada. They include introductory material for less-experienced practitioners and more complex topics for practitioners with intermediate to advanced experience. As a group, they exceed the material covered by the Road Safety Professional, Level 1 certification exam administered by the Transportation Professional Certification Board. https://www.tac-atc.ca/en/knowledge-centre/training-courses/
- Road Safety Profession Certification (Transportation Professional Certification Board): This certification’s goal is to ensure that those charged with protecting the lives of the travelling public can demonstrate the requisite knowledge of road safety and to serve as a catalyst for greater attention to road safety in university curriculum and through continuing education. There are two levels available (Level 1 and 2), and two disciplines available for Level 2: Infrastructure and Behavioural. https://www.tpcb.org/certification/

- Road Safety Guide for Canada (TAC): This guide, currently in development, will become a flagship document of TAC (together with the Geometric Design Guide and the Manual of Uniform Traffic Control Devices), and the primary source for road safety knowledge in Canada. Once it is released (likely in 2027), Township staff and its consultants should become familiar with the document to promote the use of evidence-based and safe system-based approaches to road safety.

The financing of the recommendations and related road safety management strategy on an ongoing basis and the allocation of appropriate resources to achieve the results will be keys to the success of the RSS. Some strategies may align with existing operational or capital budget submissions and as such may be integrated within existing project charters. Additional operating and capital funding will be required in future years budgets to ensure success of the RSS, particularly the medium- and long-term strategies. The business case for these strategies can capture the societal cost of collisions and the documented benefits of the interventions.

To maximize funding reliability, there should be several streams of funding to avoid over dependency on a single source. In many jurisdictions, government revenues are re-invested in road safety initiatives. These might include fuel taxes; tire/battery disposal/environmental oil, oil filter and containers; motor vehicle licenses (and surcharges from offenders); traffic fines; victims of crime surcharge; and auto insurance premiums. There are many examples within Canada and internationally where the revenue from intersection safety cameras, laser, and photo radar are used to manage traffic enforcement and make roads safer for everyone. These funding sources are beyond the Township's control and would require federal, provincial and regional governments to approve funding for RSS activities, which to date, has not been forthcoming.

5.4 Monitoring and Evaluation

A formalized monitoring and evaluation plan will help the Township and its partners to ensure that progress is being made and that changes can be incorporated as required. The Township's approach to targets was presented in **Section 3.0** and the metrics of success provided for each of the identified strategies were provided in **Section 4.0** for each of the identified strategies.

From the data used for the RSS, it was not possible to distinguish serious injuries from non-serious injuries. Therefore, targets were established using total casualty collisions. The baseline to use for monitoring progress is **8.9 casualty collisions per 1,000 people.**

The following reductions are measured against this baseline:

- **Short Term:** 10% reduction in casualty collisions by 2030, per 1,000 people
- **Medium Term:** 50% reduction in casualty collisions by 2040, per 1,000 people
- **Long Term:** 100% reduction in casualty collisions by 2050, per 1,000 people

This translates to the following casualty collision rates at the interim milestones:

- **Short Term: 8.0 casualty collisions by 2030, per 1,000 people**
- **Medium Term: 4.5 casualty collisions by 2040, per 1,000 people**

In terms of implementation, these targets assume:

- Limited implementation before 2030 as policies, processes and guidelines are being revised, and budgets are being secured.
- Implementation of majority of strategies by 2040. The addition of Skytrain and BRT brings significant increase in transit ridership.
- Continued implementation by 2050, with enhancements and additions based on more recent data, and significant progress in transforming public culture.

In the future, if accurate location-coded data on serious injuries and fatalities from RCMP or public health become available, the baseline can be modified accordingly, and police or health data can be used to assess progress.

The key components of an effective monitoring and evaluation plan are as follows:

- Compile and implement relevant and effective evaluation methods.
- Use additional metrics to bridge issues associated with data scarcity, delay, and inaccuracies with collisions/current collision data (such as speeds, violations, conflicts, behaviours).
- Ensure “before” (baseline) data needs are identified and collected prior to RSS implementation.
- Conduct “before and after” evaluations for significant safety initiatives. Before and after evaluations based on collision data should consider at least one year (and preferably three years) of data. Before-and-after studies based on other data, such as speeds or conflicts, can be conducted just before the treatment is implemented and following an adjustment period after implementation.
- Where appropriate, conduct cross-sectional studies. These are studies in which the safety performance at the treated location is compared to similar but untreated locations.
- Update key performance indicators for each transportation safety strategy as data availability improves.
- Prepare a spreadsheet/database for the systematic tracking and documentation of progress on the list of strategies and projects.
- Seek opportunities to collaborate with post-secondary institutions on strategy statistical analysis.
- Conduct community surveys, on the public’s understanding of safety issues, of the Township’s activities related to road safety, and of their attitudes and practices. This can be done through public satisfaction/community life surveys.





5.5 Communications Plan

A cornerstone of any RSS is an educational program to positively influence all road users, collectively and by targeting specific segments. In addition, it should influence road user culture and attitudes towards road safety, raise awareness of what constitutes safer behaviour, and remind road users when their behaviour is unsafe. Education and behavioural change are incremental processes. Significant and sustainable improvements will not be achieved overnight. It will require a range of initiatives aimed at raising the profile of transportation safety throughout the Township. Its primary purpose is to ensure that transportation safety is assigned a level of importance commensurate with the harm that crashes cause to society.

Effective communication about the RSS will be required as the Township, together with its partners, launches and implements the Strategy. This will apply to the launch of the RSS, annual reporting/progress made, important Council considerations, individual projects, and responses to high-profile collisions. This will include sustained communication highlighting transportation safety as a core business for the Township and its partners, emphasizing the shared societal responsibility to support the delivery of the interventions within the Strategy.

The collaboration of transportation, communication, and enforcement representatives, along with additional applicable stakeholders will be important to get any public communications approved. This is where the role of a new working group will be important to discuss strategies and align messaging with overall Township and Council priorities.

The Township's website should be a prime location for the public to access safety information, particularly through the use of resources that are available from global sources.

Below is a list of some of the information that could be included online if additional staff resources and funding are available. This is intended to be suggestions for consideration and options. The Township's website can also include:

- A public-friendly version of the RSS, and a list of the partners involved
- Updated collision statistics in the Township and what it is costing societies and families
- Stories on how incidents have impacted lives
- Quotes from elected officials, police, and medical officers to the public for safer use of the transportation system
- Projects that are being undertaken in support of the RSS
- Impacts of previous road safety projects
- Background for and how to safely use novel facilities (roundabouts, left-turn calming, etc.)
- Opportunities to provide input on safety concerns, e.g. webforms, e-mail, interactive maps
- Continuing educational campaigns in support of Road Safety Calendar activities
- Individual and family commitments or pledges for safe driving practices (aligned with the Calendar)
- Links to other resources, such as provincial and regional Initiatives, and partners websites

Additional media may be used depending on the stage of the project, target audience(s), and budget. This could include:

- Standalone webpage on the Township's website/posts on tol.ca/news
- Presentations at Council Meetings
- Social media (LinkedIn, Facebook, X)
- Langley Advance Times
- E-newsletters/general E-news
- News releases/media advisories of launches, educational information, or enforcement blitzes

The creation of a supportive climate for the RSS requires increased public and professional understanding that the level of acceptance of death and serious injury on roadways is disproportionate compared with the risks of other everyday activities. The aim is to decrease public acceptance of severe incident occurrences and apathy towards transportation safety and increase support for cost-effective measures to decrease the frequency and severity of fatal and serious injuries from motor vehicle collisions.

To help achieve the above objectives and deliver the support campaigns, a Communications Plan should be prepared and reviewed on an annual basis. Reporting should also be done on an annual basis. The initial Communications Plan can form a component of the Implementation Plan. Updates can be rolled in as part of the overall RSS annual operating plans and reports or prepared as separate documents.



Township of Langley
Est. 1873

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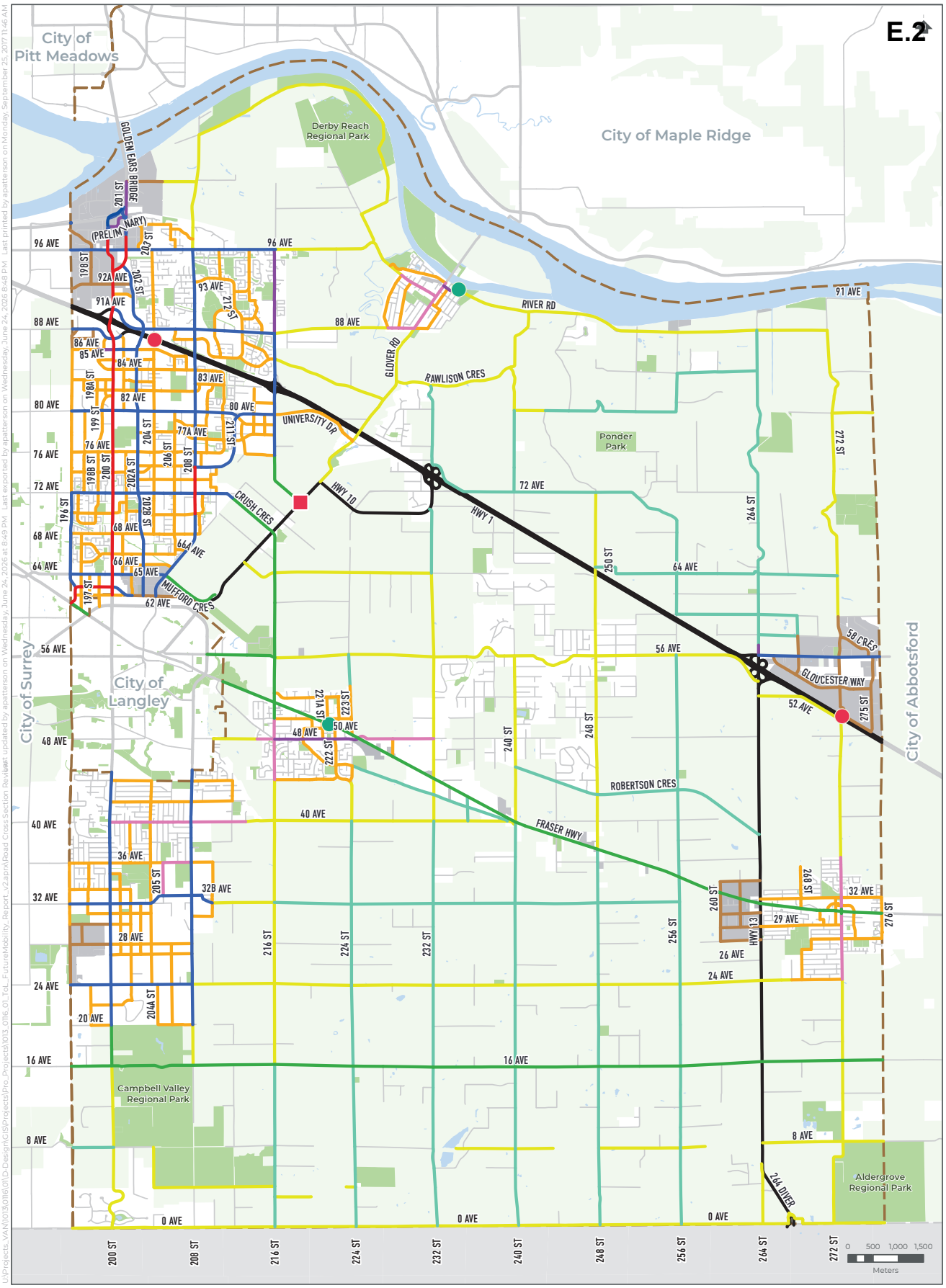
Appendix C

Infrastructure Map and Road Cross Sections



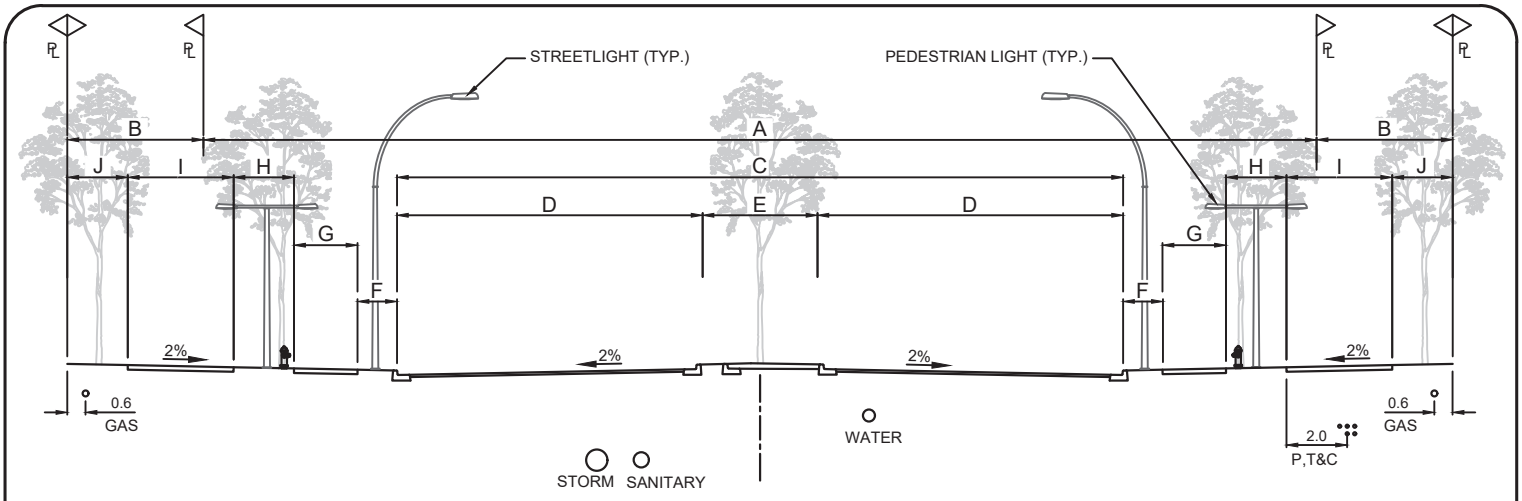
MAP 10 - ROAD INFRASTRUCTURE MAP

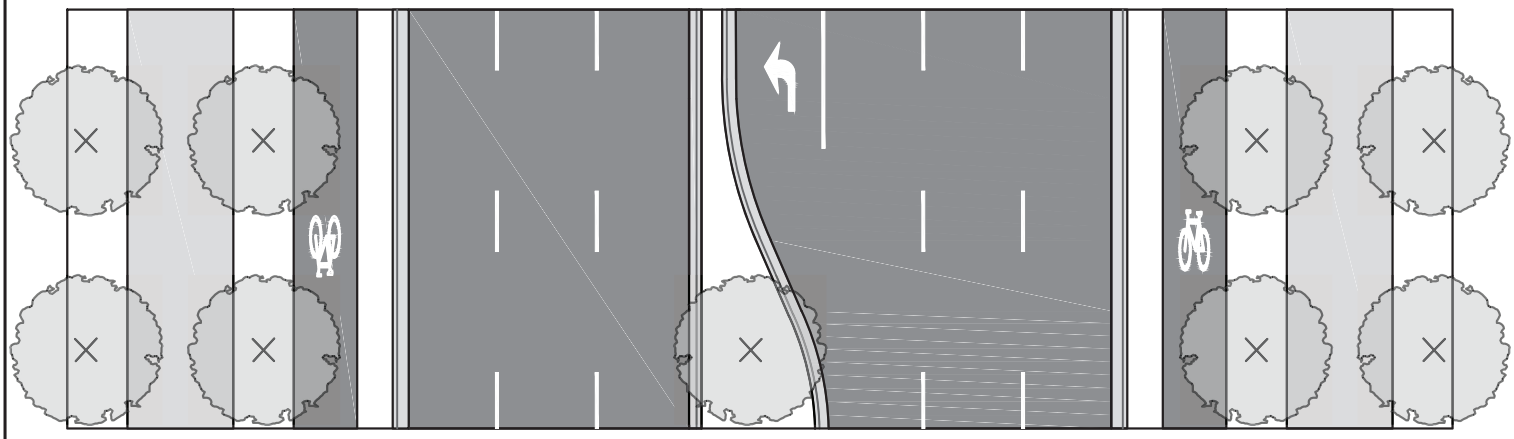
- Park
- Agricultural Land Reserve
- Commercial
- Industrial
- Municipal Boundary
- Proposed Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province

Road Cross Sections

- SDR 01/02 - 6/8 Lane Urban Arterial Road (8 Lane only applies for 200 Street)
- SDR 03/04 - 4 Lane Urban Arterial Road
- SDR 05 - Constrained 4 Lane Urban Arterial Road with MUPS
- SDR 06 - 2 Lane Urban Arterial Road with MUPS
- SDR 07 - Constrained 2 Lane Urban Arterial Road
- SDR 08/09 - Urban Collector Road
- SDR 10 - Urban Industrial Road with MUPS
- SDR 12 - Rural Road
- SDR 13/14 - Rural Road with Bicycle Accessible Shoulders/MUP
- Provincial Highway
- TransLink Road

Map Date: June 26, 2026





STREET TYPE	ROW WIDTH	GREENWAYS (PARK LOTS)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARDS	BIKE PATHS	INSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)	BACK BOULEVARDS
	A	B	C	D	E	F	G	H	I	J
UA1-A 6 LANE DIVIDED + BIKE PATHS + 2 MUPS	37.0m	2 x 4.5m	24.0m	6 x 3.3m	4.2m / 3.2m	2 x 1.2m	2 x 2.1m	2 x 2.2m	2 x 3.5m	2 x 2.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAYS (PARK LOTS) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) INSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.
7) 8 LANES WILL HAVE 2 ADDITIONAL 3.3m TRAVEL LANES.
8) TRUCK ROUTES MUST HAVE A 3.5m WIDE CURB LANE IN EACH DIRECTION.

ALL DIMENSIONS IN METERS

TITLE

6/8 LANE URBAN ARTERIAL ROAD WITH BIKE PATHS

Township of Langley Est.1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: JUN 2026

APPROVED:

PREVIOUS No.: TLR 01

SDR 01

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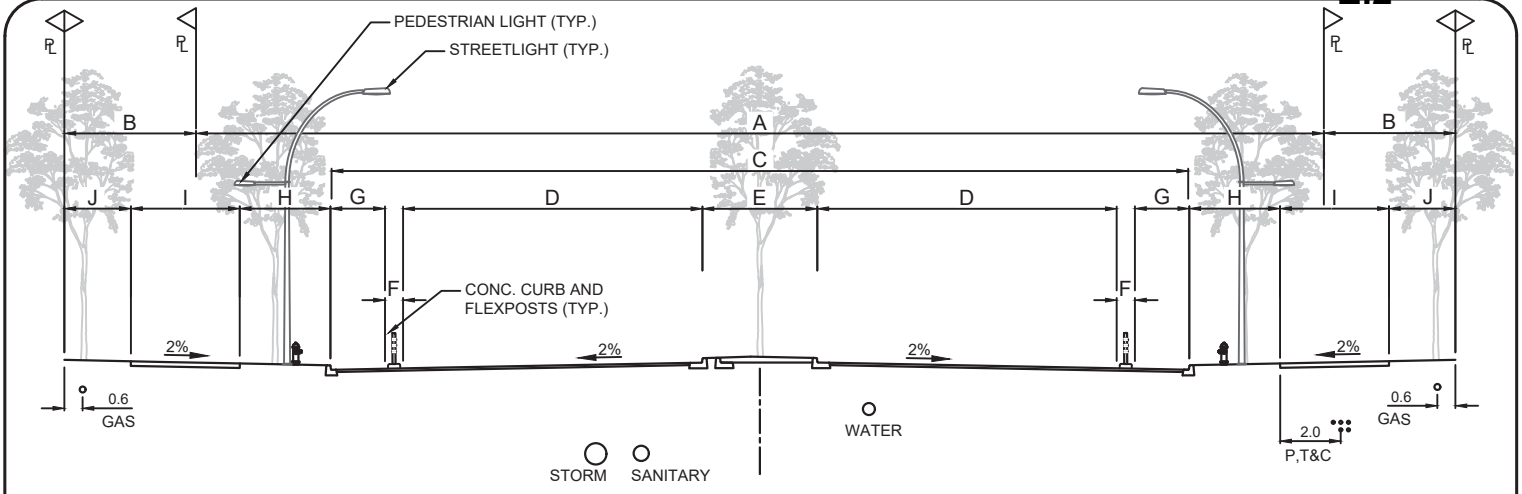

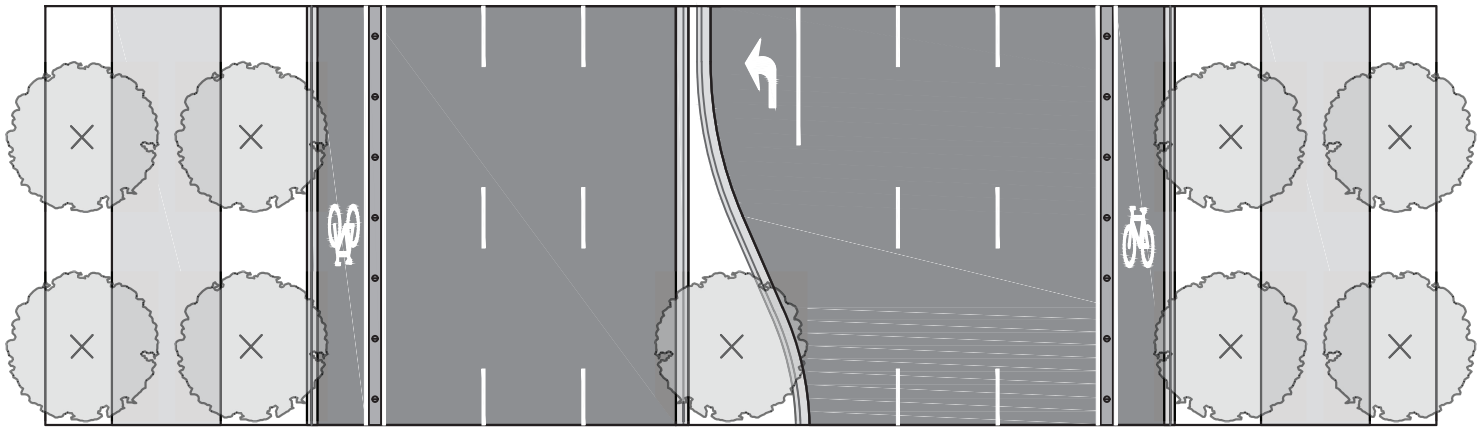

STREET TYPE	ROW WIDTH	GREENWAYS (PARK LOTS)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	BIKE LANE BUFFERS	BIKE LANES	ROADSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)	BACK BOULEVARDS
	A	B	C	D	E	F	G	H	I	J
UA1-B 6 LANE DIVIDED + 2 BIKE LANES + 2 MUPS	37.0m	2 x 4.5m	28.4m	6 x 3.3m	3.8m / 3.2m	2 x 0.6m	2 x 1.8m	2 x 3.0m	2 x 3.6m	2 x 2.2m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED. USE MODIFIED BARRIER CURB ADJACENT TO BIKE LANES.
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5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) ROADSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.
7) TRUCK ROUTES MUST HAVE A 3.5m WIDE CURB LANE IN EACH DIRECTION.

ALL DIMENSIONS IN METERS

TITLE

6/8 LANE URBAN ARTERIAL ROAD WITH PROTECTED BIKE LANES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: JUN 2026

APPROVED:

PREVIOUS No.: TLR 01

Township of Langley

SDR 02

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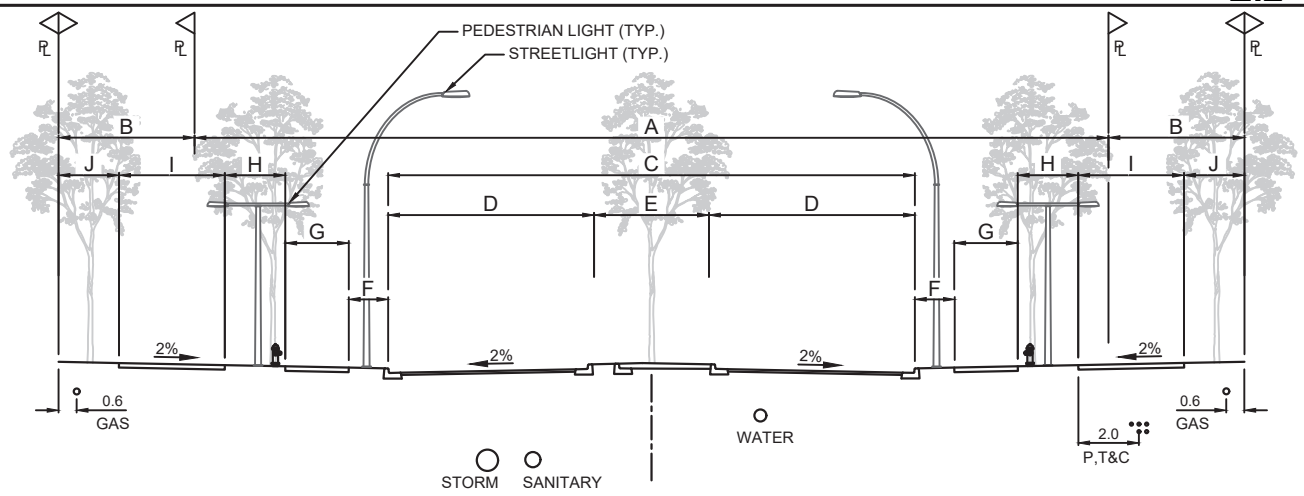

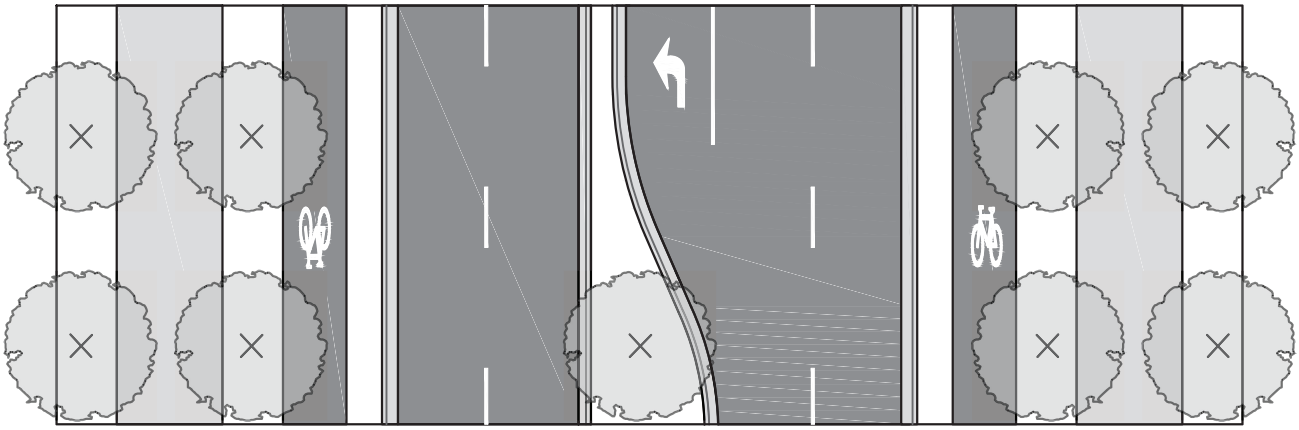

STREET TYPE	ROW WIDTH	GREENWAYS (PARK LOTS)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARDS	BIKE PATHS	INSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)	BACK BOULEVARDS
	A	B	C	D	E	F	G	H	I	J
UA2-A 4 LANE DIVIDED + BIKE PATHS + 2 MUPS	30.0m	2 x 4.5m	17.4m	4 x 3.3m	4.2m / 3.2m	2 x 1.2m	2 x 2.1m	2 x 2.0m	2 x 3.5m	2 x 2.0m

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6) INSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.
7) TRUCK ROUTES MUST HAVE A 3.5m WIDE CURB LANE IN EACH DIRECTION.

ALL DIMENSIONS IN METERS

TITLE

4 LANE URBAN ARTERIAL ROAD WITH BIKE PATHS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: JUN 2026
APPROVED:
PREVIOUS No.: TLR 03

Township of Langley Est.1873

SDR 03

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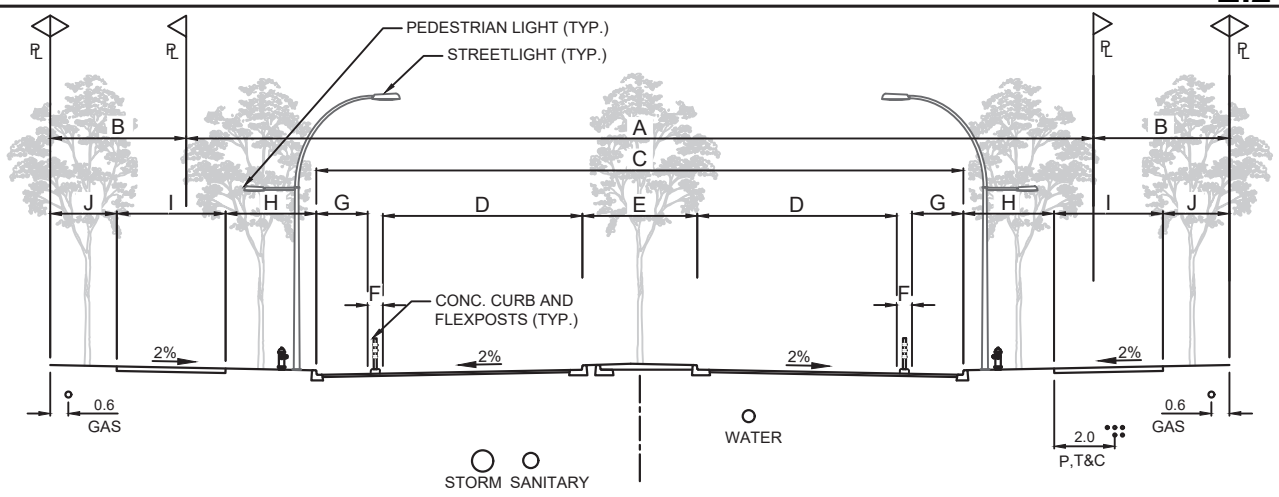

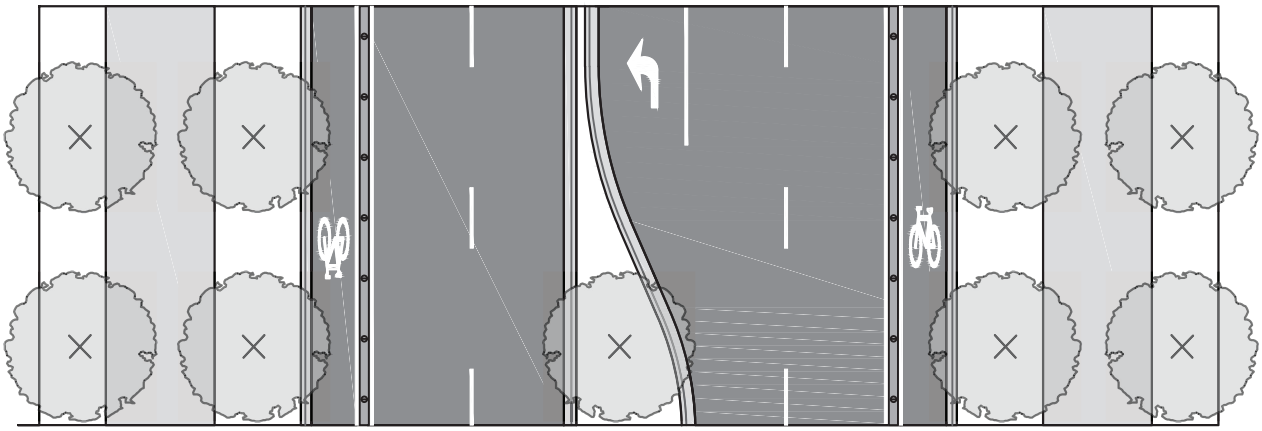

STREET TYPE	ROW WIDTH	GREENWAYS (PARK LOTS)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	BIKE LANE BUFFERS	BIKE LANES	ROADSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)	BACK BOULEVARDS
	A	B	C	D	E	F	G	H	I	J
UA2-B 4 LANE DIVIDED + 2 BIKE LANES + 2 MUPS	30.0m	2 x 4.5m	21.4m	4 x 3.3m	3.8m / 3.2m	2 x 0.5m	2 x 1.7m	2 x 3.0m	2 x 3.6m	2 x 2.2m

NOTES:

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7) TRUCK ROUTES MUST HAVE A 3.5m WIDE CURB LANE IN EACH DIRECTION.

ALL DIMENSIONS IN METERS

TITLE

4 LANE URBAN ARTERIAL ROAD WITH PROTECTED BIKE LANES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Township of Langley Est.1873

DATE: JUN 2026

APPROVED:

PREVIOUS No.:

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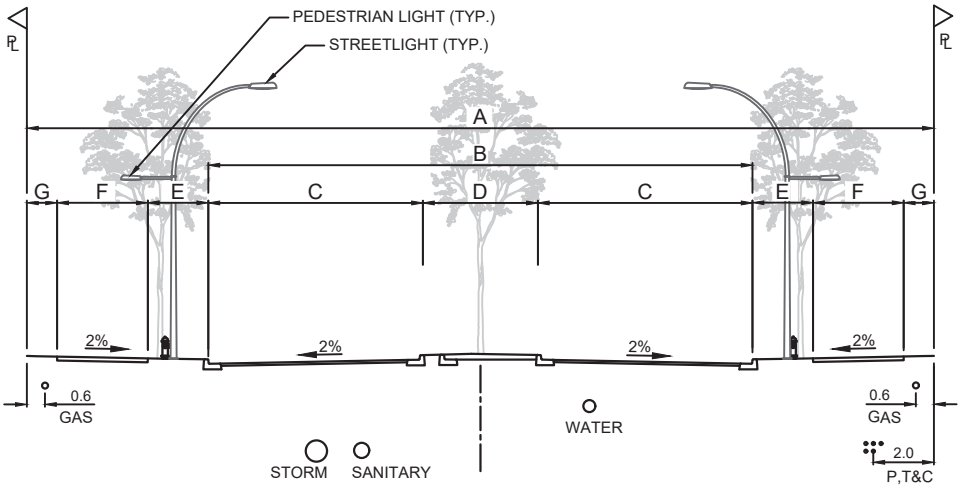

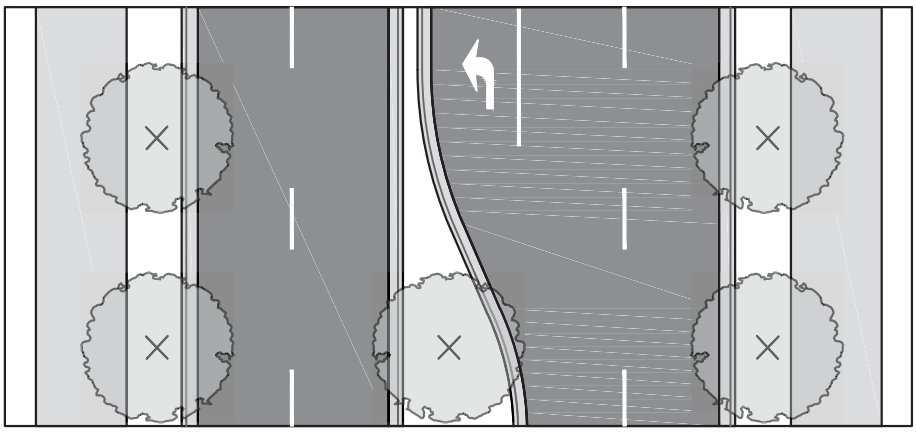

STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)	BACK BOULEVARDS
	A	B	C	D	E	F	G
UA2-C 4 LANE DIVIDED + 2 MUPS	30.0m	18.0m	4 x 3.5m	4.0m / 3.2m	2 x 2.0m	2 x 3.0m	2 x 1.0m

NOTES:

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5) ROADSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

CONSTRAINED 4 LANE URBAN ARTERIAL ROAD WITH MUPS

Township of Langley Est.1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: APR 2026

APPROVED:

PREVIOUS No.:

SDR 05

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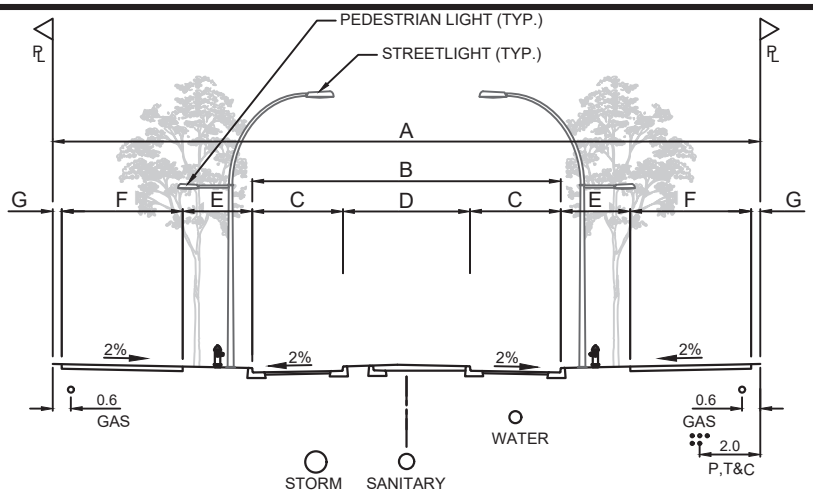

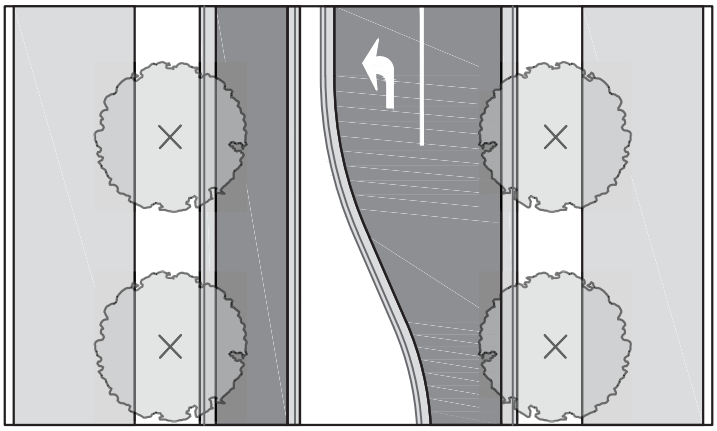

STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)	BACKSIDE BOULEVARDS
	A	B	C	D	E	F	G
UA3-A 2 LANE DIVIDED + 2 BIKE LANES	24.0m	10.8m	2 x 3.3m	4.2m / 3.2m	2 x 2.3m	2 x 4.0m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.
7) TRUCK ROUTES MUST HAVE A 3.5m WIDE CURB LANE IN EACH DIRECTION.

ALL DIMENSIONS IN METERS

TITLE

2 LANE URBAN ARTERIAL ROAD WITH MUPS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: JUN 2026

APPROVED:

PREVIOUS No.:

Township of Langley Est.1873

SDR 06

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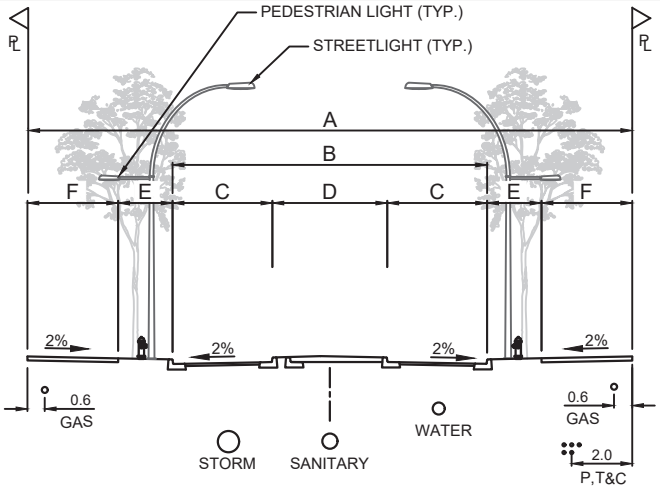

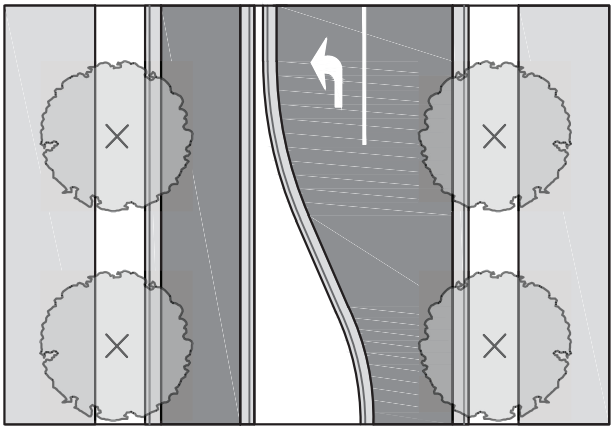

STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)
	A	B	C	D	E	F
UA3-B 2 LANE DIVIDED + 2 MUPS	20.0m	10.4m	2 x 3.3m	3.8m / 3.2m	2 x 1.8m	2 x 3.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.
7) TRUCK ROUTES MUST HAVE A 3.5m WIDE CURB LANE IN EACH DIRECTION.

ALL DIMENSIONS IN METERS

TITLE

CONSTRAINED 2 LANE URBAN ARTERIAL ROAD WITH MUPS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: JUN 2026

APPROVED:

PREVIOUS No.:

Township of Langley

SDR 07

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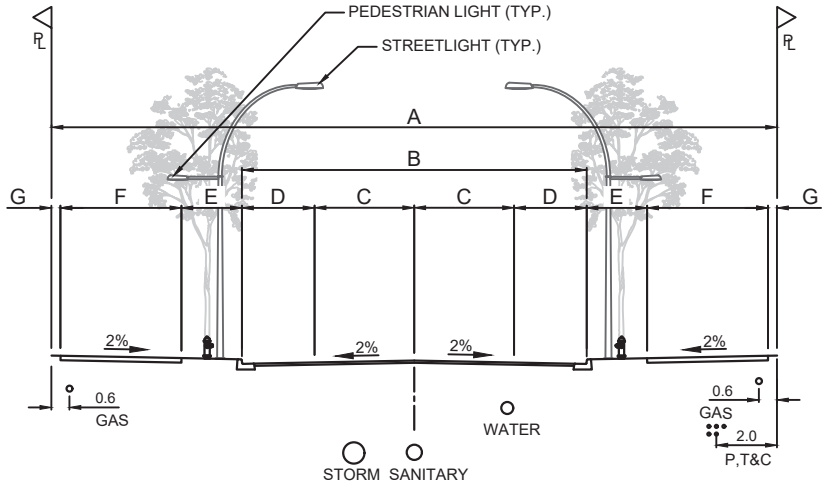

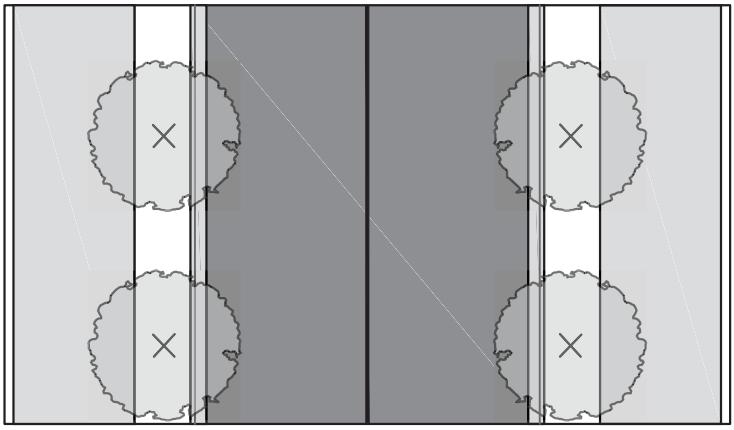

STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)	BACK BOULEVARDS
	A	B	C	D	E	F	G
UC1-A 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	11.4m	2 x 3.3m	2 x 2.4m	2 x 2.0m	2 x 4.0m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN COLLECTOR ROAD WITH MUPS

Township of Langley Est.1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: APR 2026

APPROVED:

PREVIOUS No.:

SDR 08

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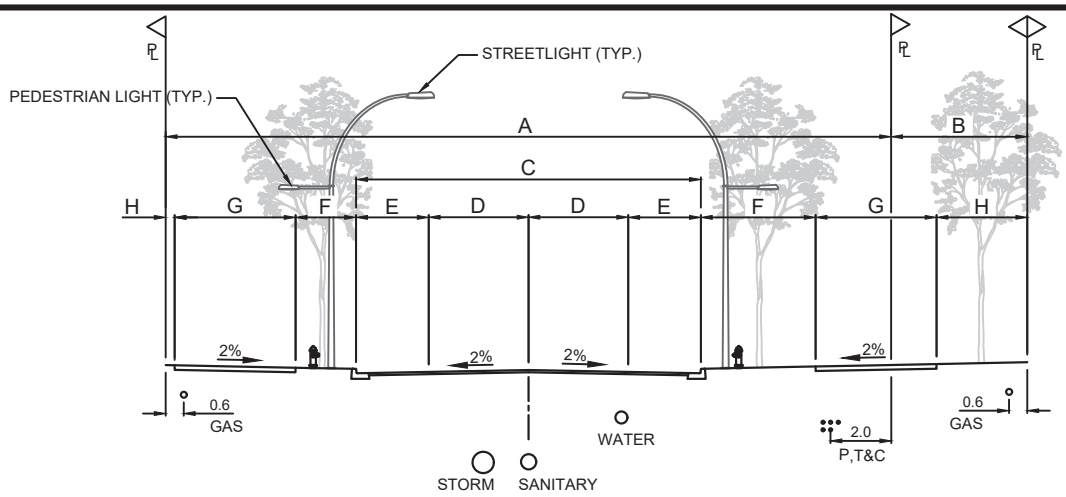

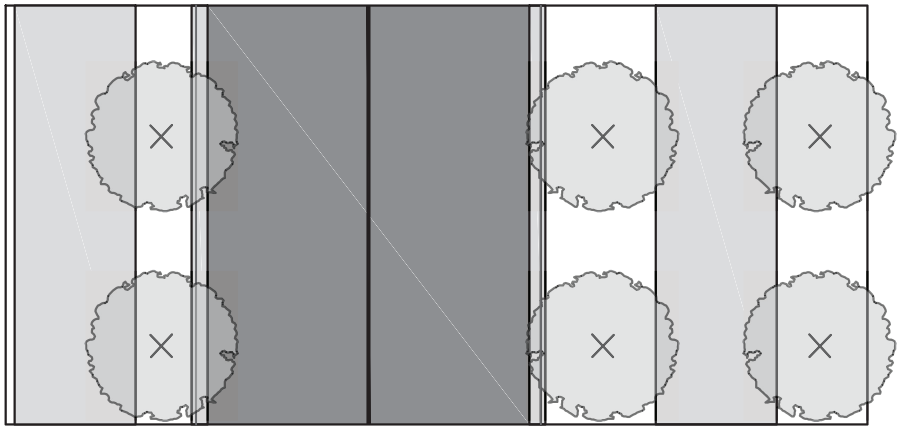

STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	MULTI-USE PATHS (MUPS)	BACK BOULEVARD
	A	B	C	D	E	F	G	H
UC1-B 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	1 x 4.5m	11.4m	2 x 3.3m	2 x 2.4m	2.0m / 3.8m	2 x 4.0m	0.3m / 3.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAY (PARK LOT) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN COLLECTOR ROAD WITH MUPS AND GREENWAY

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Township of Langley Est.1873

DATE: APR 2026

APPROVED:

PREVIOUS No.:

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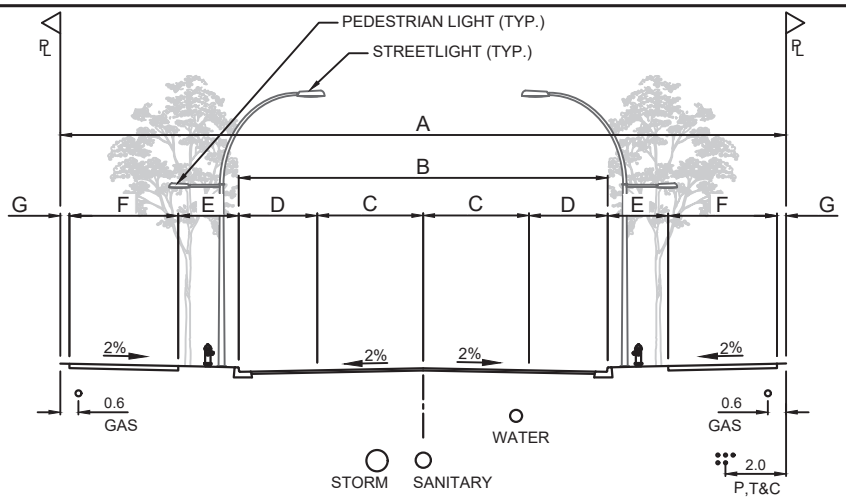

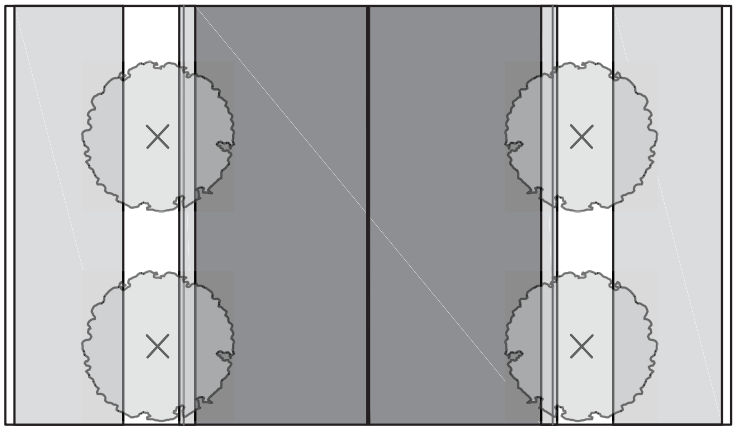

STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARDS	MULTI-USE PATHS (MUPS)	BACK BOULEVARDS
	A	B	C	D	E	F	G
IND-A 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	12.2m	2 x 3.5m	2 x 2.6m	2 x 2.0m	2 x 3.6m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN INDUSTRIAL ROAD WITH MUPS

Township of Langley Est.1873

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: APR 2026

APPROVED:

PREVIOUS No.:

SDR 10

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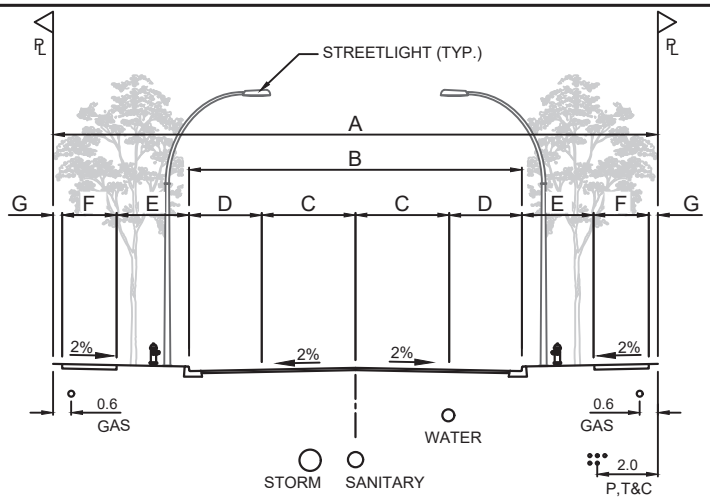

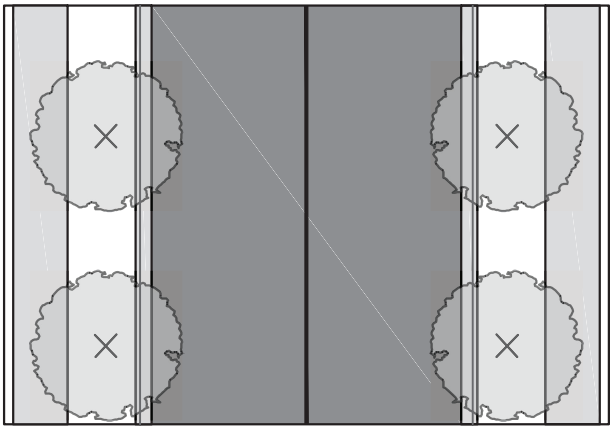

STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARDS	SIDEWALKS	BACK BOULEVARDS
	A	B	C	D	E	F	G
LR1–A 2 TRAVEL LANES + 2 PARKING LANES	20.0m	11m	2 x 3.1m	2 x 2.4m	2 x 2.4m	2 x 1.8m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARDS MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN LOCAL ROAD

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: APR 2026

APPROVED:

PREVIOUS No.:

Township of Langley Est.1873

SDR 11

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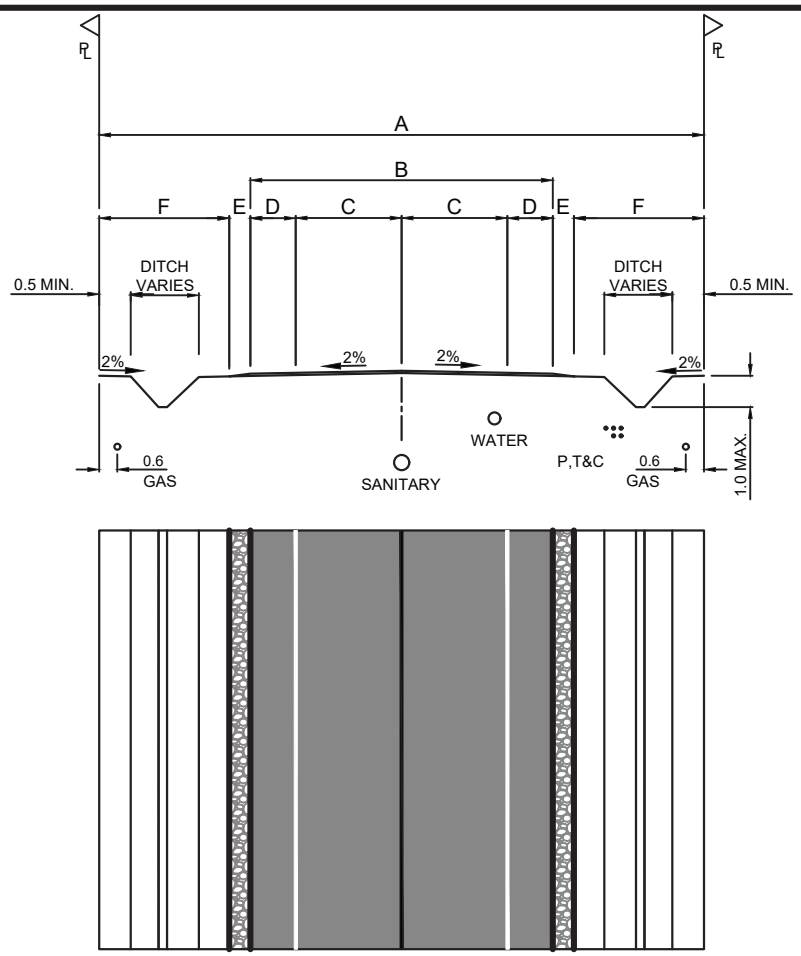

STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	SHOULDERS	GRAVEL SHOULDERS	OUTSIDE BOULEVARDS
	A	B	C	D	E	F
RA1–A 2 TRAVEL LANES	20.0m	10.0m	2 x 3.5m	2 x 1.5m	2 x 0.7m	2 x 4.3m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) SHOULDER AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Township of Langley

DATE: APR 2026

APPROVED:

PREVIOUS No.:

SDR 12

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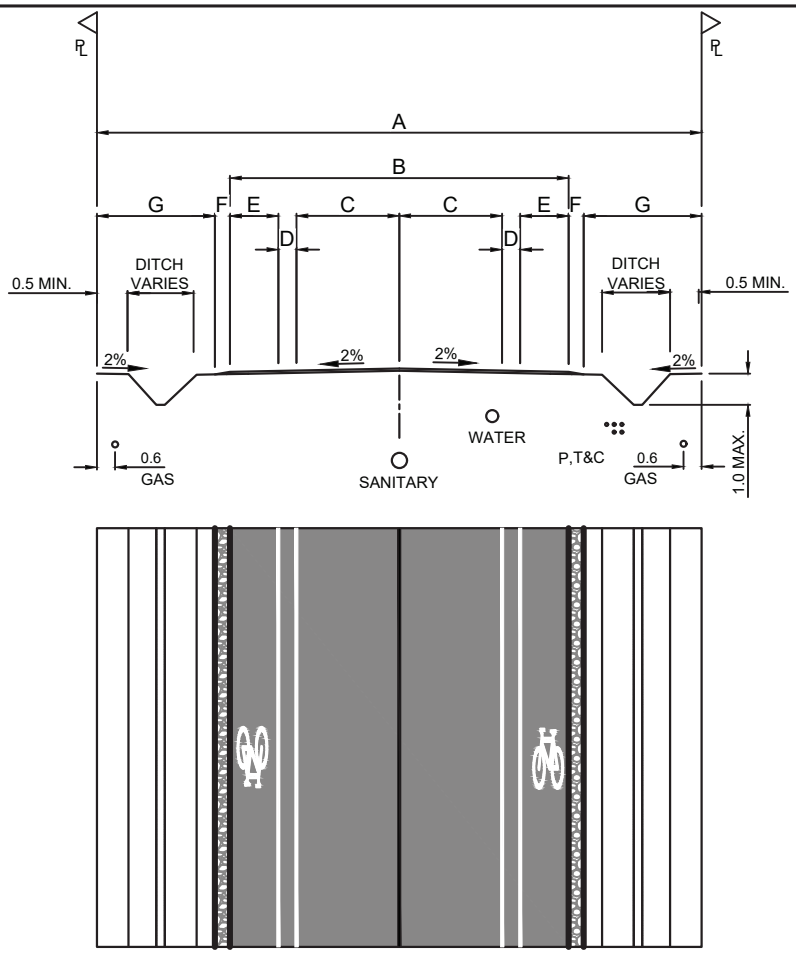

STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	BIKE BUFFERS	BIKE ACCESSIBLE SHOULDERS	GRAVEL SHOULDERS	OUTSIDE BOULEVARDS
	A	B	C	D	E	F	G
RA1–B 2 TRAVEL LANES + 2 BIKE LANES	20.0m	11.2m	2 x 3.4m	2 x 0.6m	2 x 1.6m	2 x 0.5m	2 x 3.9m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) BIKE ACCESSIBLE SHOULDERS, GRAVEL SHOULDERS, AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD WITH BICYCLE ACCESSIBLE SHOULDERS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: APR 2026
APPROVED:
PREVIOUS No.:

Township of Langley

SDR 13

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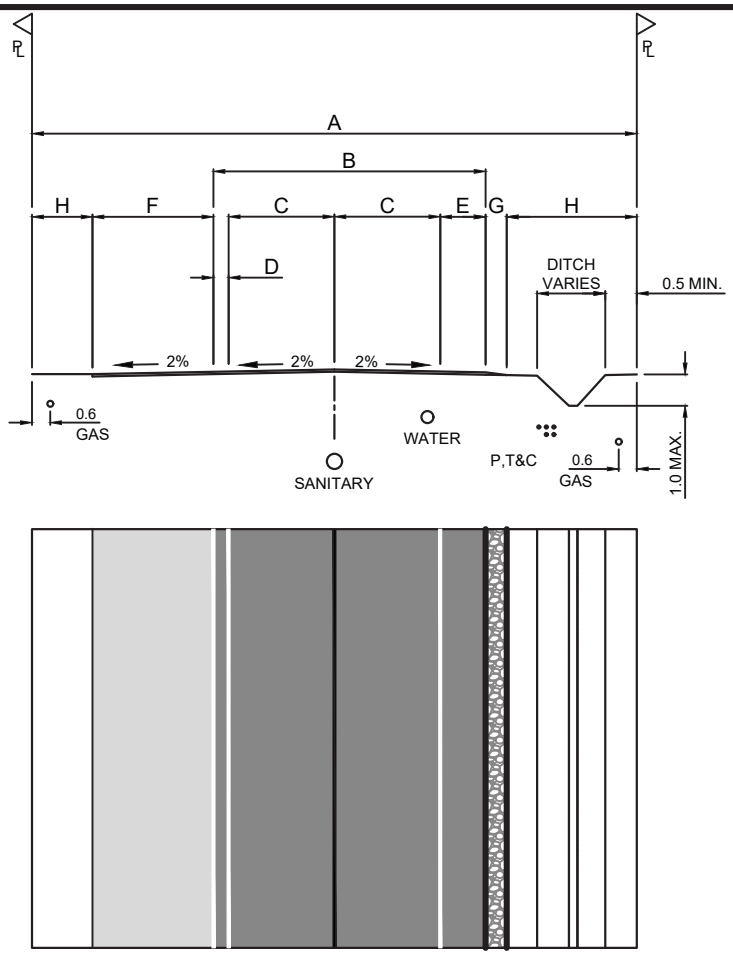

STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	MUP BUFFER	SHOULDER	MULTI-USE PATH (MUP)	GRAVEL SHOULDER	OUTSIDE BOULEVARD
	A	B	C	D	E	F	G	H
RA1-C 2 TRAVEL LANES + 1 MUP	20.0m	9.0m	2 x 3.5m	0.5m	1.5m	4.0m	0.7m	2.0m/4.3m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) MUP, SHOULDER AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD WITH MUP

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: APR 2026

APPROVED:

PREVIOUS No.:

Township of Langley Est.1873

SDR 14

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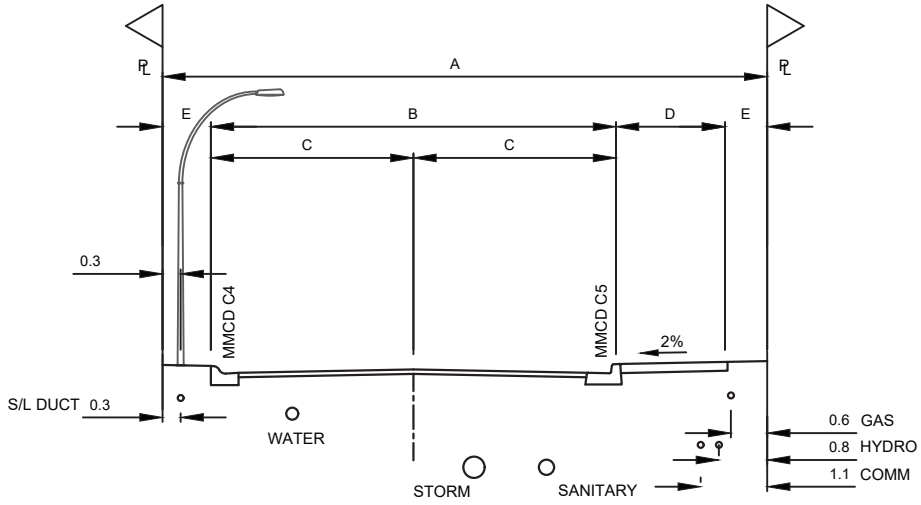

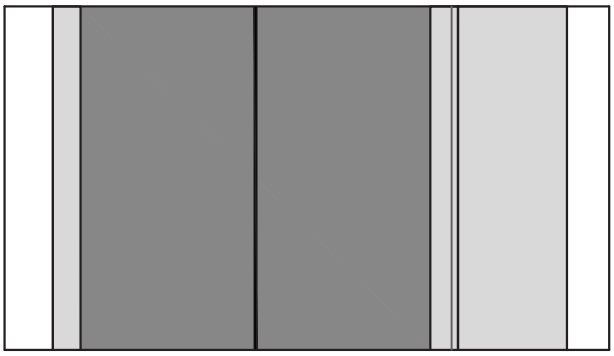

STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	SIDEWALK	BOULEVARDS
	A	B	C	D	E
RANE 2 TRAVEL LANES	10.0m	6.7m	2 x 3.35m	1.8m	0.8m / 0.7m

NOTES:

1) CURB AND GUTTER AS ABOVE UNLESS OTHERWISE SPECIFIED.
2) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
3) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
4) USE OF THE RANE STANDARD SHALL ONLY BE PERMITTED WITH THE APPROVAL OF THE MUNICIPAL ENGINEER.

ALL DIMENSIONS IN METERS

TITLE

RANE

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE: APR 2026

APPROVED:

PREVIOUS No.:

Township of Langley Est.1873

SDR 16

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ATTACHMENT B

Title: Draft Transportation and Mobility Strategy Report 26-16

Item Number: E.2

Draft Transportation and Mobility Strategy
Report 26-16

File ENG 8330-20-003

That Council direct staff to conduct the fourth and final round of community engagement and seek public feedback on the draft Transportation and Mobility Strategy.

That Council direct staff to bring back the final Transportation and Mobility Strategy for adoption following completion of the final round of community engagement.

Resolution Details:
Council Meeting Date: 2026-03-09
Council Meeting Type: Regular
Assigned Division: Engineering
Primary Person Responsible: Paul Cordeiro
Resolution Status: Assigned
Comments:
Link to Item: Draft Transportation and Mobility Strategy Report 26-16 (For Administrative Purposes Only)
For council resolution questions, please contact Kim Stepto.

AMENDMENT 1
Action S2.3 - ~~Pilot~~ Implement slow streets.
(Pages 34 & 111)
The next steps for the Township to pilot implement slow streets are listed below:

- ~~Pilot a slow street project~~ *Identify potentially suitable neighbourhoods and initiate implementation of slow street projects in these residential areas, for Council to consider.* This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits.
- Review and update (as needed) the Township's Traffic Calming Policy.
- Implement improvements for active transportation users, to benefit from the slower vehicle speeds.
- *Maintain ongoing communication with residents in slow streets project areas to ensure community feedback is obtained.* ~~Evaluate effectiveness of pilot programs.~~
- Identify additional roadways and implement changes.

CARRIED

AMENDMENT 2
Action S4.2: Explore opportunities to implement roundabouts where feasible.
(Page 40)
The next steps for the Township are listed below:

- Review the safety and operational impacts of the existing roundabouts in the Township.
- Consider developing a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural *and urban* intersections. Such a policy should consider the factors where roundabouts may or may not be appropriate based on industry leading guidance.
- Screen and identify candidate intersections or corridors for roundabout conversions (or a system of roundabouts in the case of corridors).
- When reviewing and upgrading existing intersections, review roundabout feasibility.
- Implement roundabouts at collision-prone intersection locations, where feasible.

CARRIED

AMENDMENT 3

Action S5.1 - Provide leading pedestrian intervals.

(Pages 42 & 112)

- Evaluate impacts on leading pedestrian intervals at all locations where they have been installed.
- Adopt or develop criteria for *where the installation of leading pedestrian intervals is not suitable.* ~~the installation of leading pedestrian intervals, which should include collisions, pedestrian volumes, and vehicle turning volumes.~~
- ~~Identify~~ *Select signalized intersections within each Community Centre, Town Centre, and Neighbourhood Centre identified in Figure 7 (Township Community Hubs)* ~~with a high frequency of collisions between turning vehicles and pedestrians~~ for leading pedestrian intervals *at these locations, for Council consideration.*
- Evaluate effectiveness of all new leading pedestrian interval installations and consider additional installations.

CARRIED

AMENDMENT 4

Action S5.2 - Provide protected intersections.

(Pages 42-43)

The next steps for the Township are listed below:

- *Adopt protected intersection designs as the new design standard for all new urban intersections built moving forward, where feasible.*
- Identify candidate locations for *retrofitting existing urban intersections as protected intersections.* ~~piloting a protected intersection (new or retrofit projects).~~
- Conduct an in-service review of the candidate location(s) to fully understand the use by different modes, operations at all conflict points, and the collision history.
- Design and construct protected intersections as part of cycling and active transportation projects, where feasible.

CARRIED

AMENDMENT 5

Action T2.2: Work with TransLink to identify and implement transit priority measures that improve bus speed and reliability along the existing and future Frequent Transit Network.

(Page 54)

Add the following after the last paragraph:

The next step for the Township is listed below:

- *In the short-term, identify intersections with the aid of the latest Translink Bus Speed and Reliability Report that are along the existing transit network and are potentially suitable candidates for treatments from TransLink's Transit Priority Toolkit.*

CARRIED

AMENDMENT 6
Action C1.2 - Work to upgrade existing cycling and micromobility routes to align with current design guidelines
(Page 61)
In support of this action, the Township will:

- Develop ~~an investment~~ *a funding* program focused on upgrading existing cycling and micromobility routes *identified as priorities through community engagement and that do not meet current design guidelines, where feasible.*
- Continue to upgrade existing cycling and micromobility routes as part of development projects, road rehabilitation, and standalone upgrade projects, based on the results of the Active Transportation Network Assessment.
- Continue to monitor updates to active transportation design guidelines.

CARRIED

AMENDMENT 7
Action C1.4: Provide a network of routes that are comfortable for most users.
(Page 62)
Comfortable for most routes can consist of physically separated facilities, such as multi-use pathways (also included as part of the pedestrian network) and protected bicycle lanes ~~and cycle tracks~~ on streets with high traffic volumes and/or speeds, as well as neighbourhood bikeways. Neighbourhood bikeways are signed bikeways on low volume neighbourhood streets, where cyclists travel on-street with vehicles. These streets have lower speed limits and traffic volumes, and potential traffic calming features implemented by the Township. Cycling and micromobility networks typically also include routes with less comfortable supporting facilities that provide more options for cyclists but may not be suitable for all. This includes bicycle accessible shoulders and painted bicycle lanes (Figure 12).

All references to 'Cycle Tracks' should be removed from the Study.
CARRIED

AMENDMENT 8
Action W1.4 - Expand and enhance existing greenways and trails, and the on-street connections to them.
(Pages 73 & 113)
As part of this action, the Township will ~~consider~~ take the following next steps:

- *Complete a condition assessment of existing greenways and multi-use paths as a short-term action and identify locations for rehabilitation, where necessary.*
- *In the short-term, complete a pedestrian facility implementation plan, referenced on Page 104, inclusive of greenways, sidewalks, and other pedestrian facilities with gaps identified during Rounds 1-3 of Engagement on the Transportation and Mobility Strategy and through ongoing community engagement. This plan should rank gaps using criteria such:*
    - *connectivity to transit, schools, and community hubs;*
    - *collision and safety data;*
    - *the number of residents served;*
    - *and input received through community engagement.*
- *In the short-term, identify potentially suitable portions of urban greenways and trails where additional lighting could be added to enhance community safety.*
- Continue interdepartmental coordination (working with the Township parks and recreation team) to implement recommendations and the proposed greenways identified in Neighbourhood and Community Plans, Services Servicing Plans, the OCP, and the TMS.

- Through the update to the Rural Plan, the Township will continue to explore opportunities to implement multi-use pathways along utility rights-of-way. The Township will also continue to work with the equestrian community to maintain, and explore potential options to expand, equestrian access and designated equestrian routes in more rural areas of the Township.
- Work with Metro Vancouver and other organizations to expand the regional trail network.

CARRIED

AMENDMENT 9

Action W2.1 - Create new and enhance existing crossings to accommodate people of all ages and abilities, this includes both operational and infrastructure enhancements.

(Pages 75 & 113)

- ~~Explore the feasibility of implementing.~~ *Wherever possible, implement* new mid-block crossings to ensure there are safe places to cross the street. Additional crossing locations will be ~~explored~~ *added* where demand warrants, providing more safe and accessible crossings at greenways/trails, in community hubs, and access to parks and schools, and near bus stops throughout the community.

Add an additional 'next step' on Page 75:

- *Identify intersections where curb extensions and/or raised crosswalks are feasible for short-term implementation.*

CARRIED

AMENDMENT 10

Action D1.4 - Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.

(Page 87)

In support of this action, the Township will consider the following next steps.

- Implement a recurring program to monitor motor vehicle delays, travel times, and reliability on key arterial corridors.
- Access roadway capacity using a people-moving lens, identifying corridors where transit or active transportation could carry a greater share of trips.
- ~~Consider undertaking~~ *In the short-term, undertake* a comprehensive examination of the practical applications for Intelligent Transportation Systems (ITS) in the Township, which could include the provision of real time information to drivers, dynamic corridor signal coordination, transit signal prioritization, as well as future oriented applications such as vehicle to infrastructure technology. ITS technology is relatively new, it creates a communication link between the various vehicles and road systems including traffic signals, transit vehicles, and all other road users providing drivers (and autonomous vehicles in the future) with advance warning about changing or upcoming travel conditions.
- *Identify potential corridors for signal coordination, with transit signal prioritization included at key intersections.*
- Coordinate with TransLink and BC Transit to identify and advance targeted transit reliability measures, such as transit signal priority, queue jumps, or curbside bus lanes (Action T2.2).
- Evaluating and implementing active transportation improvements as capacity solutions, particularly in corridors with short to medium-length trips and strong transit connections (Action C1.1).
- Using the monitoring results to inform capital planning and prioritizing investments that improve reliability, increase people-moving capacity, and align with long-term mobility objectives.

CARRIED

AMENDMENT 11
Council directs staff to make the following changes to **Figures 11 & 19 (Pages 60 & 102)**, the Long-Term Cycling and Micromobility Network and Phasing Plan:

Urban Roads:

- **196 Street:** Amend Figure 19 to identify 196 Street as part of the 'Short-Term' phasing plan.
- **202 Street:** Amend the maps to reflect the lack of adequate cycling facilities between 88 Avenue and the 9000 Block of 202 Street (Walnut Grove Trail).
- **208 Street:** Amend the maps to reflect the lack of adequate cycling facilities on the West side of 208 Street fronting the Langley Free Reformed Church.
- **211B Street:** Amend the maps to reflect the lack of dedicated cycling facilities from the end of the Northwest Langley Greenway to 88 Avenue.

Rural Roads:

- **24 Avenue:** Update the maps to include 24 Avenue from 216 Street to 268 Street as a 'Future Rural Cycling Route'.
- **Robertson Crescent:** Update the maps to include Robertson Crescent from 240 Street to 248 Street as a 'Future Rural Cycling Route'.

Campbell Valley Regional Park Trail: Update the maps to reflect the additional perimeter trails added by Metro Vancouver.
CARRIED

AMENDMENT 12
Table 5 (Road Network Project Level of Investment by Phase - Page 99) and Table 6 (Cycling and Micromobility Network Level of Investment by Phase - Page 101):
Council directs staff to add to Table 5 and Table 6 a new column next to the 'Anticipated Level of Investment' column that includes the approximate length of road and cycling infrastructure that is anticipated to be built during each of the identified phases.
CARRIED

AMENDMENT 13
That the word "adoption" in the second paragraph be replaced with "for council consideration".
CARRIED

MAIN MOTION, AS AMENDED
The question was called on the Main Motion, as amended, and it was
CARRIED



What We Heard: Round 4 Engagement

Transportation and Mobility Strategy

Township of Langley

June 2026

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1.0 Introduction

1.1 Project Background

The Township of Langley (Township) is updating its 2009 Master Transportation Plan to create a new Transportation and Mobility Strategy (TMS) that reflects current transportation needs, growth patterns, and community priorities. Since the original plan was completed, the Township has experienced significant population and employment growth, major transportation investments have advanced, and travel patterns have evolved. The existing plan also provides limited direction on active transportation and does not account for transformative regional projects such as the Surrey-Langley SkyTrain (SLS) extension and proposed Langley-Haney Place Bus Rapid Transit (LHP BRT) service.

The updated TMS is intended to provide a long-term plan for how people and goods move throughout the Township. It will guide future transportation investments, support a growing and changing community, and help create a safer, more connected, accessible, and sustainable transportation system. The TMS incorporates Vision Zero principles and considers broader community priorities including safety, equity, accessibility, climate action, and mobility choice.

The TMS also integrates and builds upon a range of existing Township policies, plans, and initiatives, including the Sustainability Charter, Official Community Plan (OCP), Housing Action Plan, Age- and Dementia-friendly Action Plan, Low Carbon Mobility Plan, 2015 Cycling Plan, 2026 Township Wide Parking Study and Bylaw Review, Climate Action Strategy, community and neighbourhood plans, Road Safety Strategy, curbside management initiatives, and other technical studies. Together, these documents help ensure transportation planning is coordinated with future growth, land use planning, and infrastructure investment decisions.

The development of the TMS has included technical analysis, collaboration with Township staff and Council, and multiple rounds of engagement with interest groups and the public. Feedback gathered through earlier engagement phases helped inform the preparation of the draft TMS, which was released to the public during the fourth and final phase of engagement on April 27, 2026.

The draft TMS is organized around six interconnected themes that collectively establish a vision, goals, targets, strategies, actions, network improvements, and implementation framework for the Township's future transportation system. Feedback received during this phase of engagement focused on these themes and the proposed actions associated with each.

Theme 1: Land Use Integration
Focuses on strengthening the relationship between land use and transportation planning to support growth, improve access to destinations, encourage active transportation, and support investment in rapid transit and connections to community hubs.

LAND USE INTEGRATION
2 Strategies
8 Actions

Theme 2: Safety
Advances a Vision Zero approach to eliminate serious injuries and fatalities on the transportation network through safer road design, speed management, intersection improvements, and enhanced safety monitoring.

SAFETY
6 Strategies
22 Actions

Theme 3: Transit
Seeks to improve transit access, reliability, and connectivity while supporting future transit investments, including SLS and LHP BRT, and encouraging land use patterns that support transit ridership

TRANSIT
3 Strategies
8 Actions

Theme 4: Cycling and Micromobility
Supports the expansion of safe and connected cycling and micromobility networks to provide more transportation options and encourage active, healthy, and sustainable travel.

CYCLING AND MOBILITY
3 Strategies
9 Actions

Theme 5: Walking and Accessibility
Focuses on creating a more walkable and accessible community through improvements to pedestrian infrastructure, connectivity, and accessibility for people of all ages and abilities.

WALKING AND ACCESSIBILITY
3 Strategies
10 Actions

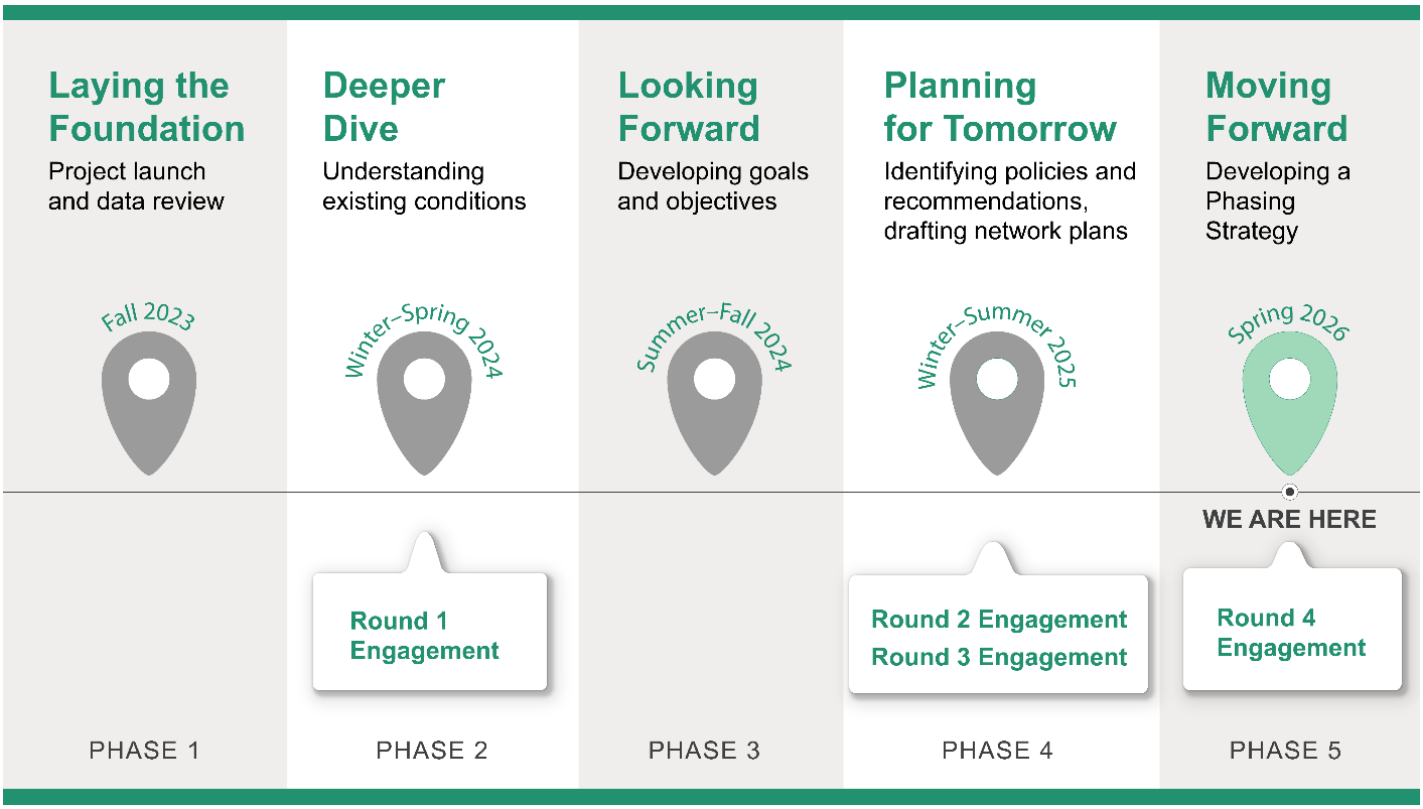
Theme 6: Driving and Goods Movement
Recognizes the continued importance of the road network for residents, businesses, and goods movement while identifying improvements needed to support growth, manage demand, improve safety, and enhance network efficiency.

DRIVING AND GOODS MOVEMENT
3 Strategies
15 Actions

1.2 Project Process and Timeline

The TMS is being developed through a five-phase process that began in Fall 2023 and is anticipated to conclude in Spring 2026 (**Figure 1**). Community and interest group engagement has been a key component of the process, with four rounds of public engagement undertaken to gather input and inform the development of the TMS.

Figure 1. Project Timeline



1.3 Purpose of Round 4 Engagement

Engaging with those who live, work, play, learn, and do business in the Township has been an important part of the TMS process. Feedback gathered through Rounds 1, 2, and 3 of engagement, together with technical analysis, was used to develop:

- a vision for the future of our transportation system
- goals and targets to measure progress
- strategies and actions to guide improvements
- proposed network maps to enhance connectivity across the Township
- the draft TMS

The purpose of Round 4 Engagement was to gather feedback on the draft TMS and confirm that the proposed vision, goals, targets, strategies, actions, and network recommendations reflect community priorities and aspirations.

1.4 First Nations Engagement

Throughout the project, Township staff provided project updates and opportunities for participation to q̓ʷɑ̓ƛ̓əṅ (Kwantlen), q̓ic̓əy̓ (Katzie), Máthxwi (Matsqui), and Se'mya'me (Semiahmoo) First Nations during each phase of engagement. As part of Round 4 engagement, letters and emails were sent to share the draft TMS and invite feedback. Staff will continue to engage with the First Nations on the TMS moving forward, recognizing that the Township is situated on their traditional and unceded territories.

2.0 How We Engaged

The TMS Round 4 Engagement launched publicly on April 14, 2026. In the lead up to, and throughout the process, engagement activities were communicated through several channels, including:

- Township website
- Social media channels
- Township eNewsletter
- Newspaper advertisements
- direct outreach to interested groups
- direct outreach to agencies

Engagement by the numbers

- 1 online open house, 25 attendees
- 1 online survey, 77 responses

2.1 Online Open House

The online open house was held on April 29, 2026, from 5:00 p.m. to 6:30 p.m. During the session, the project team presented an overview of the draft TMS, including its vision, goals, and six theme areas. Participants were invited to ask questions and share feedback throughout the presentation, with facilitated discussions held for each theme area.

A total of 25 participants attended the online open house. Attendees included representatives from the BC Trucking Association, HUB Cycling, the Langley Farmers Institute, the Greater Langley Chamber of Commerce, TransLink, and Fraser Health Authority, as well as members of the public.

2.2 Community Survey

The community survey was open from April 27, 2026, until May 11, 2026. The survey invited participants to provide open-ended feedback on each of the six themes of the draft TMS, including the proposed strategies, actions, road cross-sections, and network maps. Respondents were encouraged to share comments, concerns, and suggestions to help refine the draft. In total, the online survey received 77 responses.

3.0 What We Heard

3.1 Online Open House

As part of the online open house held on April 29, 2026, participants were introduced to the six themes of the draft TMS and provided opportunities to ask questions, share feedback, and discuss the proposed directions.

Feedback received during the open house has been summarized by theme below:

Theme 1: Land Use Integration

General Themes

- Support for differentiating transportation planning approaches, design standards, and investments between rural and urban areas to reflect their unique needs and contexts.

Theme 2: Safety

General Themes

- Improve road safety in rural areas through education, awareness, and context-specific safety measures.
- Ensure designs consider the needs of farmers, agricultural vehicles, equestrians, and other rural road users.
- Evaluate the suitability of roundabouts and other intersection treatments in rural areas.
- Ensure transportation infrastructure and design standards align with recognized safety and accessibility best practices.

Location Specific Themes

- Address safety concerns related to proposed changes and design features along the Fraser Highway corridor.
- Improve safety along the 16 Avenue corridor.

Theme 3: Transit

General Themes

- Expand transit service and increase investment in high-demand transit corridors.
- Enhance Park and Ride facilities and support infrastructure at major transit hubs and SkyTrain stations.
- Improve transit accessibility and convenience for people travelling to regional transit services.

Location Specific Themes

- Improve transit connections between Murrayville and Willoughby.
- Increase transit service and bus prioritization in the Carvolth and Highway 1 area.
- Enhance Park and Ride facilities and access to transit services at Carvolth.
- Increase transit service along the 208 Street corridor, including improvements to Route 595.

Theme 4: Cycling and Micromobility



General Themes

- Provide greater clarity on the Township's approach to removing barriers to micromobility and supporting the use of emerging transportation modes, while ensuring safety.

Theme 5: Walking and Accessibility



General Themes

- Support investment in sidewalks and pedestrian infrastructure to improve accessibility and connectivity.
- Improve the availability and accessibility of parking and features for people with disabilities, including accessible parking spaces and curb cuts.

Theme 6: Driving and Goods Movement



General Themes

- Provide greater clarity on how truck routes and freight considerations are being incorporated into the TMS.
- Increase the availability of truck parking and ensure the recommendations of the TMS are supporting goods movement.

3.2 Community Survey

Between April 14, 2026, and May 11, 2026, 77 community members took the online survey to share their input on the draft TMS.

The following section summarizes the findings by theme:

Theme 1: Land Use Integration



General Themes

- Coordinate land use and transportation planning to support housing, services, amenities, and transit access.
- Improve connections between communities through new transportation links and interim infrastructure.
- Ensure transportation infrastructure keeps pace with future growth and development.
- Enhance community character and livability through landscaping, placemaking, and transportation improvements.

Location Specific Themes

- Improve active transportation connections between Walnut Grove and Fort Langley.
- Implement interim ("quick-build") active transportation connections along the 200 Street corridor between 72 Avenue and 76 Avenue.
- Improve transportation connections across the Fraser River, including new river crossings.

Theme 2: Safety

General Themes

- Advance Vision Zero initiatives to improve safety for all transportation users.
- Reduce vehicle speeds through enhanced speed management, lower speed limits, and increased enforcement.
- Improve safety for people walking, cycling, and using micromobility devices through dedicated infrastructure and safer crossings.
- Enhance education, awareness, and enforcement to support safer travel for all road users.

Location Specific Themes

- Improve safety along Derby Reach Road, including widening or enhancing shoulder infrastructure.
- Construct a pedestrian pathway along 208 Street between 97B Avenue and Allard Crescent.
- Improve left-turn safety and operations at the intersections of 213 Street and 216 Street with 96 Avenue.
- Incorporate planned transportation improvements along the 216 Street corridor into the TMS.
- Consider safety and operational improvements at roundabouts along 48 Avenue and 216 Street.
- Increase street lighting in Fernridge to improve visibility and safety.
- Improve cyclist safety along River Road.
- Enhance speed management and enforcement along 208 Street, 200 Street, 16 Avenue, 88 Avenue, and 96 Avenue, including consideration of speed cameras.

Theme 3: Transit

General Themes

- Expand transit service coverage throughout the Township and improve connections to key destinations.
- Improve regional transit connections between communities within and outside the Township.
- Enhance transit-supportive amenities, including Park and Ride facilities, seating, and services at transit stops and stations.
- Improve the affordability, safety, and overall user experience of public transit.

Location Specific Themes

- Expand transit service along the 208 Street corridor in Brookswood.
- Improve transit connections along 216 Street and 16 Avenue corridors, including access to winery and tourism destinations.
- Strengthen transit connections to Maple Ridge and Pitt Meadows.
- Extend transit service to 206 Street and 96 Avenue areas.
- Improve transit connections to Abbotsford, Surrey, and between Aldergrove and Gloucester.
- Enhance transit facilities and bus station infrastructure along the 200 Street corridor between 72 Avenue and 86 Avenue.

Theme 4: Cycling and Micromobility

General Themes

- Expand and accelerate implementation of a safe, connected cycling network throughout the Township.
- Improve cyclist safety on major roadways through infrastructure improvements, traffic calming, enforcement, and education.
- Enhance cycling and micromobility amenities, including secure bicycle parking, shared-use pathways, and supporting infrastructure.

Location Specific Themes

- Improve cycling safety and connectivity along 16 Avenue, including access to winery destinations and address conflicts with truck traffic.
- Improve cycling conditions along 0 Avenue by addressing limited shoulders and high vehicle speeds.
- Enhance cycling connections to Fort Langley, Glen Valley, Williams Park, and along the Langley Lane Greenway.
- Improve cycling infrastructure along 96 Avenue, particularly near 204 Street.
- Enhance cycling connections and transitions at 208 Street and 16 Avenue, including connections south to 20 Avenue.
- Close east-west cycling network gaps within Willoughby.
- Improve cyclist safety on major arterial roads, including 200 Street.
- Enhance cycling infrastructure along the 208 Street corridor between 96 Avenue and 102B Avenue and along 216 Street.
- Implement traffic calming and enforcement measures along River Road and Allard Crescent.
- Support micromobility education and infrastructure improvements associated with future schools along the 76 Avenue and 208 Street corridors.

Theme 5: Walking and Accessibility

General Themes

- Improve pedestrian safety and accessibility through enhanced crossings, sidewalks, multi-use paths, public realm improvements, and traffic control measures.
- Expand and connect the pedestrian network by closing infrastructure gaps and improving access between communities and destinations.

Location Specific Themes

- Improve pedestrian crossings along 88 Avenue, including connections to trail crossings, the Yorkson Creek Trail, and the West Munday Creek Trail.
- Enhance pedestrian infrastructure along 208 Street between 97B Avenue and 102B Avenue.
- Improve and widen multi-use paths along 102B Avenue and Allard Crescent toward Fort Langley.
- Enhance pedestrian and cycling infrastructure along 96 Avenue between 216 Street and Fort Langley.

- Close gaps and extend the Langley Lane Greenway, including connections between 204 Street, 208 Street, and Fort Langley.
- Improve pedestrian connections between Walnut Grove and Willoughby through a crossing near Highway 1 and 212 Street.
- Create additional pedestrian-oriented public spaces, including plazas and gathering areas.

Theme 6: Driving and Goods Movement

General Themes

- Balance the movement of people and goods with community objectives related to safety, livability, and environmental sustainability.
- Improve parking management in commercial and higher-density areas.
- Evaluate roadway capacity, vehicle prioritization, and transportation investments to support an efficient transportation network.

Location Specific Themes

- Reduce or reroute truck traffic through Fort Langley and along the Glover Road corridor.
- Improve turning movements at the intersection of 96 Avenue and 201 Street.
- Enhance safety for pedestrians and cyclists along the Highway 10/Glover Road corridor.
- Improve traffic operations and vehicle flow along the Highway 10/Glover Road corridor.

4.0 Next Steps

Feedback collected through Round 4 Engagement activities will be reviewed alongside technical analysis and input from staff and Council to refine and finalize the draft TMS.

The Township would like to thank all community members, interest groups, and partners who participated throughout the engagement process and contributed their time, feedback, and perspectives.

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 16, 2026 – REGULAR MEETING	**REPORT:**	26-106
FROM:	LEGISLATIVE SERVICES DIVISION	**FILE:**	0550-06
SUBJECT:	PROPOSED 2027 COUNCIL CALENDAR		

RECOMMENDATION:

That Council approve the proposed 2027 Council Calendar, presented as Attachment A to this report.

EXECUTIVE SUMMARY:

Council is required to adopt a schedule of Regular Council Meetings in accordance with the requirements of the *Community Charter*.

PURPOSE:

Approval of the Council Calendar for 2027 is being requested to meet the requirements of the *Community Charter* and provide staff with the information necessary to prepare related statutory notices and complete room bookings.

Council annually approves a Council Calendar with scheduled Council meetings. Attached is the proposed 2027 Council Calendar providing the proposed dates of regular meetings of Council. Additional meetings, not included in the calendar, can be accommodated using Special meetings as permitted by the *Community Charter*.

Respectfully submitted,

Kim Stepto
DEPUTY TOWNSHIP CLERK
for
LEGISLATIVE SERVICES

ATTACHMENT A 2027 Council Calendar

January 2027

Acting Mayor: Cllr. Kunst

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
					New Year's Day	
3	4	5	6	7	8	9
10	11	12	13	14	15	16
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
17	18	19	20	21	22	23
			1:30 – 3:30pm **Joint SD#35 / Municipal Liaison Committee** *School Board*			
24/31	25	26	27	28	29	30
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

February 2027

Acting Mayor: Cllr. Martens

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	**2**	**3**	**4**	**5**	**6**
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
7	**8**	**9**	**10**	**11**	**12**	**13**
	FCM Sustainable Communities Conference *Ottawa, ON*	**FCM Sustainable Communities Conference** *Ottawa, ON*	**FCM Sustainable Communities Conference** *Ottawa, ON*	**FCM Sustainable Communities Conference** *Ottawa, ON*		
14	**15**	**16**	**17**	**18**	**19**	**20**
	Family Day					
21	**22**	**23**	**24**	**25**	**26**	**27**
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
28						

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

March 2027

Acting Mayor: Cllr. Martens

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
7	8	9	10	11	12	13
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
14	Spring Break 15	Spring Break 16	Spring Break 17	Spring Break 18	Spring Break 19	Spring Break 20
21	Spring Break 22	Spring Break 23	Spring Break 24	Spring Break 25	Spring Break 26	27
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*				Good Friday	
28	29	30	31			
	Easter Monday					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
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April 2027

Acting Mayor: Cllr. Martens

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
4	5	6	7	8	9	10
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
11	12	13	14	15	16	17
18	19	20	21	22	23	24
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
25	26	27	28	29	30	

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
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May 2027

Acting Mayor: Cllr. Whitmarsh

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
						1
2	3	4	5	6	7	8
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*		**LMLGA Conference & AGM** *Harrison Hot Springs, BC*	**LMLGA Conference & AGM** *Harrison Hot Springs, BC*	**LMLGA Conference & AGM** *Harrison Hot Springs, BC*	
9	10	11	12	13	14	15
16	17	18	19	20	21	22
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
23	24	25	26	27	28	29
	Victoria Day					
30	31					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

June 2027

Acting Mayor: Cllr. Whitmarsh

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1	2	3	4	5
6	7	8	9	10	11	12
				FCM Conference *Halifax, Nova Scotia*	**FCM Conference** *Halifax, Nova Scotia*	**FCM Conference** *Halifax, Nova Scotia*
13	14	15	16	17	18	19
FCM Conference *Halifax, Nova Scotia*	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
20	21	22	23	24	25	26
27	28	29	30			
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

July 2027

Acting Mayor: Cllr. Whitmarsh

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
				1	2	3
				Canada Day		
4	5	6	7	8	9	10
11	12	13	14	15	16	17
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
18	19	20	21	22	23	24
25	26	27	28	29	30	31
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

August 2027

Acting Mayor: Cllr. Richter

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1	2	3	4	5	6	7
	BC Day					
8	9	10	11	12	13	14
15	16	17	18	19	20	21
22	23	24	25	26	27	28
29	30	31				

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

September 2027

Acting Mayor: Cllr. Richter

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
	Labour Day					
12	13	14	15	16	17	18
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
19	20	21	22	23	24	25
	UBCM Convention *Whistler, BC*	**UBCM Convention** *Whistler, BC*	**UBCM Convention** *Whistler, BC*	**UBCM Convention** *Whistler, BC*	**UBCM Convention** *Whistler, BC*	
26	27	28	29	30		
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*			**National Truth and Reconciliation Day**		

DRAFT

October 2027

Acting Mayor: Cllr. Richter

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5	6	7	8	9
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
10	11	12	13	14	15	16
	Thanksgiving					
17	18	19	20	21	22	23
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
24/31	25	26	27	28	29	30

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

November 2027

Acting Mayor: Cllr. Townsley

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
	1	2	3	4	5	6
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
7	8	9	10	11	12	13
				Remembrance Day		
14	15	16	17	18	19	20
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
21	22	23	24	25	26	27
28	29	30				
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
SRCR = Salmon River Committee Room

December 2027

Acting Mayor: Cllr. Townsley

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
	1:30pm **Regular / Closed Council Meeting** 7:00pm **Public Hearing Meeting** *FRPT*					
19	20	21	22	23	24	25
						Christmas Day
26	27	28	29	30	31	
Boxing Day	**Municipal Offices Closed**	**Municipal Offices Closed**	**Municipal Offices Closed**	**Municipal Offices Closed**	**Municipal Offices Closed**	

DRAFT

4th Floor, 20338 – 65 Avenue, Langley, BC
FRPT = Fraser River Presentation Theatre
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Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 16, 2026 - REGULAR MEETING	**REPORT:**	26-107
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE:**	LSP00014
SUBJECT:	YEAR ONE HOUSING TARGET REPORT		

RECOMMENDATION:

That Council authorize staff to submit the Year One Housing Target Report, presented as Attachment A to this report, to the Minister of Housing and Municipal Affairs in accordance with the *Housing Supply Act*.

EXECUTIVE SUMMARY:

On August 18, 2025, the Minister of Housing and Municipal Affairs issued Order No. M264 under the *Housing Supply Act* and provided housing targets for the Township of Langley. The Township is required to report on its progress toward meeting the targets.

The Year One Housing Target Progress Report (Attachment A) consists of a standardized form and outlines the Township's progress toward the provincial requirement of supplying 6,596 net new housing units by August 31, 2030. Between September 1, 2025 and August 31, 2026 (Year One reporting period), the Township achieved 1,516 net new units, surpassing the Year One target of 989 units. While the Province has also provided guidelines for reporting on unit size, tenure and affordability, the Township was unable to report detailed breakdowns for this period due to historical data limitations. However, updated data collection processes are now in place for future reporting.

Over the past year, the Township advanced several initiatives supporting housing delivery such as updates to numerous community plans including the Official Community Plan, the Willoughby Community Plan and a new Willoughby Transit Corridor Plan. In addition, the Township has worked with the Province through the BC Builds Program to create rental homes for middle-income residents across three projects.

Beyond the 1,516 net new units built during the Year One reporting period, 2,165 units were issued through a development permit or building permit. In addition, as of August 31, 2026, 7,299 units have received third reading in rezoning applications and are considered approved in principle, though many applicants are delaying advancement to final reading due to current economic conditions.

The Year One Report is to be submitted to the Minister of Housing and Municipal Affairs. The Year One Housing Target Progress Report must be received by Council by December 15, 2026.

PURPOSE:

To present Council with the Year One Housing Target Progress Report for the September 1, 2025 to August 31, 2026 reporting period.

BACKGROUND/HISTORY:

On May 31, 2023, the *Housing Supply Act* was brought into effect. This legislation gives the Province the authority to set housing targets for 47 municipalities including the Township of Langley.

On August 18, 2025, the Minister of Housing and Municipal Affairs issued Order No. M264 under the *Housing Supply Act* and provided housing targets for the Township. The Order requires the Township to ensure 6,596 net new units are completed – meaning fully built and granted final inspection by August 31, 2030. The annual (cumulative) breakdown of required housing units is as follows:

- Year 1 (2026): 989 units
- Year 2 (2027): 2,045 units
- Year 3 (2028): 3,265 units
- Year 4 (2029): 4,749 units
- Year 5 (2030): 6,596 units

The Order also outlined expectations for the mix of housing by unit size (number of bedrooms), tenure and affordability (see Table 1). These figures are not part of the formal Housing Target Order itself, but the Township is expected to report on them.

Table 1 – Housing Target Guidelines

Total Units	Units by Size			Units by Tenure		Units by Rental Market Rate		Supportive Rental Units
	Studio/1 bedroom	2 bedrooms	3 or more bedrooms	Rental	Owned	Below Market	Market	
6,596	**3,758**	**1,185**	**1,652**	**3,008**	**3,588**	**1,481**	**1,527**	**211**

Housing Target Progress Reports must be received by Council within 45 days of the end of each reporting period. The reporting periods are as follows:

- Interim reporting period: September 1, 2025 – February 28, 2026
- Year 1 reporting period: September 1, 2025 – August 31, 2026
- Year 2 reporting period: September 1, 2026 – August 31, 2027
- Year 3 reporting period: September 1, 2027 – August 31, 2028
- Year 4 reporting period: September 1, 2028 – August 31, 2029
- Year 5 reporting period: September 1, 2029 – August 31, 2030

A required interim Housing Target Progress Report (for the period September 1, 2025 - February 28, 2026) was presented to Council April 13, 2026 and advanced to the Province on April 17, 2026. The subject Year One Progress Report must be received by Council by December 15, 2026 and submitted to the Province shortly after. The Progress Report must also be posted to the Township's website as soon as possible.

DISCUSSION/ANALYSIS:

The Year One Housing Target Progress Report Form (Attachment A) has been prepared. The form includes seven sections summarized below.

Section 2: Number of Net New Units
This section reports the number of net new units for the Year One reporting period calculated as completions minus demolitions. The Province considers completions to be occupancy permits

issued, however, the Township does not track occupancy permits but instead tracks final inspections. Thus, the net new units refer to final inspections issued minus demolitions. With 1,577 units completed and 61 demolished, the period saw 1,516 net new units. The Township has achieved the Year 1 target of 989 net new units.

Section 3: Number of Housing Units by Category and Type
This section reports on a breakdown of net new units by unit size (number of bedrooms), tenure and rental affordability to track progress relative to the guidelines identified in Table 1 above.

The Township had not historically collected building permit data on unit size, tenure, or rental affordability. The completed units referenced in the Year One Progress Report are based on building permits issued before this information was collected. Accordingly, numerical figures are not reported in this section and an explanation of data limitations is included. The number of secondary suites and accessory dwelling units completed in the Year One reporting period is included as that data is already collected.

Future reporting periods will be more complete as the data collection processes have been updated to align with the provincial requirements.

Section 4: Municipal Actions and Partnerships to Enable More Housing Supply
This section provides a list of actions undertaken by the Township in the last 12 months to help achieve housing targets, as follows:

- Official Community Plan Update
- Community Plans Update
- Willoughby Community Plan Update
- Willougby Transit Corridor Plan
- Gordon Neighbourhood Plan Consolidation
- Three BC Builds Projects

Section 5: Approved Housing Development Applications
This section reports the number of housing units that obtained rezoning approval/adoption, development permit issuance, or building permit issuance during the Year One reporting period. Each project should be recorded only once using the most current application type. As a result, no rezoning applications are recorded since every rezoning application was paired with a development permit and therefore categorized under development permits. Between September 1, 2025 and August 31, 2026, the Township approved/gave issuance to 2,165 housing units in total. Of these, 1,825 units were approved through building permits, while the remaining 340 units were approved through development permits and associated rezonings (where applicable).

Section 6: Withdrawn or Not Approved Development Applications
This section asks for a list and summary of development applications that have been withdrawn or not approved. During the Year One reporting period, the Township did not deny any development applications.

In total, 170 applications were withdrawn during the Year One reporting period. Of these,169 were building permit applications and one was a development permit application. The Township does not consistently track the reasons for withdrawn building permits, but withdrawals can occur for a variety of routine administrative reasons. For example, applicants may submit duplicate applications in error, or they may apply under the wrong application type and need to withdraw and resubmit correctly.

The proposed unit counts associated with withdrawn applications are not considered reliable as the Township does not verify proposed unit numbers until an application is formally issued.

There was one development permit application that was withdrawn within the Year One reporting period. This was an application for an apartment building with 257 units; the application was withdrawn due to unsuitable market conditions and financial feasibility.

Section 7: Other Information
This section provides space for any additional context the Township wishes to highlight regarding progress toward the housing target. It is noted that 7,299 residential units had received Third Reading and are therefore considered "*approved in principle"* as of August 31, 2026. This represents a substantial volume of housing that is effectively positioned to proceed but is currently awaiting action from applicants to meet their outstanding conditions.

Before a project can receive final adoption, applicants must complete all required conditions of approval. Applicants typically complete these requirements only when they are prepared to advance to construction. Under current economic conditions, many applicants are choosing to delay fulfilling these obligations until market conditions become more favourable.

Additional Information
Following Council receiving the Interim Housing Target Report (Report 26-40), there was a request for unit count by community. This information is included for Council's convenience.

Net New Units by Community
As stated above, there were 1,516 new units that received final inspections net of demolitions.

Community	**Units**	**Distribution**
Aldergrove	78	5.1%
Brookswood-Fernridge	97	6.4%
Fort Langley	13	0.9%
Gloucester	0	0.0%
Murrayville	15	0.9%
Northwest Langley	0	0.0%
Rural	68	4.5%
Walnut Grove	13	0.9%
Willoughby	1,222	80.6%
Willowbrook	10	0.7%
Total	**1,516**	**100.0%**

"Approved in Principle" Units by Community
As stated above, as of August 31, 2026, there were 7,299 residential units that had received third reading and are therefore considered "approved in principle".

Community	**Units**	**Distribution**
Aldergrove	204	2.8%
Brookswood-Fernridge	561	7.7%
Fort Langley	0	0.0%
Gloucester	0	0.0%
Murrayville	20	0.3%
Northwest Langley	0	0.0%
Rural	66	0.9%
Walnut Grove	0	0.0%
Willoughby	6,448	88.3%
Willowbrook	0	0.0%
Total	**7,299**	**100.0%**

Next Steps:

Following Council receiving the Year One Housing Target Progress Report, the report must be submitted to the Minister of Housing and Municipal Affairs and posted to the Township's website as soon as possible.

The Year Two Housing Targets Progress Report must be received by Council by October 15, 2027.

Respectfully submitted,

Alyssa Koselowski
PLANNER
for
COMMUNITY AND POLICY PLANNING DIVISION

ATTACHMENT A Year One Housing Target Progress Report Form

HOUSING TARGET PROGRESS REPORT FORM

Housing Targets Branch
BC Ministry of Housing and Municipal Affairs

ATTACHMENT A

PURPOSE

Municipalities will use this form to complete the requirements for progress reporting under the *Housing Supply Act* (Act). The information provided will be evaluated to determine whether targets have been met or satisfactory progress has been made toward meeting targets.

REPORT REQUIREMENTS

The report must contain information about progress and actions taken by a municipality to meet housing targets as identified in the Housing Target Order (HTO).

The progress report must be received in a meeting that is open to the public and by Council resolution within 45 days after the end of the reporting period.

Municipalities must submit this report to the minister and post it to their municipal website as soon as practicable after it is approved by Council resolution.

ASSESSMENT

The Housing Targets Branch evaluates information provided in the progress report based on Schedule B - Performance Indicators in the HTO. If targets have not been met and satisfactory progress has not been made, the Minister may initiate compliance action as set out in the Act.

REPORT SUBMISSION

Please complete the attached housing target progress report form and submit to the Minister of Housing at **Housing.Targets@gov.bc.ca** as soon as practicable after Council resolution.

Do not submit the form directly to the Minister's Office.

HOUSING TARGET PROGRESS REPORT FORM

Housing Targets Branch
BC Ministry of Housing and Municipal Affairs

Section 1: MUNICIPAL INFORMATION	
Municipality	Township of Langley
Housing Target Order Date	August 18, 2025
Reporting Period	Year 1
Date Received by Council Resolution	November 16, 2026
Date Submitted to Ministry	TBD
Municipal Website of Published Report	https://www.tol.ca/en/the-township/housing-targets.aspx
Report Prepared By	☒ Municipal Staff ☐ Contractor/External
Municipal Contact Info	*Alyssa Koselowski, Planner I, akoselowski@tol.ca, 604-533-6023*
Contractor Contact Info	☒ N/A *(name, position/title, email, phone)*

Section 2: NUMBER OF NET NEW UNITS

Record the number of net new housing units delivered during the reporting period, and cumulatively since the effective date of the HTO. Net new units are calculated as completions (occupancy permits issued) minus demolitions. Legalizing existing unpermitted secondary suites or other housing types does not count toward completions.

Section 8 must be completed if a housing target has not been met for the reporting period.

	Completions (Reporting Period)	**Demolitions** (Reporting Period)	**Net New Units** (Reporting Period)	**Net New Units** (Since HTO Effective Date)
Total	1577	61	1516	1516

Section 3: NUMBER OF HOUSING UNITS BY CATEGORY AND TYPE (Unit Breakdown Guidelines)

Record the number of housing units in each category below for the reporting period and cumulatively since the effective date of the HTO. Definitions are provided in the endnote.

	Completions (Reporting Period)	**Demolitions** (Reporting Period)	**Net New Units** (Reporting Period)	**Net New Units** (Since Effective HTO Date)
Units by Size				
Studio	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1
One Bedroom	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1
Two Bedroom	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1
Three Bedroom	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1
Four or More Bedroom[1]	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1	SEE NOTE 1

HOUSING TARGET PROGRESS REPORT FORM

Housing Targets Branch
BC Ministry of Housing and Municipal Affairs

Units by Tenure				
Rental Units[2] – Total	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2
Rental – Purpose Built	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2
Rental – Secondary Suite	206	1	205	205
Rental – Accessory Dwelling	7	0	7	7
Rental – Co-op	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2
Owned Units	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2	SEE NOTE 2
Units by Rental Affordability				
Market	SEE NOTE 3	SEE NOTE 3	SEE NOTE 3	SEE NOTE 3
Below Market[3] - Total	SEE NOTE 3	SEE NOTE 3	SEE NOTE 3	SEE NOTE 3
Below Market - Rental Units with On-Site Supports[4]	SEE NOTE 3	SEE NOTE 3	SEE NOTE 3	SEE NOTE 3

Note 1: The Township of Langley did not historically collect information on unit sizes. This data has only recently been added to the Township's data collection process. As a result, the completed units referenced in this interim report came from Building Permit applications submitted before unit size information was collected.

Note 2: The Township of Langley did not historically collect information on unit tenure. This data has only recently been added to the Township's data collection process to align with Housing Target Order reporting requirements. As a result, the completed units referenced in this interim report came from Building Permit applications submitted before unit tenure information was collected.

Note 3: The Township of Langley did not historically collect information on unit rental affordability. This data has only recently been added to the Township's data collection process to align with Housing Target Order reporting requirements. As a result, the completed units referenced in this interim report came from Building Permit applications submitted before unit rental affordability information was collected.

HOUSING TARGET PROGRESS REPORT FORM

Housing Targets Branch
BC Ministry of Housing and Municipal Affairs

Section 4: MUNICIPAL ACTIONS AND PARTNERSHIPS TO ENABLE MORE HOUSING SUPPLY

A) Describe applicable actions taken in the last 12 months to achieve housing targets, in line with the Performance Indicators in the HTO. Each entry should include a description of how the action aligns with achieving the housing target, the date of completion, and links to any publicly available information. For example:

- Streamlined development approvals policies, processes or systems.
- Updated land use planning documents (e.g., Official Community Plan, zoning bylaws).
- Updated Housing Needs Report.
- Innovative approaches and/or pilot projects.
- Partnerships (e.g., BC Housing, CMHC, or non-profit housing organizations except First Nations – see Section 4 B).
- Other housing supply related actions.

Official Community Plan Update – The Township of Langley completed an update of the Official Community Plan to boost housing supply and follow mandated requirements from the Ministry of Housing.

Community Plans Update – The Township of Langley also completed an update of several Community Plans to align with the newly updated Official Community Plan.

Willougby Community Plan Update – The Township of Langley completed an update of the Willoughby Community Plan to boost housing supply.

Willoughby Transit Corridor Plan – The Township of Langley completed a new Willoughby Transit Corridor Plan for the 200 Street Corridor.

Gordon Neighbourhood Plan Consolidation – The Township of Langley consolidated two existing neighbourhood plans (Central Gordon and Northeast Gordon) with the intent to simplify the regulatory framework, align with the broader Willoughby Community Plan Update and explore increasing residential densities, where appropriate.

BC Builds Projects – the Township of Langley is working with the BC Builds Program through the Province to develop 3 rental housing projects.

B) Please provide any information about First Nation partnerships and/or agreements including planning, servicing and infrastructure that support delivery of housing on First Nation land including delivered and/or projected housing units.

The Township of Langley has ongoing agreements with Katzie First Nation ("Katzie 2") and Kwantlen First Nation ("McMillan Island 6") to provide water and sewer services.

Section 5: APPROVED HOUSING DEVELOPMENT APPLICATIONS

Report the number of approved applications issued by type since the effective date of the HTO. Each project should only be recorded once for the **most current** application type. Provide the estimated number of new housing units to be delivered for each application category.

NOTE: units issued occupancy permits should be recorded in Section 2.

	Rezoning	Development Permit	Building Permit	Total
Applications	-	28	383	411
New Units	-	340	1825	2165
Unit Breakdown				
Units by Size				
Studio	-	15	69	84
One Bedroom	-	0	509	509
Two Bedroom	-	91	685	776
Three Bedroom	-	234	562	796
Four or More Bedroom[1]	-	-	-	-
Units by Tenure				
Rental Units[2] – Total[2]	-	SEE NOTE 4	SEE NOTE 4	-
Rental – Purpose Built	-	SEE NOTE 4	122	122
Rental – Secondary Suite	-	SEE NOTE 4	126	126
Rental – Accessory Dwelling	-	SEE NOTE 4	18	18
Rental – Co-op	-	SEE NOTE 4	SEE NOTE 4	-
Owned Units	-	SEE NOTE 4	SEE NOTE 4	-
Units by Rental Affordability				
Market	-	SEE NOTE 5	SEE NOTE 5	-
Below Market[3] - Total	-	SEE NOTE 5	SEE NOTE 5	-
Below Market - Rental Units with On-Site Supports[4]	-	SEE NOTE 5	SEE NOTE 5	-

Note 4: The Township of Langley did not historically collect information on unit tenure. This data has only recently been added to the Township's data collection process to align with Housing Target Order

reporting requirements. As a result, the completed units referenced in this interim report came from Building Permit applications submitted before unit tenure information was collected.

Note 5: The Township of Langley did not historically collect information on unit rental affordability. This data has only recently been added to the Township's data collection process to align with Housing Target Order reporting requirements. As a result, the completed units referenced in this interim report came from Building Permit applications submitted before unit rental affordability information was collected.

Section 6: WITHDRAWN OR NOT APPROVED HOUSING DEVELOPMENT APPLICATIONS

A) Indicate the number of applications and the estimated number of proposed units withdrawn by applicants, and /or not approved by staff or Council during this reporting period. Please include rezoning applications, development permits, and building permits.

	Applications Withdrawn	Applications Not Approved
Applications	170	0
Proposed Units	428	0

B) Provide a description of each application (e.g., rezoning, development permit, building permit) and brief summary of why each project was withdrawn or not approved.

In total, there were 170 applications that were withdrawn within Reporting Period 1. No application was not approved by staff or Council.

Building Permit Applications = 169
Development Permit Applications = 1
Rezoning Applications = 0

The Township of Langley does not necessarily track why building permits are withdrawn, but this can be for several reasons. For example, some applicants accidentally applied twice, so one of their applications was cancelled, or they applied for the wrong type of application.

In addition, the number of proposed units associated with the withdrawn applications was likely not accurate, as we do not confirm proposed units until the application was issued.

There was 1 development permit application that was withdrawn within Reporting Period 1. The reason provided by the applicant was due to market conditions and financial feasibility. This application had 257 units proposed.

HOUSING TARGET PROGRESS REPORT FORM

Housing Targets Branch
BC Ministry of Housing and Municipal Affairs

Section 7: OTHER INFORMATION
Provide any other information not presented above that may be relevant to the municipality's effort and progress toward achieving the housing target.
As of August 31, 2026, a total of 7,299 residential units received Third Reading and were considered *Approved in Principle*. Before projects can receive final adoption, applicants must meet all required conditions of approval. These typically include actions such as dedicating land for road widening or entering into agreements for necessary works and services. Applicants generally only complete these conditions when they are ready to move forward with construction. Given current economic conditions, the Township is seeing many applicants choosing to delay meeting these requirements until market conditions improve.

[1] If needed due to data gaps, it is acceptable to report "Three Bedroom" and "Four or More Bedroom" as one figure in the "Three Bedroom" row.
[2] **Rental Units** include purpose built rental, certain secondary rentals (secondary suites, accessory dwellings) and co-op.
[3] **Below Market Units** are units rented at or below 30% of the local Housing Income Limits (HIL) per unit size.
[4] **Below Market Rental Units with On-Site Supports** are units rented at the Income Assistance Shelter rate providing permanent housing and on-site supports for people to transition out of homelessness.

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 16, 2026 - REGULAR MEETING	**REPORT:**	26-113
FROM:	FINANCE DIVISION	**FILE:**	0640 -22/1830-25
SUBJECT:	2025 REVISED STATEMENT OF FINANCIAL INFORMATION- SCHEDULE OF PAYMENTS TO SUPPLIERS FOR GOODS AND SERVICES		

RECOMMENDATIONS:

That Council approve the Revised 2025 Statement of Financial Information (SOFI) Schedule F Schedule of Payments to Suppliers for Goods and Services.

EXECUTIVE SUMMARY:

The Financial Information Act requires Council to approve the Township's annual Statement of Financial Information (SOFI). Following Council approval, the SOFI report and corresponding Council resolution are submitted to the Ministry of Community Services in accordance with the legislative requirement.

On June 29, 2026, Council approved the Township's 2025 SOFI, including all required schedules. Subsequently, staff identified an error in the supplier payment listing (Schedule F - Schedule of Payments to Suppliers for Goods and Services). Council was advised of the error through a memorandum included in the distribution list dated August 20, 2026. Staff also notified the Ministry of Community Services that a revised schedule would be provided following Council approval.

PURPOSE:

The purpose of this report is to obtain Council approval of the revised 2025 SOFI Schedule F- Schedule of Payments to Suppliers for Goods and Services.

DISCUSSION/ANALYSIS:

An error was identified that resulted in the overstatement of payments reported for two suppliers, as outlined below:

Supplier Name	Revised Amount	Originally Reported
COBRA ELECTRIC SERVICES LTD.	$985,047.91	$9,723,709.81
LIDSTONE & COMPANY	$261,883.12	$1,803,297.06

This error occurred because the financial system permitted a single transaction number to be associated with multiple invoices for these suppliers. To prepare the SOFI Schedule F, the supplier data table is combined with the general ledger data table using the transaction number as a common field. Where the transaction numbers were duplicated, payment lines were repeated during the data extraction and summarization process.

The underlying general ledger and the accounts payable records are accurate. The error is limited to the data extraction and consolidation process used to prepare the SOFI supplier payment schedule, which includes over 100,000 lines of data summarized for reporting purposes.

Staff have reviewed the process and tested additional data-integrity controls. Additional validation procedures will be implemented to help identify similar issues in future reporting cycles.

The revised 2025 SOFI Schedule F – Schedule of Payments to Suppliers for Goods and Services is included as Attachment A.

Respectfully submitted,

Sandra Ruff
DIRECTOR
for
FINANCE DIVISION

ATTACHMENT A Revised 2025 SOFI Schedule F Schedule of Payments to Suppliers for Goods and Services

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2025
SCHEDULE OF PAYMENTS TO SUPPLIERS OF GOODS AND SERVICES

Supplier Name	Amount ($)
(EASI) ENTRANCE AUTOMATION SYSTEMS INC	50,893.00
0962370 BC LTD DBA MODULAR ELECTRIC	114,449.29
1075633 BC LTD O/A LED PRINT & SIGN SOLUTIONS	38,097.35
1090992 BC LTD	257,000.00
1269315 BC LTD	50,269.00
1823625 ALBERTA LTD OA MARSHALL LINES 2014	32,234.00
341234 BC LTD O/A MICROSERVE	30,169.72
3M CANADA COMPANY	73,588.03
ABBOTSFORD, CITY OF	33,368.23
ABC TRANSMISSIONS LTD	52,361.52
ACCESS INFORMATION MANAGEMENT OF CANADA ULC	33,126.79
ACE LINK FENCE LTD	97,335.00
ACTON OSTRY ARCHITECTS INC	630,151.63
AECOM CANADA ULC	116,699.90
AGILYX SOLUTIONS LIMITED	43,466.25
AGT INDUSTRIAL SOLUTIONS LTD	28,605.64
AINSWORTH INC	190,074.36
AIR LIQUIDE CANADA INC	29,290.85
ALBERTO AGOSTINI AND JUNKO AGOSTINI	42,000.00
ALDER STEEL MART	26,925.35
ALL ROADS CONSTRUCTION LTD	5,331,639.80
ALLARD CONTRACTORS LTD	35,965.21
ALTAC MECHANICAL INC	2,151,998.41
AMAZON	180,724.34
AME CONSULTING GROUP LTD, THE	54,300.00
AMERESCO CANADA INC	66,450.00
AMOR ENERGY CORPORATION	106,835.00
AMRIZE CANADA INC	2,069,478.00
ANDREW SHERET LIMITED	67,632.58
ANMORE DEVELOPMENT CORP	31,597.66
AON REED STENHOUSE INC	3,593,922.84
APEX EHS SERVICES INC	40,475.00
APLIN & MARTIN CONSULTANTS LTD	2,259,203.03
APPLE CANADA INC	135,284.25
AQUATIC INFORMATICS INC	26,271.32
ARBOR PRO TREE SERVICES LTD	189,895.87
ARBUTHNOT COMMERCIAL PROPERTIES LTD	211,944.40
ARCADIS PROFESSIONAL SERVICES (CANADA) INC	54,331.20
ARSALAN CONSTRUCTION LTD	27,600.00
ART´S NURSERY LTD	35,163.97
ARTIC RENTS LTD DBA ACCESSIBILITY IN MOTION (AIM)	38,090.71
ASSERTIVE EXCAVATING AND DEMOLITION LTD	43,574.00
ASSOCIATED ENGINEERING (BC) LTD	333,617.73
ASSOCIATED FIRE SAFETY GROUP	251,633.47
ASTECH CONSULTANTS LTD	44,083.93

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2025
SCHEDULE OF PAYMENTS TO SUPPLIERS OF GOODS AND SERVICES

Supplier Name	Amount ($)
ATKINSREALIS CANADA INC	97,201.46
ATS TRAFFIC LTD	70,009.71
AVENUE MACHINERY CORP	168,250.85
AVIATION GROUND FUELING TECHNOLOGIES (2020) LTD	224,540.57
B&B CONTRACTING (2012) LTD	70,304.90
B&B HEAVY CIVIL CONSTRUCTION LTD	33,589,833.75
BA BLACKTOP LTD	84,166.41
BAGS & STUFF PACKAGING LTD	47,876.12
BARKING CROW MAINTENANCE	45,015.63
BC AIR FILTER LTD DBA PACIFIC AIR FILTER	32,880.75
BC COMMUNICATIONS INC	62,283.53
BC EVENT MAKERS LTD	28,273.50
BC HYDRO & POWER AUTHORITY	4,486,400.38
BCI CONSULTING INC	79,384.64
BEECHWOOD LANDSCAPE SERVICES	27,364.35
BENCHMARK ESTATE (2009) LTD	30,160.00
BINPAL ENGINEERING LTD	67,431.25
BIOMAXX WASTEWATER SOLUTIONS INC	53,786.63
BLACK MAMBA TREE SERVICE INC	141,707.50
BLACK PRESS GROUP LTD	64,191.18
BLUE DROP WATER WORKS LTD	120,861.00
BORTOLO AND SONS PAVING CO LTD	63,317.00
BRAUN GEOTECHNICAL LTD	32,602.50
BROGAN FIRE & SAFETY	333,398.54
BUNZL CLEANING & HYGIENE	121,457.91
BURNABY BLACKTOP LTD	84,885.92
C3 MAINLINE INSPECTIONS INC	25,519.76
CANADIAN LANDSCAPE & CIVIL SERVICES LTD	6,900,222.61
CANADIAN LINEN AND UNIFORM	77,665.74
CANADIAN NATIONAL	1,329,224.10
CANADIAN SPRINGS	26,811.74
CANASIA (BLOCK A) HOLDINGS LTD	205,000.00
CANDAT SYSTEMS	27,143.54
CANEM SYSTEMS LTD	1,596,359.57
CANTAFIO, JOHN AND SUSAN	275,000.00
CAO LAW CORPORATION, IN TRUST, THE	11,141,196.48
CARMICHAEL ENGINEERING LTD	458,532.14
CARSCADDEN STOKES MCDONALD ARCHITECTS INC	50,070.00
CARVOLTH DEVELOPMENTS LTD	330,740.59
CATALYST ENGINEERING INC	45,123.82
CDN ENERGY AND POWER CORP DBA CANADIAN ENERGY VANCOUVER	35,198.07
CDW CANADA CORP	91,907.93
CEDAR CREST LANDS (BC) LTD	5,514,801.00
CEDAR RIM NURSERY LTD	226,799.07
CENTAUR PRODUCTS INC	402,981.55

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
FINANCIAL INFORMATION ACT REPORT
FOR THE YEAR ENDED DECEMBER 31, 2025
SCHEDULE OF PAYMENTS TO SUPPLIERS OF GOODS AND SERVICES

Supplier Name	Amount ($)
CENTRAL LANGLEY INVESTMENTS LTD	49,626.00
CENTRALSQUARE CANADA SOFTWARE INC	211,392.77
CGI INC	33,223.63
CHEM-AID SERVICES INC	25,857.25
CIMCO REFRIGERATION	55,850.02
CINTAS CANADA LTD	37,934.10
CISCO SYSTEMS CAPITAL CANADA CO	145,304.02
CLEARTECH INDUSTRIES INC	208,181.69
CLEARVIEW DEMOLITION LTD	426,149.05
CLEARWAY CONSTRUCTION INC	891,898.20
COBRA ELECTRIC SERVICES LTD.	985,047.91
COLLINGWOOD APPRAISALS LTD	41,828.00
COMMERCIAL TRUCK EQUIPMENT CORP	330,709.77
COMPLETE POWER SYSTEMS LTD	127,255.44
COMPUGEN INC	156,360.50
CONCORD EXCAVATING & CONTRACTING LTD	29,750.00
CONSOLIDATED ENVIROWASTE INDUSTRIES INC	62,769.08
COREPM SERVICES LTD	193,093.10
COUNTRY LUMBER LTD	147,449.08
CULLEN WESTERN STAR TRUCKS LTD	175,884.64
CUMMINGS TRAILER SALES & RENTALS	47,219.11
CWPC PROPERTY CONSULTANTS LTD	49,175.00
DAKTRONICS CANADA	33,009.50
DAMS FORD LINCOLN SALES LTD	101,178.79
DB PERKS & ASSOCIATES LTD	149,134.11
DCH EXCAVATING LTD	2,110,877.09
DECCAN INTERNATIONAL	49,008.65
DENBOW TRANSPORT LTD	33,933.98
DENTONS CANADA LLP	151,102.96
DERKESON, CHRISTINA	40,106.84
DEXTERRA GROUP INC	378,401.35
DINESEN NURSERIES LTD	142,314.19
DLF CANADA INC DBA PREMIER PACIFIC SEEDS	122,958.97
DMD & ASSOCIATES LTD	113,990.79
DONALD FLOORING CONTRACT SALES LTD	86,498.77
DOUGNESS HOLDINGS LTD	402,123.70
DRIVING FORCE INC, THE	477,360.12
DUTCH DOOR HARDWARE LTD	82,051.06
EAGLE BUILDERS LP	2,333,175.87
EAST-WEST BUILDING MAINTENANCE LTD	188,925.00
EB HORSMAN & SON	209,265.39
EBURNE, JOSHUA	33,000.00
ECOLIGHTEN ENERGY SOLUTIONS LTD	27,015.00
E-COMM, EMERGENCY COMMUNICATIONS FOR BC INC	987,712.86
ECONOLITE CANADA INC	348,244.46

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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Supplier Name	Amount ($)
ECORA ENGINEERING & ENVIRONMENTAL LTD	25,706.20
ELECTION SYSTEMS & SOFTWARE CANADA ULC	43,237.67
ELITE FIRE PROTECTION LTD	196,649.87
ELK FITNESS REPAIR INC	35,355.44
EMCO CORPORATION	473,161.89
EMERALD GREEN MECHANICAL LTD	739,597.05
ENCOM WIRELESS DATA SOLUTIONS INC	53,253.90
ENTITY MECHANICAL LTD	189,789.10
EP ENGINEERED PUMP SYSTEMS LTD	39,979.48
ESRI CANADA LTD	124,419.60
EVOQUA WATER TECHNOLOGIES LTD	65,111.73
FACE00 VENTURES INC.	37,500.00
FALCON EQUIPMENT LTD	37,790.30
FARM-TEK TURF SERVICES INC	532,328.30
FAST + EPP STRUCTURAL ENGINEERS INC	189,962.50
FIELDS TREE SERVICE INC	140,072.50
FIRST LIGHT ENERGY SOLUTIONS LTD	58,900.00
FLOCOR INC	26,320.86
FLOW ENGINEERING INC	57,707.03
FOCAL ENGINEERING INC	47,600.00
FORESEESON EVSE TECHNOLOGY INC	200,259.82
FORTISBC	1,538,428.24
FRANCES ANDREW SITE FURNISHINGS LTD	25,180.65
FRANCOTYP-POSTALIA CANADA INC	106,329.36
FRASER CITY INSTALLATIONS (1989) LTD	164,044.00
FRASER VALLEY EQUIPMENT LTD	74,891.14
FRASER VALLEY REFRIGERATION LTD	117,479.20
FRASER VALLEY REGIONAL LIBRARY	5,573,745.32
FRED SURRIDGE LTD	58,624.66
FRONTIER POWER PRODUCTS ULC	86,034.07
GB PROJECTS LTD	178,244.61
GCL CONTRACTING INC	2,613,595.60
GDM GREYSTONE DESIGN MANAGEMENT CONSTRUCTION LTD	440,608.18
GEN3 ELECTRIC LTD DBA EARTHFORCE HYDROVAC	399,147.51
GENUMARK INC	30,889.89
GEOWEST ENGINEERING LTD	82,867.55
GFL ENVIRONMENTAL SERVICES INC.	219,260.61
GHD DIGITAL (CANADA) LIMITED	69,613.62
GOERTZEN INDUSTRIAL GROUP LTD	44,859.41
GRAHAM CONSTRUCTION & ENGINEERING LP	780,374.42
GRAND & TOY	41,339.18
GREATER VANCOUVER SEWERAGE & DRAINAGE DISTRICT	21,486,478.35
GREATER VANCOUVER WATER DISTRICT	16,629,888.92
GREGG DISTRIBUTORS LP	92,870.18
GUILD YULE LLP	126,109.38

THE CORPORATION OF THE TOWNSHIP OF LANGLEY
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Supplier Name	Amount ($)
HABITAT SYSTEMS INC	1,484,989.65
HCMA ARCHITECTURE + DESIGN	123,855.00
HEIDELBERG MATERIALS CANADA LTD	36,278.72
HERITAGE OFFICE FURNISHINGS LTD	109,560.83
HIGHANGEL TECHNICAL GROUP INC	32,525.86
HI-LITE TRUCK ACCESSORIES LTD	40,066.00
HILTI CANADA CORPORATION	95,610.45
HITEX NORTH AMERICA LTD	206,001.60
HOLACO CONSTRUCTION (1997) LTD	344,829.97
HOOTS BICYCLE ACCESSORIES LTD	28,275.00
HORIZON LANDSCAPE CONTRACTORS INC	46,925.86
HS MCDONALD CONTRACTING	71,500.00
ICBC	731,040.95
ICONIX WATERWORKS LP	166,222.81
IDRS	186,091.62
IMAGE PAINTING & RESTORATION LTD	62,480.45
IMPERIAL DADE CANADA INC	163,886.99
INDUSTRA CONSTRUCTION CORP	9,216,683.52
INFOR (CANADA) LTD	239,672.61
INLAND TRUCK & EQUIPMENT LTD.	33,906.22
INTERPROVINCIAL TRAFFIC SERVICES LTD	255,948.90
INTERVISTAS CONSULTING INC	129,000.00
INTROBA CANADA LLP	30,000.00
IRON MOUNTAIN CANADA OPERATIONS ULC	35,072.90
IRONMAN DIRECTIONAL DRILLING LTD.	50,066.56
ISL ENGINEERING & LAND SERVICES LTD	450,562.62
J COTE & SON EXCAVATING LTD	74,088.12
JACK CEWE CONSTRUCTION LTD	798,918.40
JMP LANDSCAPING & CITYSCAPE SOLUTIONS INC	64,130.74
JOHNSTON DAVIDSON ARCHITECTURE + PLANNING INC	780,606.61
JOINT FORCE TACTICAL LTD	33,868.77
JUN, JUNG SIK & GI HYUN	163,381.00
JUST MECHANICAL LTD	75,932.00
KENDRICK EQUIPMENT (2003) LTD	30,780.38
KERR WOOD LEIDAL ASSOCIATES LTD	571,448.31
KEYSTONE ENVIRONMENTAL LTD	36,501.26
KINETIC CONSTRUCTION LTD.	8,686,582.92
KITT EQUIPMENT LTD	58,798.11
KMBR ARCHITECTS PLANNERS INC	51,180.04
KONICA MINOLTA BUSINESS SOLUTIONS (CANADA) LTD	55,544.51
KONTUR GEOTECHNICAL CONSULTANTS INC.	48,671.83
KOTANKO, JOLENE	58,300.00
KPMG LLP	140,350.00
KRONOS CANADIAN SYSTEMS INC	25,680.00
KTI LIMITED	67,152.30

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Supplier Name	Amount ($)
LAFARGE CANADA INC	663,784.45
LANDMARK BUILDING MAINTENANCE	61,997.08
LANGLEY ANIMAL PROTECTION SOCIETY	723,613.44
LANGLEY CONCRETE & TILE LTD	56,085.98
LANGLEY ENVIRONMENTAL PARTNERS SOCIETY	326,033.70
LANGLEY FACILITIES SOCIETY	1,913,667.00
LANGLEY MINOR HOCKEY ASSOCIATION	39,000.00
LANGLEY, CITY OF	1,002,700.40
LARK PROJECTS LTD	56,465,485.06
LEGACY ENVIRONMENTAL LTD	33,353.18
LEKU, SADIK AND FATMIR	37,878.00
LIDSTONE & COMPANY	261,883.12
LIFESAVING SOCIETY	35,830.42
LIFESTYLE EQUIPMENT (2002) LTD	51,950.96
LOGITEK TECHNOLOGY LTD DBA QLOGITEK	27,515.05
LONG VIEW SYSTEMS CORP	402,685.55
LUCIDEA TECHNOLOGIES CORP	25,625.43
MACEDON CONSTRUCTION LTD	46,337.50
MACK KIRK INDUSTRIES LTD	43,357.00
MAINLAND CONSTRUCTION MATERIALS ULC	418,144.30
MAINLAND ENERGY WORKS INC	712,006.84
MAINROAD MAINTENANCE PRODUCTS	102,267.16
MANULIFE FINANCIAL GROUP BENEFITS	3,876,503.90
MARINE ROOFING REPAIR & MAINTENANCE SERVICE (2003) LTD	35,446.23
MASDUCT COMMERCIAL SERVICES LTD	32,157.00
MATRIX VIDEO COMMUNICATIONS CORP	1,022,024.76
MCASPHALT INDUSTRIES LIMITED	54,523.03
MCCONCHIE LAW CORPORATION	72,099.34
MCELHANNEY LTD	1,209,232.44
MCRAES SEPTIC TANK SERVICE (FV) LTD	435,040.78
MCW CONSULTANTS LTD	276,375.54
MECHANICAL ADVANTAGE INDUSTRIES LTD	83,008.90
MERKLINGER ICEMAKING CO	77,939.14
MERLETTI CONSTRUCTION (1999) LTD	142,552.91
METERCOR INC	463,671.36
METRO MOTORS LTD	669,735.63
METRO TRAFFIC LTD	3,129,374.83
METRO VANCOUVER REGIONAL DISTRICT	12,036,456.78
MICROSOFT CANADA INC	656,767.44
MINISTER OF FINANCE	2,970,797.41
MIOVISION TECHNOLOGIES INCORPORATED	25,818.68
MODERN NIAGARA VANCOUVER INC	228,036.05
MOMENTUM REALTY INC.	273,319.20
MOTION INDUSTRIES (CANADA) INC	150,731.87
MPOWERED VENTURES LTD	57,806.58

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Supplier Name	Amount ($)
MULTIVISTA CONSTRUCTION DOCUMENTATION ULC	43,837.09
MUNICIPAL PENSION PLAN	8,927,849.73
MWL DEMOLITION LTD	69,943.00
NAHANNI TRUCK & TRAILER REPAIR LTD	86,285.15
NATIONS FIRST CONTRACTING	160,140.00
ND GRAPHICS INC	33,407.90
NEBULA CYBERSECURITY GROUP LTD	221,000.78
NEW RHODES CONSTRUCTION INC	1,207,174.93
NEWLANDS LAWN & GARDEN MAINTENANCE	215,432.28
NONIS ELECTRICAL SERVICES	51,834.82
NORSTONE EXCAVATING	145,054.79
NORTHWEST HYDRAULIC CONSULTANTS LTD	125,360.00
NORTON ROSE FULBRIGHT CANADA LLP	1,389,961.37
NOVA POLE INTERNATIONAL INC	32,628.58
NUCOR ENVIRONMENTAL SOLUTIONS LTD	71,842.56
NUQO MODULAR INC.	120,000.00
OAKCREEK GOLF & TURF LP	34,812.61
OCEAN MARKER SPORT SURFACES (2014) LTD	417,083.00
OCEAN PARK FORD SALES LTD	31,330.53
OTTER FARM & HOME CO-OP	110,821.93
PACE SOLUTIONS CORP	74,423.40
PACIFIC ACE SPORTS SURFACES & EQUIPMENT LTD	50,270.00
PACIFIC AIRCRAFT SERVICES LTD	282,134.50
PACIFIC BLUE CROSS	759,743.99
PACIFIC CASA CONSTRUCTION INC	298,987.51
PACIFIC EVERGREEN REALTY LTD	245,200.20
PACIFIC FLOW CONTROL LTD	166,404.72
PALADIN TECHNOLOGIES INC	459,391.96
PALAHI LOGGING & SPECIALTY PRODUCTS INC	28,000.00
PARA SPACE LANDSCAPING INC	25,768.02
PARK N PLAY DESIGN COMPANY LTD	228,842.62
PARKER JOHNSTON INDUSTRIES LTD	471,141.38
PARKWORKS SOLUTIONS CORP	332,757.16
PATEL, ANUGRAH DBA DRONE LIGHT SHOW CANADA INC	53,500.00
PBX ENGINEERING LTD	142,312.50
PENINSULA PLASTICS LTD DBA NOVA PRODUCTS	62,724.30
PERFECTMIND INC	82,012.73
PETRO-CANADA LUBRICANTS INC	28,180.12
PETROVALUE PRODUCTS CANADA INC	713,471.27
PIONEER MANUFACTURING COMPANY DBA PIONEER ATHLETICS	32,840.40
PIONEER PAVING LTD	60,662.00
POLAJZAR, MIRJANA	165,000.00
POLYWEST LTD	59,996.15
POOKT PET WASTE SOLUTIONS INC	153,098.40
POWER TRACTOR REPAIR A DIV OF HPA MOTORSPORTS INC	96,348.42

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Supplier Name	Amount ($)
PRAIRIECOAST EQUIPMENT	51,741.37
PRECISE MRM LLC	98,238.84
PRECISION AUTO SERVICES LTD	42,816.80
PRODUCTION POWER CORPORATION	46,800.00
PROFESSIONAL CARPET REPAIR SERVICES INC	30,033.33
PROFIRE EMERGENCY EQUIPMENT INC	26,392.58
PRO-SHINE FLEET WASHING	36,833.00
PRO-SPEC PRODUCTION SERVICES LTD	30,313.10
PURE TECHNOLOGIES LTD	45,360.00
PWL PARTNERSHIP LANDSCAPE ARCHITECTS INC	248,962.02
QUANTUM LIGHTING INC	49,151.10
R F BINNIE & ASSOCIATES LTD	1,206,185.73
RAINTREE LANDSCAPING & MAINTENANCE	77,915.00
RAM MECHANICAL LTD	38,975.35
READ JONES CHRISTOFFERSEN LTD	173,053.43
RECEIVER GENERAL FOR CANADA	35,205,242.23
REGEHR CONTRACTING LTD	13,747,777.44
REMDAL PAINTING & RESTORATION INC	41,406.00
RESA CANADA INC	74,279.00
RICHCO CONTRACTING LTD	465,534.45
RICHMOND ELEVATOR MAINTENANCE LTD	25,190.00
RIDGELINE EXTERIORS INC DBA CHILLIWACK ROOFING	176,629.86
RIMKUS CONSULTING GROUP CANADA INC	52,300.00
RITEWAY TREE SERVICE LTD	246,242.54
RIVERSHED SOCIETY OF BC	267,844.77
RIVERWEST GENERAL CONTRACTORS LTD	146,612.71
RNF INDUSTRIES CORPORATION	34,372.00
ROADWAY TRAFFIC PRODUCTS LTD	26,086.61
ROBERTSON ELECTRIC WHOLESALE BC LTD	51,166.92
ROCKY MOUNTAIN PHOENIX	39,305.14
ROE ENVIRONMENTAL INC	132,845.18
ROGERS COMMUNICATIONS CANADA INC	47,081.66
ROGERS WIRELESS	190,788.76
ROLLINS MACHINERY LIMITED	44,060.50
ROPER GREYELL LLP	566,332.22
ROSBERG SAWATZKY LLP, "IN TRUST"	2,260,826.95
ROSE SECURITY SERVICES	81,320.38
ROWND ABOUT ROADSAWING LTD	63,806.00
ROYAL LASER MFG INC DBA ENVYROZONE	69,900.72
RSOLUTIONS CORP DBA ARCTIQ INC	47,980.00
S.I. SYSTEMS PARTNERSHIP	280,085.50
SAFE SOFTWARE INC	26,750.00
SALUS TECHNOLOGIES INC	43,442.00
SAPPHIRE SOUND INC	30,300.26
SCHOOL DISTRICT #35 (LANGLEY)	688,900.28

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Supplier Name	Amount ($)
SCOTT, ROBERT DBA PACIFIC NORTHWEST TREES & LANDSCAPE	205,800.43
SHAREZEN CONSULTING LTD	28,480.02
SHAW CABLESYSTEMS GP	57,754.84
SHERINE INDUSTRIES LTD	27,723.73
S-I IPVF CANADA INC	175,014.01
SIERRA WASTE SERVICES LTD	11,200,656.66
SIGMA SAFETY CORP	35,845.49
SMITH BROS. & WILSON (BC) LTD	1,455,937.41
SNAP ON TOOLS	29,895.25
SOFTCHOICE LP	420,339.36
SOLARWINDS	29,320.35
SOLIDCAD	46,896.17
SOUTH FRASER CUSTOM LANDSCAPES LTD	103,851.00
SOUTHERN RAILWAY OF BC LTD	72,884.38
SOUTHWEST CONTRACTING LTD	82,000.80
SPARTAN CONTROLS LTD	47,388.98
SPATIAL TECHNOLOGIES (2017) INC	36,926.26
SPECIMEN TREES WHOLESALE NURSERIES LTD	135,882.51
SPICERS CANADA ULC	51,400.68
SPORTSPLEX MANAGEMENT LTD	805,045.83
SQUIRREL SYSTEMS CANADA	73,828.67
STANBURY CONSTRUCTION LTD TRADING AS STANBURY CONSTRUCTION CONSULTING	57,346.83
STANTEC CONSULTING LTD	48,875.22
STONEWATER VENTURES (NO 182) LTD	215,533.71
SUNBELT RENTALS OF CANADA INC	33,712.03
SUNCOR ENERGY PRODUCTS PARTNERSHIP	1,821,446.73
SUPER SAVE DISPOSAL INC	133,177.51
SUPER SAVE FENCE RENTALS INC	31,895.90
SUPER SAVE HYDRO VAC INC	583,563.05
SUPERIOR PROPANE	111,300.81
SUPPORT SOHO INC	112,992.00
SURESPAN CONSTRUCTION LTD	111,269.62
SURREY, CITY OF	674,174.87
SURVEYMONKEY EUROPE UC	30,942.94
SUTTON ROAD MARKING LTD	650,270.70
SYKES AUDIO VISUAL HOLDINGS INC	40,316.21
SYSTEMSACCOUNTANTS INC	27,560.25
TAJPUR INVESTMENTS LTD DBA WEST CAN AUTO PARTS	36,291.64
TAMMY TSUI NOTARY CORPORATION, IN TRUST	2,253,602.83
TARGET LAND SURVEYING (SURLANG) LTD	33,050.00
TBI MANAGEMENT LTD	40,105.95
TECHNICAL SAFETY BC	35,172.87
TECHNOGYM CANADA INC	60,311.07
TELUS COMMUNICATIONS INC	471,174.26
TEN FEET SPORTS & ENTERTAINMENT LTD	51,278.55

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Supplier Name	Amount ($)
TERRALINK HORTICULTURE INC	136,161.62
TETRA TECH CANADA INC	307,314.26
THE GET GO INC DBA GGI ROAD & TRAFFIC	143,095.66
THE HOME DEPOT	127,986.09
TIMBRO CONTRACTING LTD	6,419,123.14
TOMKO SPORTS SYSTEMS INC	181,810.38
TOPLINE ELECTRIC MOTORS LTD	363,009.93
TOTER, LLC	141,937.92
TOURISM LANGLEY ASSOCIATION	54,999.96
TRAIL APPLIANCES LTD	30,021.93
TRAN, DAY CONG	200,000.00
TRANS CANADA TRAFFIC INC	58,808.37
TRANSWEST ROOFING LTD	178,576.18
TRECON MANAGEMENT LTD	28,050.00
TRIPLE THREE TRADING LTD	29,768.24
TUNG HOLDING INC	218,625.00
TURNBULL CONSTRUCTION PROJECT MANAGERS LTD	250,081.49
TURNING POINT TECHNOLOGY SERVICES INC	273,642.87
TYBO CONTRACTING LTD	1,807,661.76
UAP INC	46,767.00
UBS INDUSTRIES	39,484.02
ULINE CANADA CORPORATION	187,485.23
UNIT4 BUSINESS SOFTWARE CORPORATION	363,958.49
UNITED PACIFIC PATROL LTD	46,117.63
UNITED RENTALS OF CANADA INC	58,130.79
UNIVERSAL TRAFFIC (258) DBA VALLEY TRAFFIC SYSTEMS INC	33,112.24
URBAN SYSTEMS LTD	889,211.39
UTILIMARC LLC	26,452.59
VACTERRA HYDROVAC INC	190,119.97
VAL MART DOCK & DOOR SALES LTD	95,414.46
VALLEY POWER LINE CONTRACTING LTD	26,300.00
VALLEYSIDE CONTRACTING SERVICES LTD	232,876.00
VANCOUVER READY MIX INC	125,434.58
VANDERVEEN INVESTMENTS LTD	25,200.00
VANE LAWN & GARDEN SERVICES (1981) LTD	998,071.50
VANTAC ITS GROUP INC	34,738.79
VDZ + A CONSULTING INC	43,177.24
VELOSOLUTIONS CANADA WEST LTD	626,197.50
VI KINGS LOG HOME RESTORATION	31,970.00
VICTORIA PLAYCO INSTALLATIONS LTD	350,690.18
VRP HOLDINGS LTD	750,000.00
VULCAN METAL WORKS LTD	182,448.64
WARRINGTON PCI ITF FORTH GEN HOLDINGS LTD, LOST LAGOON HOLDINGS LTD, & BERKOCORP PROPERTIES CORP	101,575.28
WASP MANUFACTURING LTD	37,711.94
WATER STREET ENGINEERING LTD	31,310.75

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Supplier Name	Amount ($)
WEST COAST DISPOSAL LTD	44,465.28
WEST CREEK FARMS LTD	57,038.00
WESTERN EQUIPMENT LTD	40,347.41
WESTERN OIL SERVICES LTD	39,960.08
WESTERRA EQUIPMENT LP	25,202.39
WESTPORT CONSTRUCTION GROUP INC	1,989,459.02
WEX CANADA LTD	55,235.26
WFR WHOLESALE FIRE & RESCUE LTD	366,535.43
WHITESTAR PROPERTY SERVICES LTD	463,150.34
WJM CONTRACTING LTD	146,069.99
WOLSELEY CANADA INC	235,834.84
WORKLEAP PLATFORM INC DBA SHAREGATE	30,435.50
WORKSAFE BC	2,896,938.87
WRIGHT SBW SMITH ATHLETIC PARK JV	45,705,242.94
WSP CANADA INC	784,936.80
WURTH CANADA LIMITED	38,441.05
X10 TECHNOLOGIES INC	36,560.00
XEROX CANADA LTD	101,134.50
XL TURF LTD	829,750.00
XPERA RISK MITIGATION & INVESTIGATION LP	58,252.69
YBS YARD BEAUTIFICATION SERVICES LTD	33,577.20
YOUR TREE SOURCE	56,838.00
ZEDCOR SECURITY SOLUTIONS CORP	27,696.95
ZONE WEST ENTERPRISES LTD	43,759.26
Total Supplier Payments Exceeding $25,000	**$ 442,658,175**
Total Supplier Payments of $25,000 or less	**$ 6,264,813**
Grand Total Supplier Payments	**$ 448,922,988**

The Schedule of Payment to Suppliers of Goods or Services is prepared on a "cash basis". This total figure will vary significantly from the expenditures shown on the consolidated financial statements that are prepared on a consolidated basis using the accrual method of accounting due to various factors including:

- *Timing differences between the cash basis and accrual method;*
- *There are payments that are not considered expenditures including payments for capital assets, and debt principal repayments*
- *There are expenditures which do not involve an actual cash disbursement, for example, amortization and loss on disposal of assets*

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 16, 2026 - REGULAR MEETING	**REPORT:**	26-110
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	2026 EMERGENCY SUPPORT SERVICES EQUIPMENT AND TRAINING GRANT		

RECOMMENDATION:

That Council authorize an application, including all required grant management, to the 2026 Union of British Columbia Municipalities Emergency Support Services Equipment and Training Grant for $30,000 of funding towards the Emergency Support Services Regional Resilience Project.

ANALYSIS:

The Union of British Columbia Municipalities (UBCM), through the Community Emergency Preparedness Fund, offers funding for equipment and training for Emergency Support Services (ESS), which is intended to support eligible applicants to build local capacity through the purchase of essential equipment and supplies to provide emergency support services through ESS volunteer/responder recruitment, retention and training, and the purchase of essential ESS equipment. The program provides cost-share of 100% of eligible costs, up to a maximum of $30,000 in funding. Applications were due October 16, 2026, and a grant application was submitted prior to the deadline. Should Council wish to not proceed with the application, it can be withdrawn.

Staff are proposing an ESS Regional Resilience Project for submission. This project involves purchasing supplies for the Reception Centre and providing joint training to build relationships, share best practices, and improve regional coordination. This will be accomplished through a regional ESS event focused on reception centres, volunteer management, and emergency response to increase preparedness and regional capacity. The funding will also be utilized to recruit and recognize ESS volunteers.

UBCM has requested that all resolutions supporting applications to their programs now explicitly indicate support for the current proposed activities and a willingness to provide overall grant management for the project. The Township has been meeting this requirement with all previous applications, and staff continue to have a good working relationship with UBCM.

Financial Implications:

Should the Township be successful in its application, it will receive $30,000 in funding, covering 100% of the project costs.

Respectfully submitted,

Karl Neufeld-Peters
MANAGER, ADMINISTRATIVE SERVICES
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
PROTECTIVE SERVICES - FIRE	J. de Roy

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 16, 2026 - REGULAR MEETING	**REPORT:**	26-111
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	CELEBRATE CANADA GRANT APPLICATION		

RECOMMENDATION:

That Council approve the submission of a grant application to the Celebrate Canada Grant for $45,000 towards the Canada Day 2027 Event within the Township of Langley.

ANALYSIS:

Annually, Heritage Canada offers funding to municipalities and other organizations covering 100% of eligible costs for events running from June 21 to August 15, 2027, to celebrate and promote one or more of the following days: National Indigenous Peoples Day, Saint Jean-Baptiste Day, Canadian Multiculturalism Day and Canada Day. Events must be free of charge and be open to the public.

A successful grant application would enhance the annual base budget, enabling a more comprehensive and elaborate Canada Day celebration. For 2027, an application for $45,000 is proposed, which would supplement the annual budget and facilitate a larger Canada Day celebration to take place. The deadline to submit the Celebrate Canada Grant application is November 23, 2026.

Financial Implications:

Should the Township be successful in the grant application, it would allow the event to be expanded beyond the current annual base budget of $90,000. If the grant application is not successful, staff will proceed with organizing an event within the approved operating budget.

Respectfully submitted,

Karl Neufeld-Peters
MANAGER, ADMINISTRATIVE SERVICES
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
RECREATION, ARTS AND CULTURE DIVISION	R. Stare

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 16, 2026 - REGULAR MEETING	**REPORT:**	26-109
FROM:	ENGINEERING DIVISION	**FILE:**	1855-35
SUBJECT:	2026 FOUNDATIONS OF DISASTER RISK REDUCTION GRANT		

RECOMMENDATIONS:

That Council authorize an application, including all required grant management, to the 2026 Union of British Columbia Municipalities Foundations of Disaster Risk Reduction program for $150,000 of funding towards the design of the Northwest Langley Dyke Project.

That Council authorize an application, including all required grant management, to the 2026 Union of British Columbia Municipalities Foundations of Disaster Risk Reduction program for $100,000 of funding towards the Slope Stability Monitoring Project.

ANALYSIS:

The Union of British Columbia Municipalities (UBCM), through the Community Emergency Preparedness Fund, offers funding through the Foundations of Disaster Risk Reduction program to support communities in reducing public safety risks from natural hazards and climate-related events by improving the understanding of risk and risk reduction options and developing plans and designs to enable the implementation of risk reduction solutions. Funding is divided into categories including risk assessments, risk mitigation plans, structural planning and design, and monitoring equipment, with applicants able to apply for up to two categories. Applications are due by November 20, 2026.

The program provides cost share of 100% of eligible costs with different amounts for each category, including:

- Category 1 – Risk Assessments – up to $200,000
- Category 2 – Risk Mitigation Plans – up to $100,000
- Category 3 – Structural Planning and Design – up to $150,000
- Category 4 – Land Use Planning, Education, Monitoring Equipment, and Temporary Mitigation Equipment – up to $100,000.

Due to the program's two-category submission limit, staff are proposing applications for submission to Category 3 and Category 4 funding streams. For Category 3, staff are proposing the Northwest Langley Dyke Project. This project involves developing detailed design of the Northwest Langley dyke, to provide foundational support for a shovel-ready construction project for future grant opportunities. The total cost is anticipated to be $150,000.

Additionally, staff are proposing a Category 4 submission of the Slope Stability Monitoring project. This project includes the installation of geotechnical slope monitoring equipment at approximately twelve locations to monitor the stability of various roadways throughout the Township. The total cost is anticipated to be $100,000.

UBCM has requested that all resolutions supporting applications to their programs now explicitly indicate support for the current proposed activities and a willingness to provide overall grant management for the project. The Township has been meeting this requirement with all previous applications, and staff continue to have a good working relationship with UBCM.

Financial Implications:

Should the Township be successful in the funding application, it will receive $250,000 in funding, covering 100% of the costs for both projects.

Respectfully submitted,

Karl Neufeld-Peters
MANAGER, ADMINISTRATIVE SERVICES
for
ENGINEERING DIVISION

This report has been prepared in consultation with the following listed departments.

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 16, 2026 – REGULAR MEETING	**REPORT:**	26-108
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	08-26-0239
SUBJECT:	DEVELOPMENT PERMIT APPLICATION NO. 101506 (441933 BC LTD. / 8750 – 204 STREET)		

PROPOSAL:

Development Permit application (including variances) for a 4,697 m^2 (50,558 ft^2) addition to an existing hotel on property located at 8750 – 204 Street.

RECOMMENDATION SUMMARY:

That Council authorize issuance of Development Permit No. 101506 subject to 11 conditions.

RATIONALE:

The proposal is consistent with the Development Permit Area provisions of the the Walnut Grove Community Plan and complies with the site's Service Commercial C-3 zoning, with the exception of the proposed variances.

RECOMMENDATION:

That Council authorize issuance of Development Permit No. 101506 to 441933 BC Ltd. for property located at 8750 – 204 Street subject to the following conditions:

a. Building plans being in substantial compliance with Schedule "A".
b. Landscaping plans being in substantial compliance with Schedule "B" and in compliance with Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) and the Township's Street Trees and Boulevard Plantings Policy. The details of planting design are to be reviewed and finalized at the time of Building Permit.
c. Provision of a final tree management plan incorporating tree retention, replacement, and protection details in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
d. All signage being in substantial compliance with Schedule "A" and with the Township's Sign Bylaw.
e. Section 603.6 – Height of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the maximum building height from 12.0 m (39.3 ft) to 16.8 m (55.1 ft) as indicated in Schedule "A".
f. Section 107.3 – Required Off-Street Parking Spaces of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the number of required parking spaces from 190 parking spaces to 152 parking spaces as indicated in Schedule "A".
g. Section 107.5 3) – Design Criteria of the Township of Langley Zoning Bylaw No. 2500 being varied to decrease the off-street parking area setback from a lot line common to the parking area from 1.5 m (4.9 ft) to 1.3 m (4.3 ft) on the interior side (north) lot line as indicated in Schedule "A".
h. Section 111.3 – Landscaping, Screening and Fencing of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required landscape screen along the

interior side (north) lot line from 2.0 m (6.5 ft) to 1.3 m (4.2 ft) and along the rear (east) lot line from 2.0 m (6.5 ft) to 1.7 m (5.5 ft) as indicated in Schedule "A".

i. Section 111.3 – Landscaping, Screening and Fencing of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required parking lot landscaping requirement from one tree per six parking stalls to one tree per six and a half parking stalls as indicated in Schedule "A".
j. Rooftop mechanical equipment to be located so that it is not visible from adjacent roads or alternatively screened from view by compatible architectural treatments.
k. All refuse areas to be located within buildings and/or in enclosures and screened.

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. On-site landscaping being secured by a letter of credit and landscaping plans finalized at the Building Permit stage.
b. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit including payment of associated administration fees.
c. Completion of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
d. Completion of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
e. Payment of Development Cost Charges, supplemental development permit application fees, and building permit administration fees.

EXECUTIVE SUMMARY:

Pacific Reach Properties Development 2 Limited Partnership has applied on behalf of the owner for a development permit for a 4,697 m^2 (50,558 ft^2 / 84 room) addition to an existing hotel on property located at 8750 – 204 Street.

The proposed development permit includes variances to the required maximum building height, minimum number of off-street parking spaces, minimum setback for off-street parking areas from a lot line common to the parking area, minimum landscape screen widths along the interior side and rear lot lines and minimum parking lot landscaping.

The development proposal complies with the Development Permit Area guidelines in the Walnut Grove Community Plan. The proposal also complies with the site's Service Commercial C-3 zoning, with the exception of the proposed variances.

Issuance of Development Permit No. 101506 is recommended subject to 11 conditions, plus five conditions to be applied at the building permit stage.

PURPOSE:

The purpose of this report is to provide information and recommendations to Council regarding proposed Development Permit No. 101506.

REFERENCE:

Owner:	441933 BC Ltd. 1818, 701 W Georgia Street Vancouver, BC V7Y 1C6
Agent:	Pacific Reach Properties Development 2 Limited Partnership 1818, 701 W Georgia Street Vancouver, BC V7Y 1C6
Legal Description:	Lot 1 Section 26 Township 8 New Westminster District Plan EPP150499
Location:	8750 – 204 Street
Area:	1.0 ha (2.5 ac)
Existing Zoning:	Service Commercial Zone C-3
Walnut Grove Community Plan:	Neighbourhood Commercial Conservation Area

BACKGROUND/HISTORY:

- The subject site is designated Neighbourhood Commercial in the Walnut Grove Community Plan.
- The subject site is located in the Neighbourhood Commercial Development Permit Area in the Walnut Grove Community Plan.
- The eastern portion of the subject site accommodates a hotel, while the western portion of the subject site accommodates a restaurant which is proposed to be removed to facilitate the proposed hotel addition.
- Council approved issuance of Development Permit No. 097001 on September 8, 1997 to permit development of the existing 4-storey (91 room) hotel on the subject site.
- Council approved issuance of Development Variance Permit No. 100053 on September 14, 2009 that varied the maximum permitted building height from 12.0 m (39.3 ft) to 16.75 m (55 ft) in conjunction with a façade renovation to the existing 4-storey hotel.
- Council approved issuance of Development Variance Permit No. 100016 on July 5, 1999 that varied the provisions of the Township's Sign Bylaw 1995 No. 3491 to permit a 7.6 m (24.8 ft) high freestanding sign adjacent to Highway 1.
- A lot consolidation was completed in 2026, combining two properties (8740 and 8750 – 204 Street) into the current property located at 8750 – 204 Street.

DISCUSSION/ANALYSIS:

- Pacific Reach Properties Development 2 Limited Partnership has applied on behalf of the property owner for a development permit to facilitate a 4,697 m^2 (50,558 ft^2) westerly addition to the existing 4-storey hotel located at 8750 – 204 Street.
- The proposed addition will accommodate 84 new hotel rooms, increasing the total number of hotel rooms on the subject site from 91 to 175.
- The proposed development permit includes variances to the required maximum building height, minimum number of off-street parking spaces, minimum setback for off-street parking areas from a lot line common to the parking area, minimum landscape screen widths along the interior side and rear lot lines and minimum parking lot landscaping.

- The proposed development includes exterior repainting of the existing hotel building and updated signage.
- The proposal is consistent with the Walnut Grove Community Plan and is compliant with the Service Commercial Zone C-3, with the exception of the proposed variances.

Adjacent Uses:

	Existing Use:	Walnut Grove Community Plan Designation:	Existing Zoning:
North:	A property with existing commercial uses	Neighbourhood Commercial	Community Commercial Zone C-2 and Service Station Zone C-6
South:	Highway 1	N/A	N/A
East:	A property with an existing hotel, pub and liquor store	Neighbourhood Commercial and Conservation Area	Community Commercial Zone C-2
West:	204 Street, beyond which are properties with existing commercial uses	Commercial Village and Conservation Area	Community Commercial Zone C-2

Development Permit:

- The subject site is located in the Neighbourhood Commercial Development Permit Area in the Walnut Grove Community Plan.
- The form and character of the proposed 4,697 m^2 (50,558 ft^2) addition to the existing hotel is consistent with the Neighbourhood Commercial guidelines.
- Proposed Development Permit No. 101506, inclusive of the proposed variances, is attached to this report as Attachment B.

Development Variance Permits:

The applicant is seeking the following variances:

- Section 603.6 – Height of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the maximum building height from 12.0 m (39.3 ft) to 16.8 m (55.1 ft).
    - The applicant indicates the proposed variance is requested to permit a building height consistent with the height of the existing hotel building on the subject property.
- Section 107.3 – Required Off-Street Parking Spaces of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the number of required parking spaces from 190 parking spaces to 152 parking spaces (reduction of 38 parking spaces, or 20%).
    - The applicant indicates the proposed variance is requested due to existing site constraints that limit the number of parking spaces that can be accommodated. The applicant has reconfigured the existing parking lot to comply with Zoning Bylaw parking stall dimension requirements. (Staff note 16 private Tesla EV parking spaces are available on site but are excluded from the parking calculations). The applicant has also submitted a Technical Memorandum prepared by a professional traffic engineer that supports the proposed variance and concludes sufficient parking is available to serve the proposed development at full capacity.

- Section 107.5 3) – Design Criteria of the Township of Langley Zoning Bylaw No. 2500 being varied to decrease the off-street parking area setback from a lot line common to the parking area from 1.5 m (4.9 ft) to 1.3 m (4.3 ft) along the interior side (north) lot line.
    - The proposed variance is requested to accommodate an existing landscape screen on the interior side (north) lot line that results in a reduced off-street parking area setback.
- Section 111.3 – Landscaping, Screening and Fencing of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required landscape screen along the interior side (north) lot line from 2.0 m (6.5 ft) to 1.3 m (4.3 ft) and along the rear (east) lot line from 2.0 m (6.5 ft) to 1.7 m (5.6 ft).
    - The proposed variance is requested to accommodate existing landscape screens along the interior side (north) and rear (east) lot lines. To mitigate the reduced landscape screen widths, the applicant proposes enhancing the existing landscaping through installation of new upsized trees and plant material.
- Section 111.4 – Parking Lot Landscaping of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required parking lot landscaping from one tree per six parking spaces to one tree per six and a half parking spaces.
    - The proposed variance is requested to utilize existing parking lot landscape islands on the subject site. To mitigate the reduction, the applicant proposes enhancing the new and existing parking lot landscape islands through installation of new upsized trees and plant material.

Staff do not object to the proposed variances, as they are primarily the result of existing building and site conditions. The proposed development accommodates 84 additional hotel rooms, results in a reconfigured site layout, enhanced landscaping and increased conformity with parking stall and landscape related Zoning Bylaw requirements.

Tree Protection / Replacement:

The applicant has submitted preliminary tree management plans for the western portion of the site 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	19	29	N/A	29

Policy Considerations:

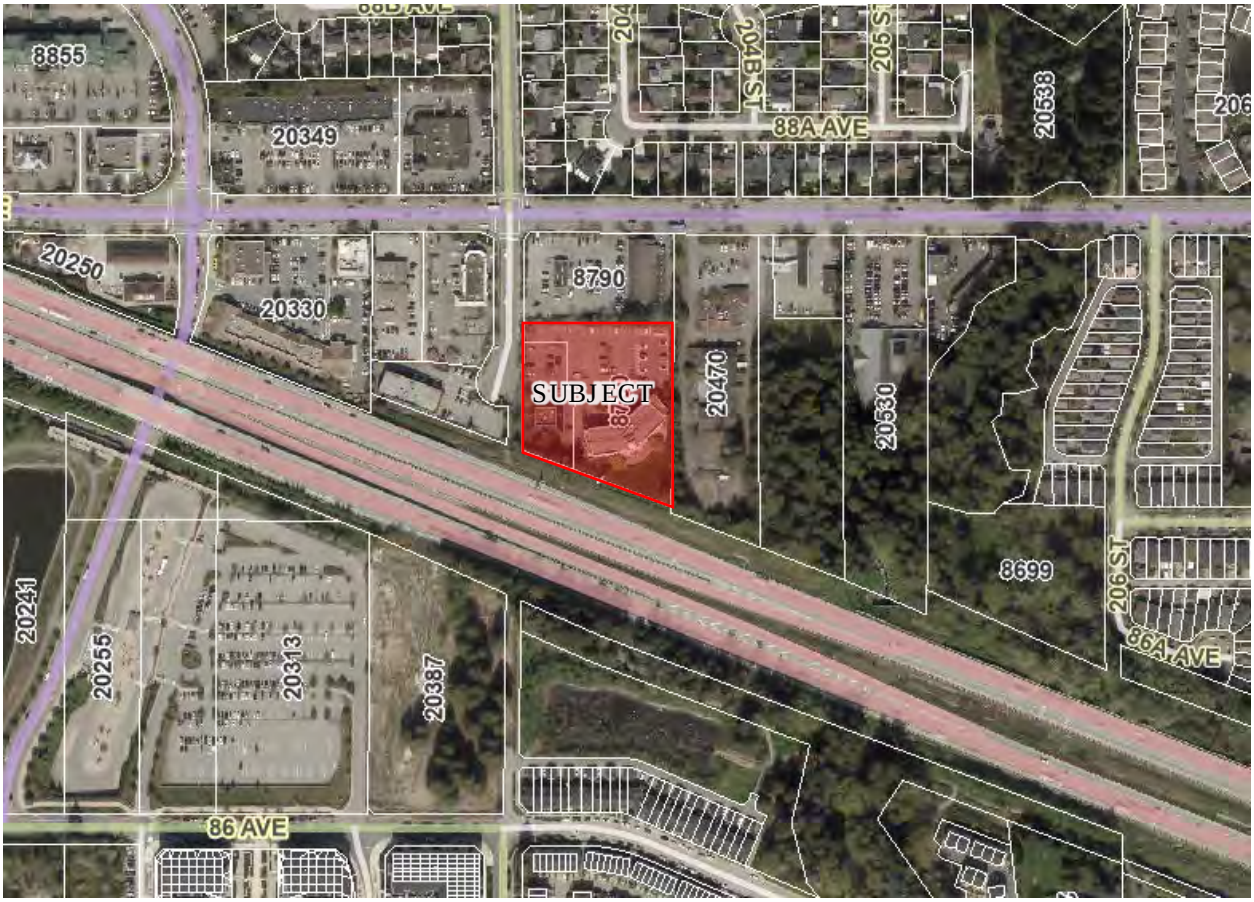
The proposed development complies with the Development Permit Area provisions of the Walnut Grove Community Plan and complies with the site's existing Service Commercial C-3 zoning requirements, with the exception of the proposed variances. Staff recommend that Council give issuance to Development Permit No. 101506 subject to 11 conditions, plus five conditions to be applied at the building permit stage.

Respectfully submitted,

Alex Rowley
DEVELOPMENT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics
ATTACHMENT B Development Permit No. 101506

ATTACHMENT A

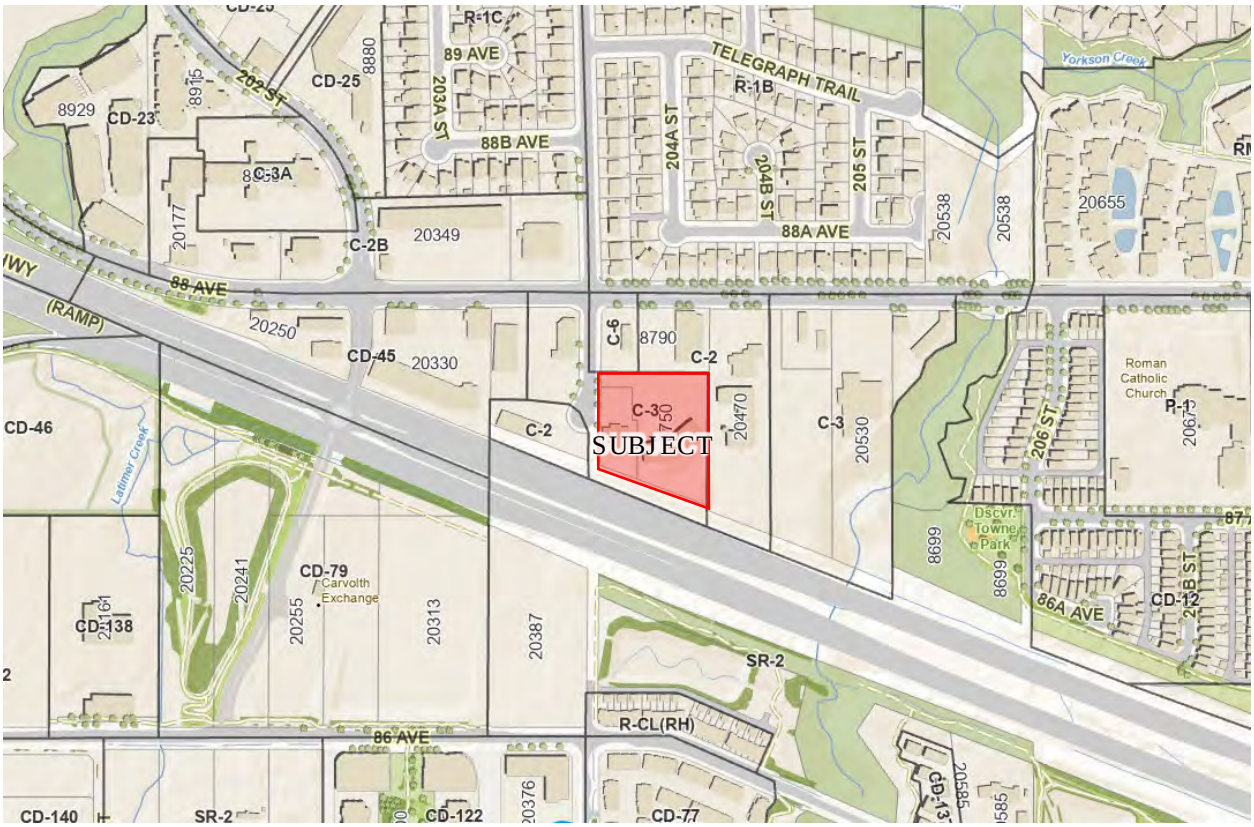


AERIAL CONTEXT MAP

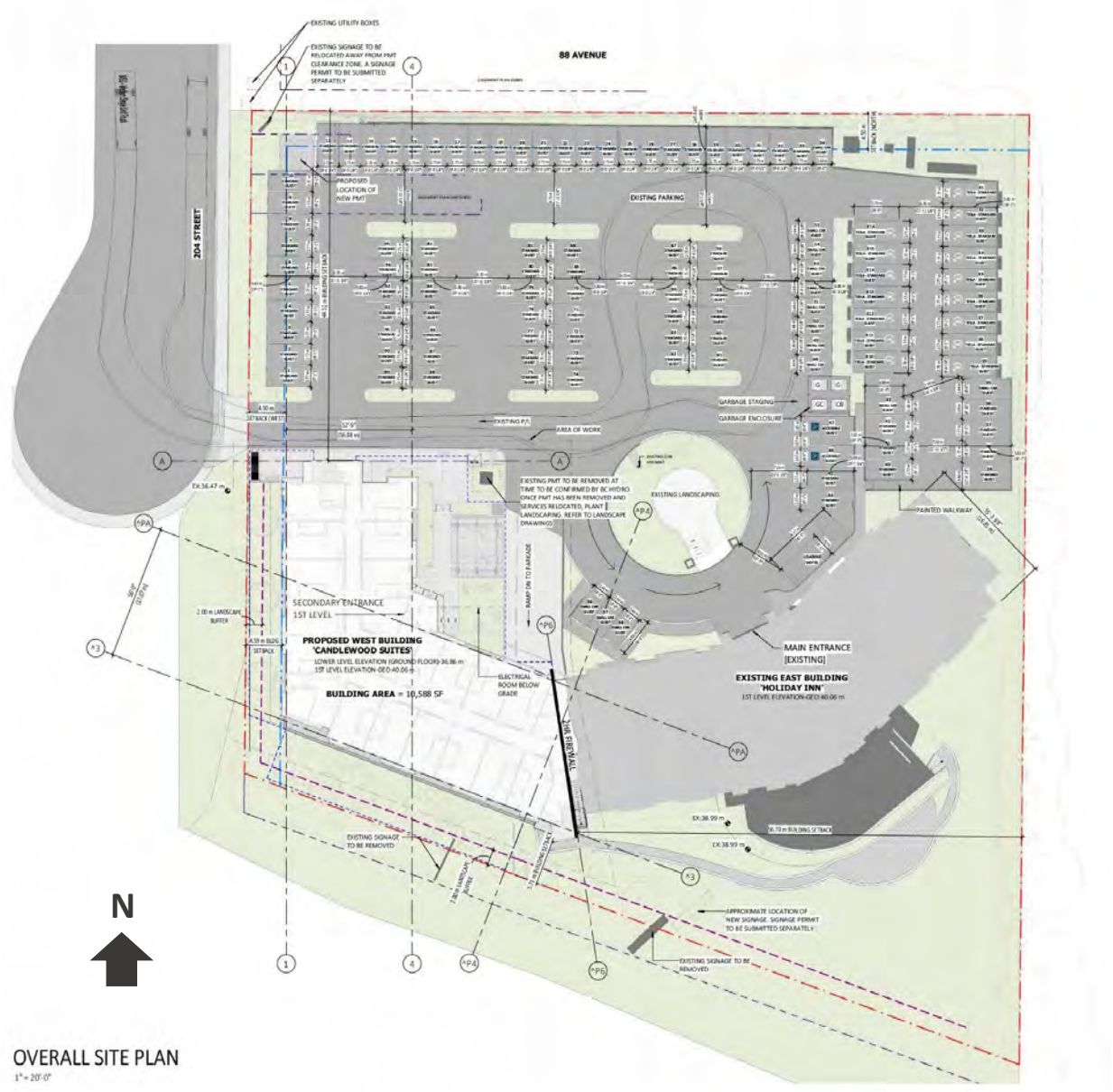
SUBJECT



WALNUT GROVE COMMUNITY PLAN



ZONING BYLAW NO. 2500



SITE PLAN – SUBMITTED BY APPLICANT

ATTACHMENT B

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

Development Permit No. 101506

This Permit is issued this _____day of _____, 2026 to:

1. Name: 441933 BC Ltd.

   Address: 1818, 701 W Georgia Street
   Vancouver, BC V7Y 1C6

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: Lot 1 Section 26 Township 8 New Westminster District Plan EPP150499

   CIVIC ADDRESS: 8750 – 204 Street

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 Township of Langley:

   a. Building plans being in substantial compliance with Schedule “A”.
   b. Landscaping plans being in substantial compliance with Schedule “B” and in compliance with Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) and the Township’s Street Trees and Boulevard Plantings Policy. The details of planting design are to be reviewed and finalized at the time of Building Permit.
   c. Provision of a final tree management plan incorporating tree retention, replacement, and protection details in compliance with the Township’s Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
   d. All signage being in substantial compliance with Schedule “A” and with the Township’s Sign Bylaw.
   e. Section 603.6 – Height of Buildings and Structures of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to increase the maximum building height from 12.0 m (39.3 ft) to 16.8 m (55.1 ft) as indicated in Schedule “A”.
   f. Section 107.3 – Required Off-Street Parking Spaces of Township of Langley Zoning Bylaw 1987 No. 2500 being varied to reduce the number of required parking spaces from 190 parking spaces to 152 parking spaces as indicated in Schedule “A”.
   g. Section 107.5 3) – Design Criteria of the Township of Langley Zoning Bylaw No. 2500 being varied to decrease the off-street parking area setback from a lot line common to the parking area from 1.5 m (4.9 ft) to 1.3 m (4.3 ft) on the interior side (north) lot line as indicated in Schedule “A”.
   h. Section 111.3 – Landscaping, Screening and Fencing of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required landscape screen along the interior side (north) lot line from 2.0 m (6.5 ft) to 1.3 m (4.2 ft) and along the rear (east) lot line from 2.0 m (6.5 ft) to 1.7 m (5.5 ft) as indicated in Schedule “A”.
   i. Section 111.3 – Landscaping, Screening and Fencing of the Township of Langley Zoning Bylaw 1987 No. 2500 being varied to decrease the required parking lot landscaping requirement from one tree per six parking stalls to one tree per six and a half parking stalls as indicated in Schedule “A”.

j. Rooftop mechanical equipment to be located so that it is not visible from adjacent roads or alternatively screened from view by compatible architectural treatments.
k. All refuse areas to be located within buildings and/or in enclosures and screened.

Although not part of the development permit requirements, the applicant is advised that prior to issuance of a building permit, the following items will need to be finalized:

a. On-site landscaping being secured by a letter of credit and landscaping plans finalized at the Building Permit stage.
b. Tree retention, replacement and protection in compliance with the Township's Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) being secured by letter of credit including payment of associated administration fees.
c. Completion of a site specific on-site servicing and stormwater management plan in accordance with the Subdivision and Development Servicing Bylaw.
d. Completion of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
e. Payment of Development Cost Charges, supplemental development permit application fees, and building permit administration fees.

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.

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 _____, 2026.

Attachments:

SCHEDULE A	Architectural Drawings
SCHEDULE B	Landscape Drawings

HOLIDAY INN ADDITION, 8750 - 204 STREET
TOWNSHIP OF LANGLEY, BC



SHEET INDEX

SD0.01	COVER PAGE	SD3.01	BUILDING ELEVATIONS
SD1.01	SITE CONTEXT	SD3.02	BUILDING ELEVATIONS
SD1.02	SITE CONTEXT	SD3.03	BUILDING ELEVATIONS
SD1.10	PROJECT DATA	SD4.01	MATERIAL BOARD
SD1.11	PROJECT DATA	SD6.01	SITE SECTIONS
SD1.12	PROJECT DATA	SD6.02	SITE SECTIONS
SD1.13	FSR DATA & PLANS	SD7.02	SITE CODE PLAN
SD1.14	FSR DATA & PLAN	SD9.01	UNIT PLANS
SD1.21	RENDERINGS	SD9.02	UNIT PLANS
SD1.22	RENDERINGS	SD9.03	SIGNAGE
SD2.01	OVERALL SITE PLAN		
SD2.02	SITE PLAN		
SD2.10	LEVEL 0 PLAN		
SD2.11	1ST LEVEL PLAN		
SD2.12	2ND LEVEL PLAN		
SD2.13	3RD LEVEL PLAN		
SD2.14	4TH LEVEL PLAN		
SD2.15	ROOF LEVEL PLAN		
SD2.20	P1 LEVEL PLAN		

PACIFIC REACH PROPERTIES LTD.

#1818 - 207 WEST GEORGIA STREET, PO BOX 10126
VANCOUVER BC | V7Y 1C6 | 604-662-4969

E-MAIL: NEASTMAN@PACIFICREACH.COM

KEYSTONE ARCHITECTURE & PLANNING LTD.

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577 | F 1.855.398.4578

CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768

E-MAIL: MAIL@KEYSTONEARCH.CA
ONLINE: KEYSTONEARCH.CA

LANDSCAPE ARCHITECTURE DIVISION

ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577 EXT. 216

E-MAIL: JENNIFER@KEYSTONEARCH.CA

KEYSTONE ARCHITECTURE

KEYSTONE ARCHITECTURE AND PLANNING LTD.
ABBOTSFORD BC | 300 - 33131 SOUTH FRASER WAY
V2S 2B1 | 604.850.0577
CALGARY AB | 1601 - 333 11TH AVENUE SW
T2R 1L9 | 587.391.4768
MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT — PROVINCE OF BRITISH COLUMBIA — 2026-10-30

RE-ISSUED FOR DEVELOPMENT PERMIT

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR SD30	25-05-12
2	ISSUED FOR SD90	25-06-06
3	ISSUED FOR DP	25-07-23
6	RE-ISSUED FOR DP	26-03-16
13	RE-ISSUED FOR DP	26-06-23
14	RE-ISSUED FOR DP	26-10-09
15	RE-ISSEUD FOR DP	26-10-22
16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

COVER PAGE

SCALE

SCHEDULE A

E.9

SD0.01

SITE CONTEXT

1 WALNUT GROVE SCHOOL OF MUSIC AND DANCE



2 CARVOLTH EXCHANGE



3 WALNUT GROVE LUTHERAN CHURCH

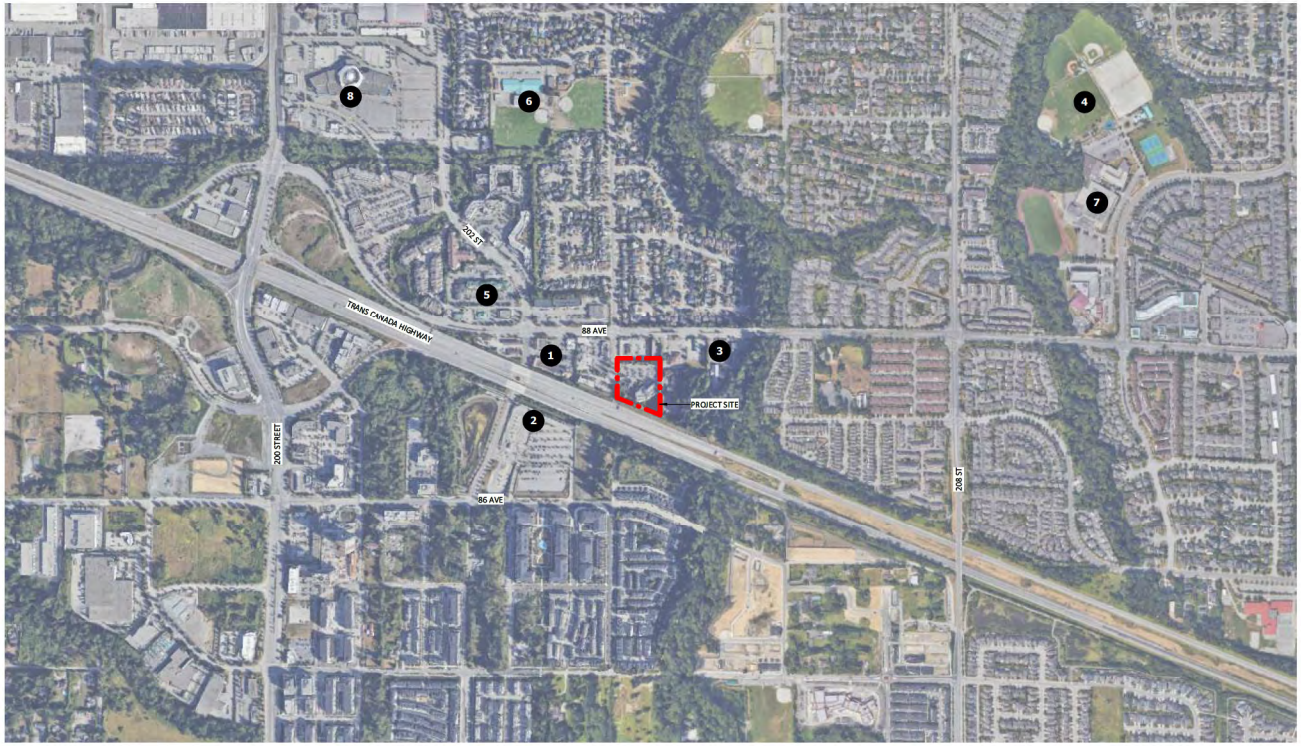


4 WALNUT GROVE COMM. PARK

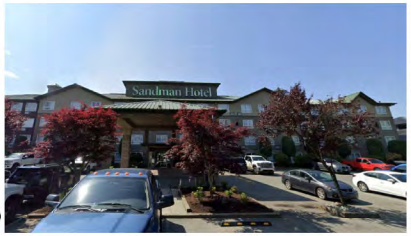


SITE DESCRIPTION

THE PROJECT SITE IS LOCATED ON THE NORTH OF THE TRANS CANADA HIGHWAY IN TOWNSHIP OF LANGLEY WALNUT GROVE AND CONSISTS OF TWO PARCELS THAT WILL BE AMALGAMATED. THE EXISTING HOTEL BUILDING IS LOCATED ON ONE PARCEL AND THE ADDITION WOULD BE TO THE WEST OF THE EXISTING BUILDING. THE SITE IS CENTRALLY LOCATED ADJACENT TO HWY 1 WITH PROXIMITY TO THE WALNUT GROVE MUSIC AND DANCE CENTRE TO THE WEST, WALNUT GROVE LUTHERAN CHURCH TO THE EAST, COMMERCIAL OFFICES AND RESTAURANTS ALL AROUND THE EXISTING BUILDING, CINEPLEX CINEMAS TO THE NORTH WEST AND THE WALNUT GROVE COMMUNITY PARK TO THE NORTHEAST. TWO ELEMENTARY SCHOOLS ARE CLOSE BY: DOROTHY PEACOCK SCHOOL TO THE NORTHWEST AND AND GORDON GREENWOOD ELEMENTARY TO THE NORTH. WALKING DISTANCE PARKS INCLUDE THE DISCOVERY TOWN PARK AND CARVOLTH TRANSIT EXCHANGE IS LOCATED TO THE SOUTH ACROSS THE HIGHWAY FOR CONNECTIVITY.



5 SANDMAN HOTEL



6 DOROTHY PEACOCK ELEMENTARY



7 WALNUT GROVE SECONDARY



8 CINEPLEX CINEMAS



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REGISTERED ARCHITECT
2026-10-30
BRITISH COLUMBIA

RE-ISSUED FOR DEVELOPMENT PERMIT

NO.	ISSUE/REVISION	DATE
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2	ISSUED FOR SD90	25-06-06
3	ISSUED FOR DP	25-07-23
6	RE-ISSUED FOR DP	26-03-16
13	RE-ISSUED FOR DP	26-06-23
14	RE-ISSUED FOR DP	26-10-09
15	RE-ISSUED FOR DP	26-10-22
16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

SITE CONTEXT

SCALE 1 1/2" = 1'-0"

E.9

SD1.01

SITE CONTEXT





A 204 ST LOOKING EAST



B 204 ST AND 88 AVE LOOKING SOUTH EAST



C HIGHWAY 1 LOOKING NORTH

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REGISTERED ARCHITECT
PROFESSIONAL ENGINEER
2026-10-30
BRITISH COLUMBIA

RE-ISSUED FOR DEVELOPMENT PERMIT

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15	RE-ISSUED FOR DP	26-10-22
16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

SITE CONTEXT

SCALE 1 1/2" = 1'-0"

E.9

SD1.02

PROJECT DATA

1.0.0 ZONING DATA

PROJECT:	HOLIDAY INN ADDITION (CANDLEWOOD SUITES)	
CIVIC ADDRESS:	8750 - 204 STREET, TOWNSHIP OF LANGLEY, BC V1M 2Y5	
LEGAL DESCRIPTION:	LOT 2, SECTION 26, TOWNSHIP 8, NEW WEST DISTRICT, PLAN LMP37399 PART NE 1/4, EXCEPT PLAN LMP43070-RD	
NEIGHBOURHOOD:	WALNUT GROVE	
SITE AREA (GROSS):	109,963 SF 10,215.9m2 (TOTAL AFTER CONSOLIDATION)	
SITE AREA (NET):	109,963 SF 10,215.9m2 (TOTAL AFTER CONSOLIDATION)	
COORDINATING REGISTERED PROFESSIONAL:	ERIC POXLEITNER, ARCHITECT AIBC, AAA, MRAIC, LEED® AP BD+C, KEYSTONE ARCHITECTURE	
CERTIFIED PROFESSIONAL:	N/A	

	CURRENT/REQUIRED/PERMITTED	PROPOSED
ZONE:	C-3	C-3
OCP DESIGNATION:	NEIGHBOURHOOD COMMERCIAL	NEIGHBOURHOOD COMMERCIAL
SETBACKS:	FRONT: 4.50 m	FRONT (WEST): 4.50 m
	REAR: 3.0 m	REAR: EXISTING BUILDING
	SIDE (SOUTH): 0.00 m	SIDE (SOUTH): 0.00 m (U/G PARKING)
		SIDE (SOUTH): 5.71 m (ABOVE GRADE BUILDING)
	SIDE (NORTH): 0.00 m	SIDE (NORTH): 44.52 m
DENSITY-GROSS FLOOR AREA (FSR):		102,577 SF / 109, 963 SF =0.93 (INCLUDES BOTH EXISTING EAST BUILDING AND NEW ADDITION WEST BUILDING)
GROSS FLOOR AREA ADDITION ONLY:		50,558 SF 4,696.95 m²
BUILDING HEIGHT:	12 m	16.63 m
LOT COVERAGE (NEW BUILD):		17,547 SF / 109,963 SF 15.90%
LOT COVERAGE (TOTAL):		Not Placed / 109,963 SF
ACCESSIBLE UNITS:	5	5
STEP CODE:	2	3
MINIMUM BUILDING ELEVATION:	N/A	GEO: 61.90 m

WASTE & RECYCLING STORAGE:

GARBAGE/RECYCLING REQUIREMENTS: RECYCLING CART- MIXED CONTAINER | RECYCLING CART- MIXED PAPER | GREEN CART - FOOD SCRAPS | CARDBOARD BIN- FRONT END | GARBAGE

RICHMOND WASTE MANAGEMENT
DESIGN GUIDELINE
(CALCULATIONS BASED ON WEEKLY PICKUP)

HOSPITALITY LODGING: 2(360 L) CART | 4(360L) CART | 1G(240L) CART | 2 X 3 CUBIC YARD | 4 X 3 CUBIC YARD
(81 - 90 ROOMS) X 2

PROPOSED WITHIN GARBAGE ENCLOSURE AT EXISTING PARKING LOT AND EXISTING UNDERGROUND PARKADE:
2 X 360L CARTS RECYCLING - MIXED CONTAINER (LOCATED AT EXISTING UNDERGROUND PARKADE)
4 X 360L CARTS FOR RECYCLING - MIXED PAPER (LOCATED AT EXISTING UNDERGROUND PARKADE)
1 X 6 CUBIC YARD (EQUIVALENT TO 16 (240L) FOR GREEN CART - FOOD SCRAPS (DENOTED AS 'GC' ON OVERALL SITE PLAN) CARTS LOCATED AT ABOVE GRADE PARKING GARBAGE ENCLOSURE
1 x 6 CUBIC YARD (EQUIVALENT TO 2X 3 CUBIC YARD BINS) FOR CARDBOAD BIN (DENOTED AS 'CB' ON OVERALL SITE PLAN) CARTS LOCATED AT ABOVE GRADE PARKING GARBAGE ENCLOSURE
2 X 6 CUBIC YARD (EQUIVALENT TO 4X 3 CUBIC YARD BINS) FOR GARBAGE (DENOTED AS 'G' ON OVERALL SITE PLAN) CARTS LOCATED AT ABOVE GRADE PARKING GARBAGE ENCLOSURE

UNIT COUNT:	N/A	84 NEW SUITES (91 EXISTING)
EFFICIENCY:		
ZONING AVERAGE GRADE:		(612.72+540.27+596.31+834.97+1593.61+1103.12) / 139.96 = 37.73 m
		AVG GRADE NORTH ELEVATION: (36.44+37.16)/2= 36.80*16.65=612.72
		AVG GRADE EAST COURTYARD ELEVATION: (37.16+36.85)/2=37.01*14.60=540.27
		AVG GRADE SOUTH COURTYARD ELEVATION: (36.85+36.86)/2=36.86*16.18=596.31
		AVG GRADE EAST ELEVATION: (36.86+40.06)/2=38.46*21.71=834.97
		AVG GRADE SOUTH ELEVATION: (40.06+37.62)/2=38.84*41.03=1593.61
		AVG GRADE WEST ELEVATION: (37.62+36.44)/2=37.03*29.79=1103.12
		TOTAL PERIMETER: (16.65+14.60+16.18+21.71+41.03+29.79)=139.96
VARIANCES APPLIED FOR:	1. 20% REDUCTION FROM OVERALL REQUIRED PARKING STALL COUNT = OVERALL 152 PROPOSED/190 REQUIRED (GUEST: 145 / 175, EMPLOYEE 7 / 15)	
	2. NEW BUILDING HEIGHT VARIANCE TO MATCH EXISTING BUILDING HEIGHT	
	4. EXISTING PARKING AREA SETBACK AND LANDSCAPE NOT IN COMPLIANCE WITH THE CURRENT ZONING BYLAW	

NOTES:
1. REFER TO FSR PLANS SHEET FOR GROSS FLOOR AREA (FSR) PLANS, SCHEDULE, METHOD OF MEASUREMENT & EXCLUSIONS.

1.2.0 CODE DATA

APPLICABLE BUILDING CODES: 2024 BCBC/ 2024 BC FIRE CODE/ ASHRAE 90.1-2019
BUILDING CODE COMPLIANCE/ALTERNATE SOLUTIONS REPORT: GHL CONSULTANTS, A PART OF JS HELD

1. PART 3 BUILDING		DIV. A - PART 1 COMPLIANCE 1.3.3.2.
2. MAJOR OCCUPANCY(IES):		3.1.2., & APPENDIX A - 3.1.2.1.(1)
2.1. STORAGE GARAGE F3 LOW HAZARD INDUSTRIAL		
2.2. RESIDENTIAL GROUP C		
3. BUILDING AREAS:	WEST BUILDING AREA (ADDITION) 10,323 SF 959 m² WEST BASEMENT STORAGE GARAGE (ADDITION) 17,547 SF 1,630 m² EAST BUILDING AREA (EXISTING) 11,777 SF 1,094 m² EAST BASEMENT STORAGE GARAGE (EXISTING) 3,473 SF 323 m²	1.4.1.2. DEFINED TERMS -BUILDING AREA
4.3. RESIDENTIAL:		3.2.2.51
BELOW FOURTH FLOOR MAJOR OCCUPANCY F3 STORAGE GARAGE PERMITTED		3.2.2.51.(5)
GROUP C, UP TO 6 STOREYS, SPRINKLERED		3.2.2.51.(1), 3.2.2.51.(1)(D)
MAX. ALLOWABLE BUILDING AREA: < 1800 m² (REFER TO 3. BUILDING AREAS ABOVE)		3.2.2.51.(1)(D)
2 HR FIREWALL (MASONRY CONSTRUCTION)		3.1.10.2
COMBUSTIBLE CONSTRUCTION		3.2.2.51.(2) EXCEPT (2)(C)
FLOOR ASSEMBLIES: 1 HR FIRE SEPARATION WITH 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(A)
ROOF ASSEMBLIES(UNOCCUPIED ROOFS): 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(B)&(C)
ROOF ASSEMBLIES(OCCUPIED ROOFS): 1 HR FIRE SEPARATION WITH 1 HR FIRE RESISTANCE RATING		3.2.2.13
MEZZANINES: 1 HR FIRE RESISTANCE RATING		3.2.2.51.(2)(D)
LOAD BEARING WALLS, COLUMNS & ARCHES NOT LESS THAN REQUIRED FOR THE SUPPORTED ASSEMBLY		3.2.2.51.(2)(E)
4.3.1. BUILDING HEIGHT:	5 STOREYS	1.4.1.2. DEFINED TERMS -BUILDING HEIGHT
4.3.2. GRADE ELEVATION:	36.12m (LOWEST AVG GRADE NORTH ELEVATION: (35.04m + 37.19m = 2)	1.4.1.2. DEFINED TERMS -GRADE
4.3.3. FIRST STOREY ELEVATION:	36.86 m (LOWER LEVEL)	1.4.1.2. DEFINED TERMS -FIRST STOREY (2 m MAX ABOVE LOWEST AVERAGE GRADE)
4.3.4. 1ST STOREY TO UPPERMOST FLOOR LEVEL:	11.43 m (REFER TO ELEVATIONS)	3.2.2.51 (1)(c) (MAXIMUM -18 m)
4.3.5. 1ST STOREY TO UPPERMOST ROOF DECK:	17.50 m (REFER TO ELEVATIONS)	GROUP C 3.2.2.51 (2)(c), (MAXIMUM - 25 m) NON-COMBUSTIBLE ROOF CONSTRUCTION IF > 2...
5. BUILDINGS WITH MULTIPLE MAJOR OCCUPANCIES:	YES	3.2.2.4.-3.2.2.8., 3.2.2.51.(5)
6. NON-COMBUSTIBLE CLADDING:	YES	3.1.4.8.(1)(A)
6.1. COMBUSTIBLE CLADDING:	YES	3.1.4.8.(2) MAXIMUM OF 10% IF FACING AND WITHIN 15 m OF A STREET OR FIRE ACCESS...
7. HIGH BUILDING:	NA	3.2.6., 3.1.13.7., 3.2.2.51.(1)(C), 3.2.4.22, 6.9.2.3.(1)
8. FIREWALL:	2 HR	3.1.10.
9. MEZZANINE(S):	NA	3.2.1.1. (3) - (8)
10. MEZZANINE EXITING:	NA	3.4.2.2.
11. INTERCONNECTED FLOOR SPACE:	EXISTING BUILDING L1 AND L2	3.2.3.2.(3), 3.2.8., 3.1.3.1.(3), 3.2.8.2.(2) NOTE: INTERCONNECTED FLOOR SPACE IS APPLICABLE ONLY BETWEEN EXISTING BUILDING AND ADDITION.
12. STORAGE GARAGE-HORIZONTAL FIRE SEPARATION:	NO 3.1.10.2(1), THE FIREWALL WILL EXTEND FROM THE GROUND CONTINUOUSLY THROUGH, OR ADJACENT TO, ALL STOREYS OF BOTH BUILDINGS SEPARATED FROM EACH OTHER PER 3.1.10.3(1)	3.1.10.2 3.1.10.3(1) 3.1.10.4(1)(A)
13 SPRINKLER SYSTEM:	YES	3.2.2.18., 3.2.5.13.
13.1. STORAGE GARAGE:	YES - NFPA 13 - 2019	3.2.5.12.(1)
13.2. RESIDENTIAL:	YES - NFPA 13 - 2019	3.2.5.12.(1)
13.3 FIRE EXTINGUISHERS:	YES - NFPA 10 - 2013	BC FIRE CODE 2024, 3.2.5.16
14. STANDPIPE SYSTEM:	YES - NFPA 14- 2013	3.2.5.8., 3.2.5.9., 3.2.5.16.
15. FIRE ALARM SYSTEM:	YES - SINGLE STAGE - CAN/ULC-S524	3.2.4.1. (2)&(4)
16. SMOKE CONTROL MEASURES:	YES	3.1.8.12
17. ANNUNCIATOR AND ZONE INDICATION:	YES	3.2.4.9., 3.2.4.8.
18. FIRE ACCESS ROUTE TO UPPERMOST FLOOR LEVEL:	12.00 m (REFER TO ELEVATIONS)	3.2.5.6(2) (MAXIMUM - 20 m)
19. NUMBER OF STREETS:	1	3.2.2.10.
20. ACCESSIBILITY		
ALTERATIONS AND ADDITIONS TO EXISTING BUILDINGS		3.8.4
ACCESS BETWEEN EXISTING BUILDING AND ADDITION		3.8.4.1.(1),
EXTERIOR ACCESS		3.8.4.2.(1), (2), (3)
HORIZONTAL ADDITION		3.8.4.4.(1)
SLEEPING ROOMS AND BED SPACES		3.8.4.6. (1), 3.8.3.23 (1)(A)
	AT LEAST ONE FOR EVERY 20 OR PART THEREOF OF SLEEPING ROOMS OR BED SPACES SHALL CONFORM TO SUBSECTION 3.8.3 WHERE PROVIDED IN HOTELS AND MOTELS	3.8.3.23. (1), 3.8.2.13.(1)(A) SLEEPING ROOMS REQUIRED: 84 TOTAL UNITS / 20 =5 ACCESSIBLE SLEEPING ROOMS

NOTES:
1. *UNLESS OTHERWISE NOTED, REFERENCE NUMBERS LISTED REFER TO THE BRITISH COLUMBIA BUILDING CODE 2024.

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REGISTERED ARCHITECT ERIC POXLEITNER PROVINCE OF BRITISH COLUMBIA 2026-10-30

RE-ISSUED FOR DEVELOPMENT PERMIT

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PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

PROJECT DATA

SCALE

E.9

SD1.10

PROJECT DATA

1.4.0 UNIT COUNT SUMMARY

UNIT TYPE	UNIT COUNT	UNIT TYPE %	COMMENTS
1 KING BED	13	15.5%	
1 KING BED & SOFA	11	13.1%	
DOUBLE QUEEN	44	52.4%	
KING SUITE	11	13.1%	
QUEEN BED ACCESSIBLE	5	6.0%	
TOTAL UNITS: 84		**100.0%**	

1.4.1 UNIT FLOOR AREA SUMMARY NOTES

1. ALL UNIT AREAS ARE MEASURED TO THE FOLLOWING: A) EXTERIOR WALL: EXTERIOR SIDE OF SHEATHING. B) PARTY WALL: CENTER OF WALL. C) CORRIDOR/STAIR/ELEVATOR WALL: FULL THICKNESS OF WALL
2. AREAS GIVEN ON DRAWINGS AND IN SCHEDULES ARE NOT TO BE CONSIDERED LEGAL STRATA AREAS. CONFIRM STRATA AREAS BY SURVEY ON SITE

1.4.2 UNIT FLOOR AREA SUMMARY

UNIT	UNIT TYPE	COUNT	UNIT AREA AVG (1 SF)	UNIT AREA AVG (1 m²)	TOTAL UNIT AREA SF	TOTAL UNIT AREA m²
UNIT A1	DOUBLE QUEEN	35	399 SF	37 m²	13,982 SF	1298.94 m²
UNIT A1.1	DOUBLE QUEEN	4	408 SF	38 m²	1,634 SF	151.78 m²
UNIT A1.2	DOUBLE QUEEN	4	389 SF	36 m²	1,557 SF	144.67 m²
UNIT A1.4	DOUBLE QUEEN	1	387 SF	36 m²	387 SF	35.95 m²
UNIT A2	QUEEN BED ACCESSIBLE	4	411 SF	38 m²	1,646 SF	152.88 m²
UNIT A2.1	QUEEN BED ACCESSIBLE	1	403 SF	37 m²	403 SF	37.45 m²
UNIT B1	1 KING BED	7	348 SF	32 m²	2,438 SF	226.50 m²
UNIT B1.1	1 KING BED	1	350 SF	32 m²	350 SF	32.49 m²
UNIT B2	1 KING BED & SOFA	8	400 SF	37 m²	3,202 SF	297.45 m²
UNIT B2.1	1 KING BED & SOFA	3	384 SF	36 m²	1,152 SF	107.03 m²
UNIT B3	1 KING BED	4	393 SF	36 m²	1,570 SF	145.89 m²
UNIT B4	1 KING BED	1	395 SF	37 m²	395 SF	36.74 m²
UNIT C1	KING SUITE	4	472 SF	44 m²	1,890 SF	175.58 m²
UNIT C2	KING SUITE	4	520 SF	48 m²	2,079 SF	193.11 m²
UNIT C3	KING SUITE	3	651 SF	60 m²	1,952 SF	181.34 m²
UNIT TOTALS:		**84**			**34,636 SF**	**3217.80 m²**

1.4.3 UNIT FLOOR AREA SUMMARY HOTEL

UNIT	LEVEL	UNIT TYPE	UNIT AREA SF (1SF)	UNIT AREA m² (1m²)	TOTAL UNIT AREA SF	TOTAL UNIT AREA m²
UNIT A1	LEVEL 0	DOUBLE QUEEN	1,188 SF	110 m²	1,188 SF	110.36 m²
UNIT A1	1ST LEVEL	DOUBLE QUEEN	3,198 SF	297 m²	3,198 SF	297.14 m²
UNIT A1	2ND LEVEL	DOUBLE QUEEN	3,198 SF	297 m²	3,198 SF	297.15 m²
UNIT A1	3RD LEVEL	DOUBLE QUEEN	3,198 SF	297 m²	3,198 SF	297.15 m²
UNIT A1	4TH LEVEL	DOUBLE QUEEN	3,198 SF	297 m²	3,198 SF	297.15 m²
			13,982 SF	**1299 m²**	**13,982 SF**	**1298.94 m²**
UNIT A1.1	1ST LEVEL	DOUBLE QUEEN	408 SF	38 m²	408 SF	37.94 m²
UNIT A1.1	2ND LEVEL	DOUBLE QUEEN	408 SF	38 m²	408 SF	37.94 m²
UNIT A1.1	3RD LEVEL	DOUBLE QUEEN	408 SF	38 m²	408 SF	37.94 m²
UNIT A1.1	4TH LEVEL	DOUBLE QUEEN	408 SF	38 m²	408 SF	37.94 m²
			1,634 SF	**152 m²**	**1,634 SF**	**151.78 m²**
UNIT A1.2	LEVEL 0	DOUBLE QUEEN	396 SF	37 m²	396 SF	36.80 m²
UNIT A1.2	2ND LEVEL	DOUBLE QUEEN	387 SF	36 m²	387 SF	35.95 m²
UNIT A1.2	3RD LEVEL	DOUBLE QUEEN	387 SF	36 m²	387 SF	35.95 m²
UNIT A1.2	4TH LEVEL	DOUBLE QUEEN	387 SF	36 m²	387 SF	35.95 m²
			1,557 SF	**145 m²**	**1,557 SF**	**144.67 m²**
UNIT A1.4	1ST LEVEL	DOUBLE QUEEN	387 SF	36 m²	387 SF	35.95 m²
			387 SF	**36 m²**	**387 SF**	**35.95 m²**
UNIT A2	1ST LEVEL	QUEEN BED ACCESSIBLE	411 SF	38 m²	411 SF	38.22 m²
UNIT A2	2ND LEVEL	QUEEN BED ACCESSIBLE	411 SF	38 m²	411 SF	38.22 m²
UNIT A2	3RD LEVEL	QUEEN BED ACCESSIBLE	411 SF	38 m²	411 SF	38.22 m²
UNIT A2	4TH LEVEL	QUEEN BED ACCESSIBLE	411 SF	38 m²	411 SF	38.22 m²
			1,646 SF	**153 m²**	**1,646 SF**	**152.88 m²**
UNIT A2.1	LEVEL 0	QUEEN BED ACCESSIBLE	403 SF	37 m²	403 SF	37.45 m²
			403 SF	**37 m²**	**403 SF**	**37.45 m²**
UNIT B1	LEVEL 0	1 KING BED	696 SF	65 m²	696 SF	64.65 m²
UNIT B1	1ST LEVEL	1 KING BED	702 SF	65 m²	702 SF	65.18 m²
UNIT B1	2ND LEVEL	1 KING BED	347 SF	32 m²	347 SF	32.22 m²
UNIT B1	3RD LEVEL	1 KING BED	347 SF	32 m²	347 SF	32.22 m²
UNIT B1	4TH LEVEL	1 KING BED	347 SF	32 m²	347 SF	32.22 m²
			2,438 SF	**226 m²**	**2,438 SF**	**226.50 m²**
UNIT B1.1	LEVEL 0	1 KING BED	350 SF	32 m²	350 SF	32.49 m²
			350 SF	**32 m²**	**350 SF**	**32.49 m²**
UNIT B2	1ST LEVEL	1 KING BED & SOFA	800 SF	74 m²	800 SF	74.36 m²
UNIT B2	2ND LEVEL	1 KING BED & SOFA	800 SF	74 m²	800 SF	74.36 m²
UNIT B2	3RD LEVEL	1 KING BED & SOFA	800 SF	74 m²	800 SF	74.36 m²
UNIT B2	4TH LEVEL	1 KING BED & SOFA	800 SF	74 m²	800 SF	74.36 m²
			3,202 SF	**297 m²**	**3,202 SF**	**297.45 m²**
UNIT B2.1	2ND LEVEL	1 KING BED & SOFA	384 SF	36 m²	384 SF	35.68 m²
UNIT B2.1	3RD LEVEL	1 KING BED & SOFA	384 SF	36 m²	384 SF	35.68 m²
UNIT B2.1	4TH LEVEL	1 KING BED & SOFA	384 SF	36 m²	384 SF	35.68 m²
			1,152 SF	**107 m²**	**1,152 SF**	**107.03 m²**
UNIT B3	1ST LEVEL	1 KING BED	384 SF	36 m²	384 SF	35.68 m²
UNIT B3	2ND LEVEL	1 KING BED	395 SF	37 m²	395 SF	36.74 m²
UNIT B3	3RD LEVEL	1 KING BED	395 SF	37 m²	395 SF	36.74 m²
UNIT B3	4TH LEVEL	1 KING BED	395 SF	37 m²	395 SF	36.74 m²
			1,570 SF	**146 m²**	**1,570 SF**	**145.89 m²**
UNIT B4	1ST LEVEL	1 KING BED	395 SF	37 m²	395 SF	36.74 m²
			395 SF	**37 m²**	**395 SF**	**36.74 m²**
UNIT C1	1ST LEVEL	KING SUITE	472 SF	44 m²	472 SF	43.90 m²
UNIT C1	2ND LEVEL	KING SUITE	472 SF	44 m²	472 SF	43.90 m²
UNIT C1	3RD LEVEL	KING SUITE	472 SF	44 m²	472 SF	43.90 m²
UNIT C1	4TH LEVEL	KING SUITE	472 SF	44 m²	472 SF	43.90 m²
			1,890 SF	**176 m²**	**1,890 SF**	**175.58 m²**
UNIT C2	1ST LEVEL	KING SUITE	510 SF	47 m²	510 SF	47.42 m²
UNIT C2	2ND LEVEL	KING SUITE	523 SF	49 m²	523 SF	48.56 m²
UNIT C2	3RD LEVEL	KING SUITE	523 SF	49 m²	523 SF	48.56 m²
UNIT C2	4TH LEVEL	KING SUITE	523 SF	49 m²	523 SF	48.56 m²
			2,079 SF	**193 m²**	**2,079 SF**	**193.11 m²**
UNIT C3	2ND LEVEL	KING SUITE	651 SF	60 m²	651 SF	60.45 m²
UNIT C3	3RD LEVEL	KING SUITE	651 SF	60 m²	651 SF	60.45 m²
UNIT C3	4TH LEVEL	KING SUITE	651 SF	60 m²	651 SF	60.45 m²
			1,952 SF	**181 m²**	**1,952 SF**	**181.34 m²**
GRAND TOTALS			**34,636 SF**	**3218 m²**	**34,636 SF**	**3217.80 m²**

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16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

PROJECT DATA

SCALE

E.9

SD1.11

PROJECT DATA

1.5.0 OFF-STREET VEHICLE/BICYCLE/STORAGE PARKING DATA-REQUIRED

	UNITS / AREA	REQUIRED FACTOR	REQUIRED STALLS
VEHICLE PARKING STALL DATA			
GUESTS AND EMPLOYEES:			
ACCOMMODATION SPACE (NEW)	84	1.0	84 STALLS
ACCOMMODATION SPACE (EXISTING)	91	1.0	91 STALLS
EMPLOYEES	15	1.0	15 STALLS
SMALL CAR	N/A	20% MAX OF TOTAL STALLS	MAX. 0.20(190) = 38 STALLS
ACCESSIBLE	N/A	1 FOR EA. 50 STALLS REQUIRED	190/50 = 3.8 STALLS = 4 STALLS
ELECTRIC VEHICLE CHARGING	N/A	N/A	N/A
LOADING	N/A	1 PER BUILDING	1 STALLS
TOTAL STALLS:			**190 (GUEST & EMPLOYEE) + 1 (LOADING)**
BICYCLE STALL DATA			
GUESTS AND EMPLOYEES:			
SECURE BIKE PARKING SPACES:	GROSS FLOOR AREA: 4,907 m²	0.06 SECURE BICYCLE SPACES PER 100m² OF GROSS FLOOR AREA (4,907/100) X 0.06 = 2.9	**2.9=3**
VISITOR BIKE SPACES		6 AT EACH PUBLIC ENTRANCE	**12 SPACES**
TOTAL STALLS:			**15**
NOTES:			

1.5.1 OFF-STREET VEHICLE PARKING DATA-PROPOSED

	REQUIRED	PROPOSED STALLS	COMMENTS
VEHICLE PARKING STALL DATA			
GUESTS	175	145	18% REDUCTION FROM REQUIRED, VARIANCE REQUIRED
EMPLOYEES	15	7 (IN EXISTING PARKADE)	53% REDUCTION FROM REQUIRED, VARIANCE REQUIRED
ELECTRIC VEHICLE CHARGING	N/A	16 TESLA STALLS ON SITE (NOT INCLUDED IN PARKING COUNT	NOT INCLUDED IN PARKING COUNT
SMALL CAR	N/A	29	19% OF OVERALL DEVELOPMENT
TOTAL STALLS:		**152 STALLS**	
LOADING	1	1	
NOTES:			

1.5.2 OFF-STREET VEHICLE PARKING DATA-PROVIDED

PARKING STALL USER	PARKING STALL TYPE	PARKING STALL COUNT	% BY STALL USER	% OF OVERALL	COMMENTS
SURFACE PARKING					
Existing					
GUEST	SMALL CAR	3	100.0%	2%	TO REMAIN
		3		**2%**	
New Construction					
GUEST	ACCESSIBLE	2	2.1%	1%	NEW PAINTED LINES
GUEST	SMALL CAR	11	11.6%	7%	NEW PAINTED LINES
GUEST	STANDARD	82	86.3%	54%	NEW PAINTED LINES
		95		**63%**	
SURFACE PARKING: 98		**98**		**64%**	
P1 AND LOWER LEVEL					
Existing					
EMPLOYEE	EXISTING	7	100.0%	5%	IN EXISTING BUILDING PARKADE LEVEL (SEE LOWER LEVEL PLAN)
		7		**5%**	
New Construction					
GUEST	ACCESSIBLE	2	4.3%	1%	
GUEST	SMALL CAR	15	31.9%	10%	
GUEST	STANDARD	30	63.8%	20%	
		47		**31%**	
P1 AND LOWER LEVEL: 54		**54**		**36%**	
TOTAL PARKING STALLS: 152		**152**		**100%**	**PROPOSED: 80% OF REQUIRED COUNT**

OVERALL VEHICLE PARKING BREAKDOWN

PARKING STALL USER	PARKING STALL TYPE	PARKING STALL COUNT	% BY STALL USER	% OF OVERALL	COMMENTS
STANDARD					
GUEST	STANDARD	112	73.7%	74%	
SMALL CAR					
GUEST	SMALL CAR	29	19.1%	19%	
EXISTING					
EMPLOYEE	EXISTING	7	4.6%	5%	IN EXISTING BUILDING PARKADE LEVEL (SEE LOWER LEVEL PLAN)
ACCESSIBLE					
GUEST	ACCESSIBLE	4	2.6%	3%	
TOTAL PARKING STALLS: 152		**152**	**100.0%**	**100%**	

1.5.3 BIKE PARKING STALL DATA-PROVIDED

PARKING STALL USER/TYPE	PARKING STALL COUNT	PARKING STALL %	COMMENTS
GUEST			
SECURE BIKE PARKING SPACES	4	25.0%	2 BIKE CAPACITY PER RACK - WALL MOUNTED
SURFACE MOUNT BIKE STALL	12	75.0%	2 BIKE CAPACITY PER RACK
GUEST: 16		**100.0%**	
TOTAL BIKE PARKING STALLS: 16		**100.0%**	

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PROJECT DATA

SCALE

E.9

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FSR DATA AND PLANS

1.6.0 GROSS FLOOR AREA (FSR) SUMMARY NOTES	
1.	GROSS FLOOR AREA: MEANS THE SUM OF THE AREA OF EACH FLOOR OF A BUILDING INCLUDING EXTERIOR WALLS.
2.	EXCLUSIONS: INDOOR AMENITY

1.6.2 FSR CALCULATION	
GROSS FLOOR AREA (FSR) SF	GROSS SITE AREA SF
52,969 SF	109,963 SF

1.6.1 GROSS FLOOR AREA (FSR) / GROSS BUILDABLE AREA SUMMARY

LEVEL / AREA TYPE	AREA SF	AREA m²	AREA %	COMMENTS
STORAGE				
LEVEL 0	7,555 SF	701.89 m²	14.3%	
1ST LEVEL	106 SF	9.89 m²	0.2%	
2ND LEVEL	106 SF	9.89 m²	0.2%	
3RD LEVEL	107 SF	9.91 m²	0.2%	
	7,875 SF	**731.58 m²**	**14.9%**	
SERVICE ROOMS/SHAFTS				
LEVEL 0	38 SF	3.55 m²	0.1%	
1ST LEVEL	75 SF	6.97 m²	0.1%	
2ND LEVEL	75 SF	6.98 m²	0.1%	
3RD LEVEL	75 SF	6.95 m²	0.1%	
4TH LEVEL	182 SF	16.87 m²	0.3%	
	445 SF	**41.32 m²**	**0.8%**	
RESIDENTIAL				
LEVEL 0	3,039 SF	282.36 m²	5.7%	
1ST LEVEL	7,764 SF	720.33 m²	14.6%	
2ND LEVEL	8,041 SF	747.05 m²	15.2%	
3RD LEVEL	8,044 SF	747.29 m²	15.2%	
4TH LEVEL	8,044 SF	747.29 m²	15.2%	
	34,922 SF	**3244.32 m²**	**65.9%**	
CIRCULATION				
LEVEL 0	1,612 SF	149.75 m²	3.0%	
1ST LEVEL	1,825 SF	169.59 m²	3.4%	
2ND LEVEL	1,825 SF	169.54 m²	3.4%	
3RD LEVEL	1,825 SF	169.54 m²	3.4%	
4TH LEVEL	1,825 SF	169.54 m²	3.4%	
	8,912 SF	**827.96 m²**	**16.8%**	
AMENITY				
LEVEL 0	524 SF	48.68 m²	1.0%	
1ST LEVEL	292 SF	27.17 m²	0.6%	
	816 SF	**75.84 m²**	**1.5%**	
AREA GRAND TOTAL	**52,969 SF**	**4921.02 m²**	**100.0%**	



LEVEL 0

1/16" = 1'-0"



1ST LEVEL

1/16" = 1'-0"

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FSR DATA & PLANS

SCALE 1/16" = 1'-0"

E.9

SD1.13



2ND LEVEL

1/16" = 1'-0"



3RD LEVEL

1/16" = 1'-0"



4TH LEVEL

1/16" = 1'-0"

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FSR DATA & PLAN

SCALE 1/16" = 1'-0"

E.9

SD1.14

RENDERINGS



FRONT ELEVATION



STREET VIEW



WEST AERIAL VIEW



AMENITY VIEW

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RENDERINGS

SCALE

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SD1.21

EXISTING BUILDING



EXISTING BUILDING TO BE PAINTED AS PER BELOW



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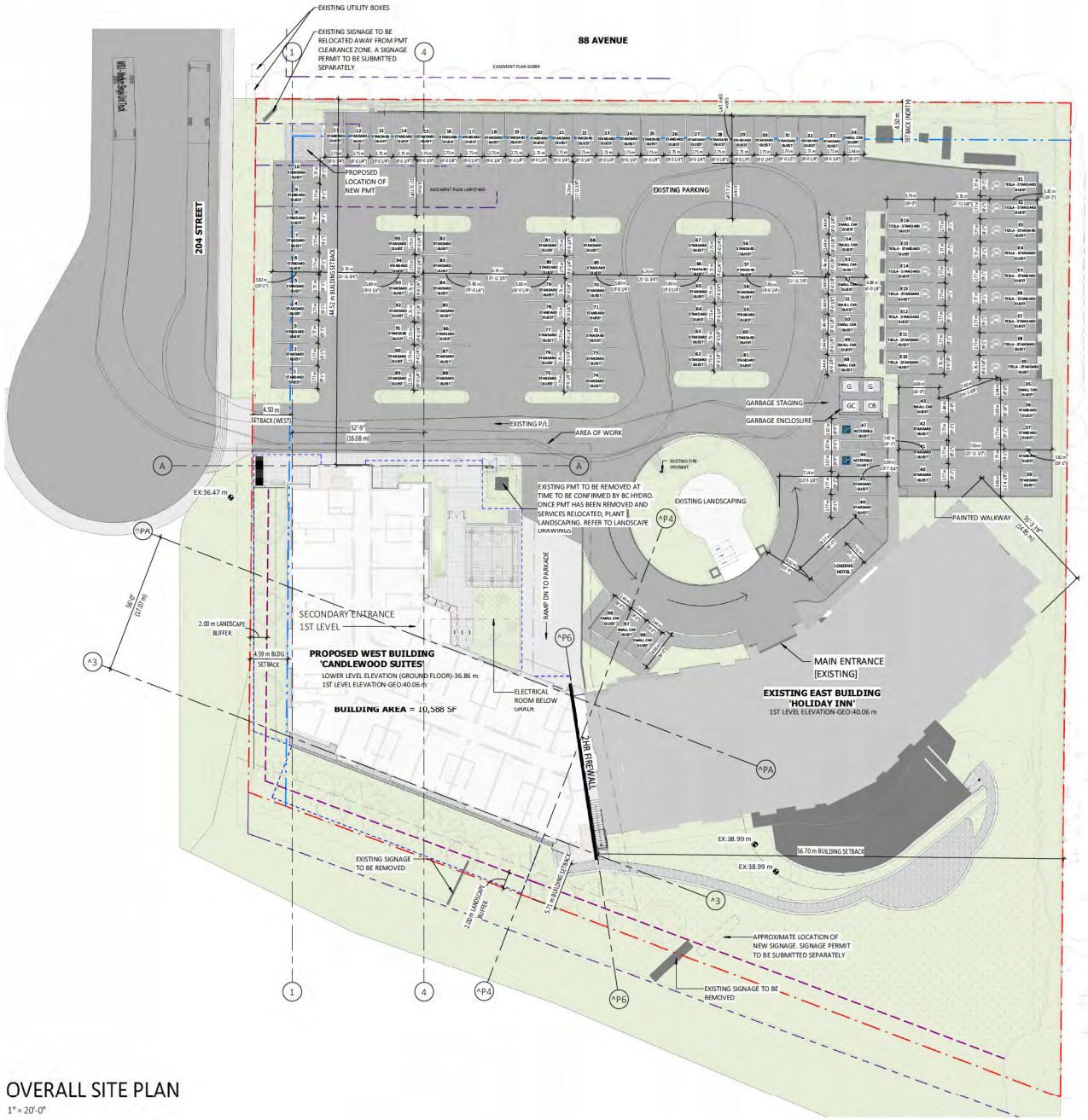
RENDERINGS

SCALE

E.9

SD1.22



OVERALL SITE PLAN

1" = 20'-0"

1.9.0 GENERAL SITE NOTES

1. REFER TO SITE CODE PLAN & SITE LAYOUT PLAN FOR MORE INFORMATION.
2. REFER TO CIVIL ENGINEER'S DRAWINGS FOR PAVED AREA DRAINAGE, SITE ELEVATIONS, SANITARY AND SEWER LINES, EXTENT OF DEMO, NEW AND REPAIRED PAVING, OTHER SERVICES, ETC.
3. VERIFY ALL SITE INFORMATION, BUILDING AREA, DIMENSIONS AND BEARINGS WITH LEGAL SURVEY PLAN.
4. REFER TO LANDSCAPE DRAWINGS FOR ALL HARD & SOFT LANDSCAPING.
5. TW=TOP OF WALL TOC=TOP OF CURB
   BW=BOTTOM OF WALL BOC=BOTTOM OF CURB
6. NEW ELEVATION — 00.00 m
   EXISTING ELEVATION — 00.00m

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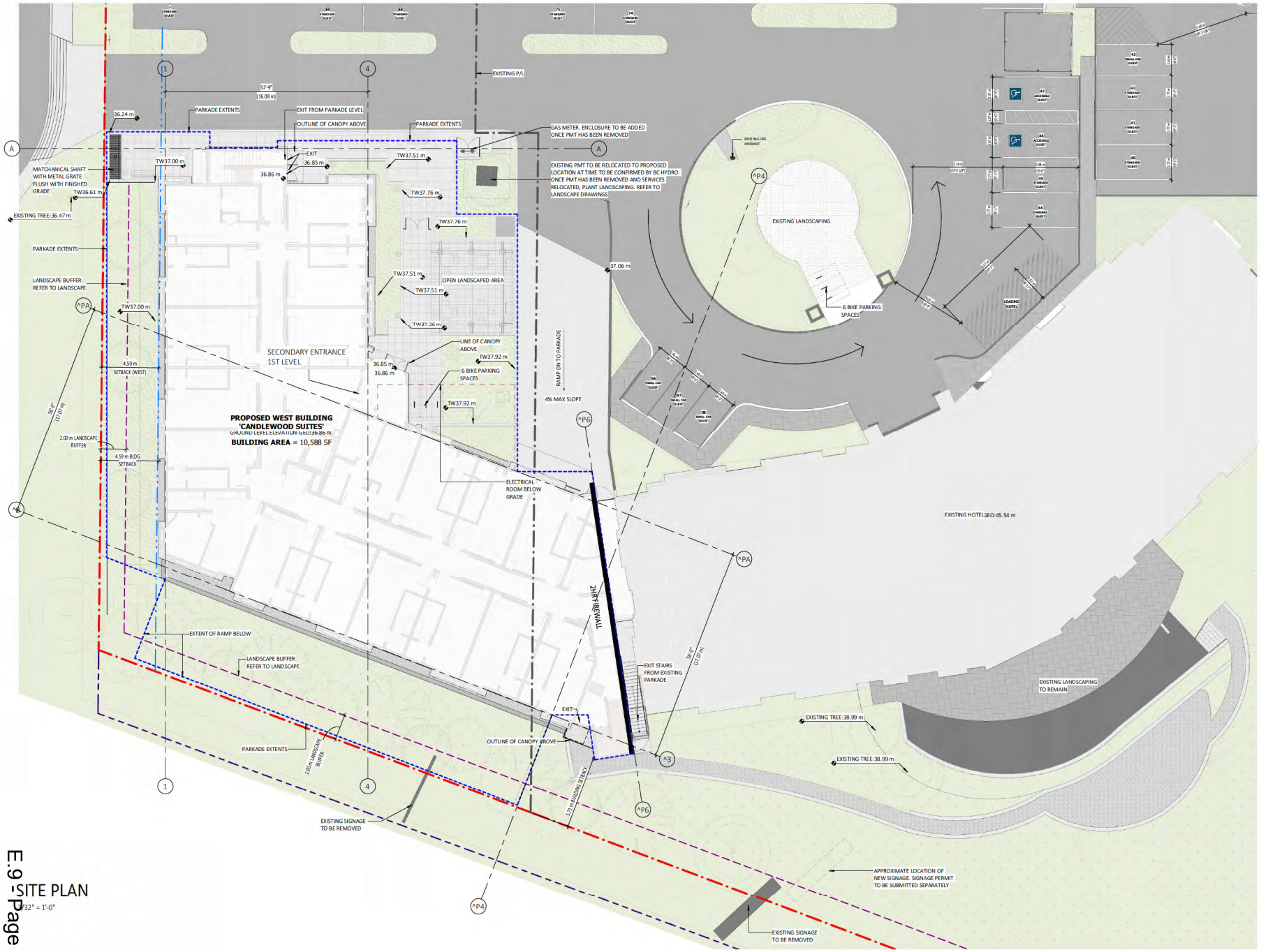
OVERALL SITE PLAN

SCALE 1" = 20'-0"

E.9

SD2.01



E.9 - SITE PLAN
3/32" = 1'-0"

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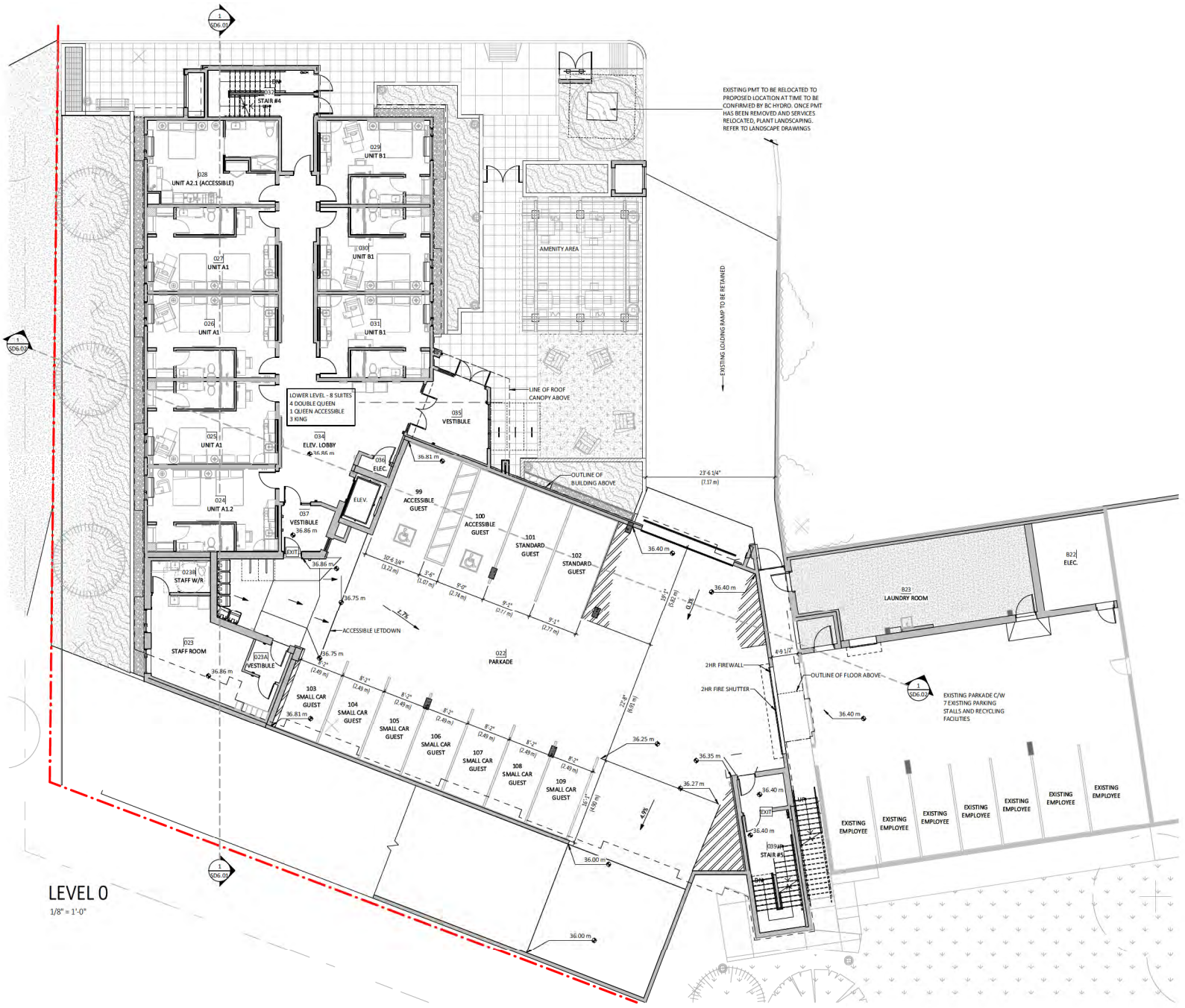
SITE PLAN

SCALE 3/32" = 1'-0"

E.9

SD2.02



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LEVEL 0 PLAN

SCALE 1/8" = 1'-0"

E.9

SD2.10



1ST LEVEL

1/8" = 1'-0"

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1ST LEVEL PLAN

SCALE 1/8" = 1'-0"

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2ND LEVEL PLAN

SCALE 1/8" = 1'-0"

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SD2.12



3RD LEVEL

1/8" = 1'-0"

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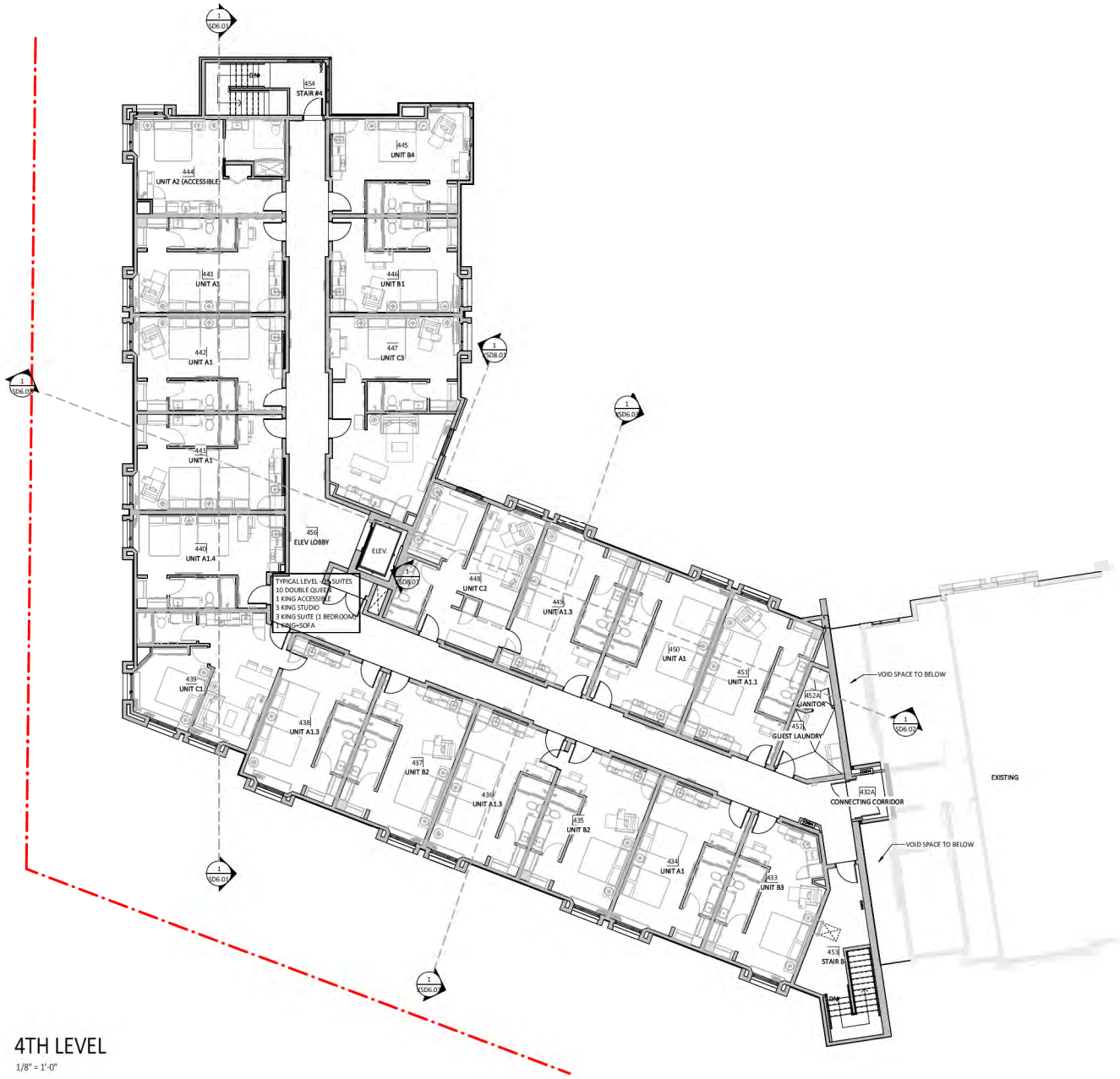
3RD LEVEL PLAN

SCALE 1/8" = 1'-0"

E.9

SD2.13



4TH LEVEL

1/8" = 1'-0"

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1	ISSUED FOR SD30	25-05-12
2	ISSUED FOR SD90	25-06-06
3	ISSUED FOR DP	25-07-23
6	RE-ISSUED FOR DP	26-03-16
13	RE-ISSUED FOR DP	26-06-23
14	RE-ISSUED FOR DP	26-10-09
15	RE-ISSEUD FOR DP	26-10-22
16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

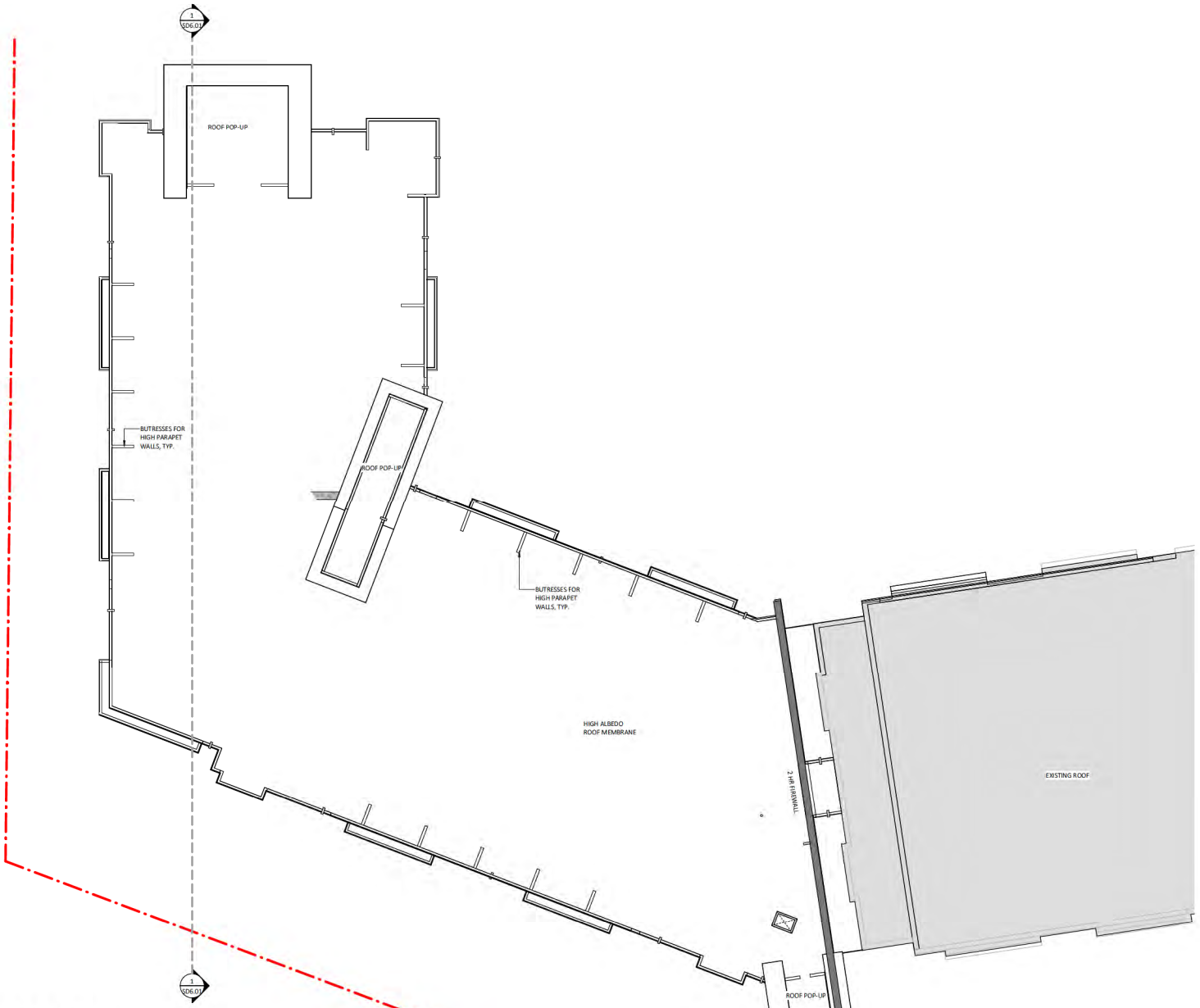
PROJECT # 24-102
CITY FILE # 08-26-0239

4TH LEVEL PLAN

SCALE 1/8" = 1'-0"

E.9

SD2.14



ROOF LEVEL

1/8" = 1'-0"

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MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT
PROVINCE OF BRITISH COLUMBIA
2026-10-30
BRITISH COLUMBIA

RE-ISSUED FOR DEVELOPMENT PERMIT

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PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

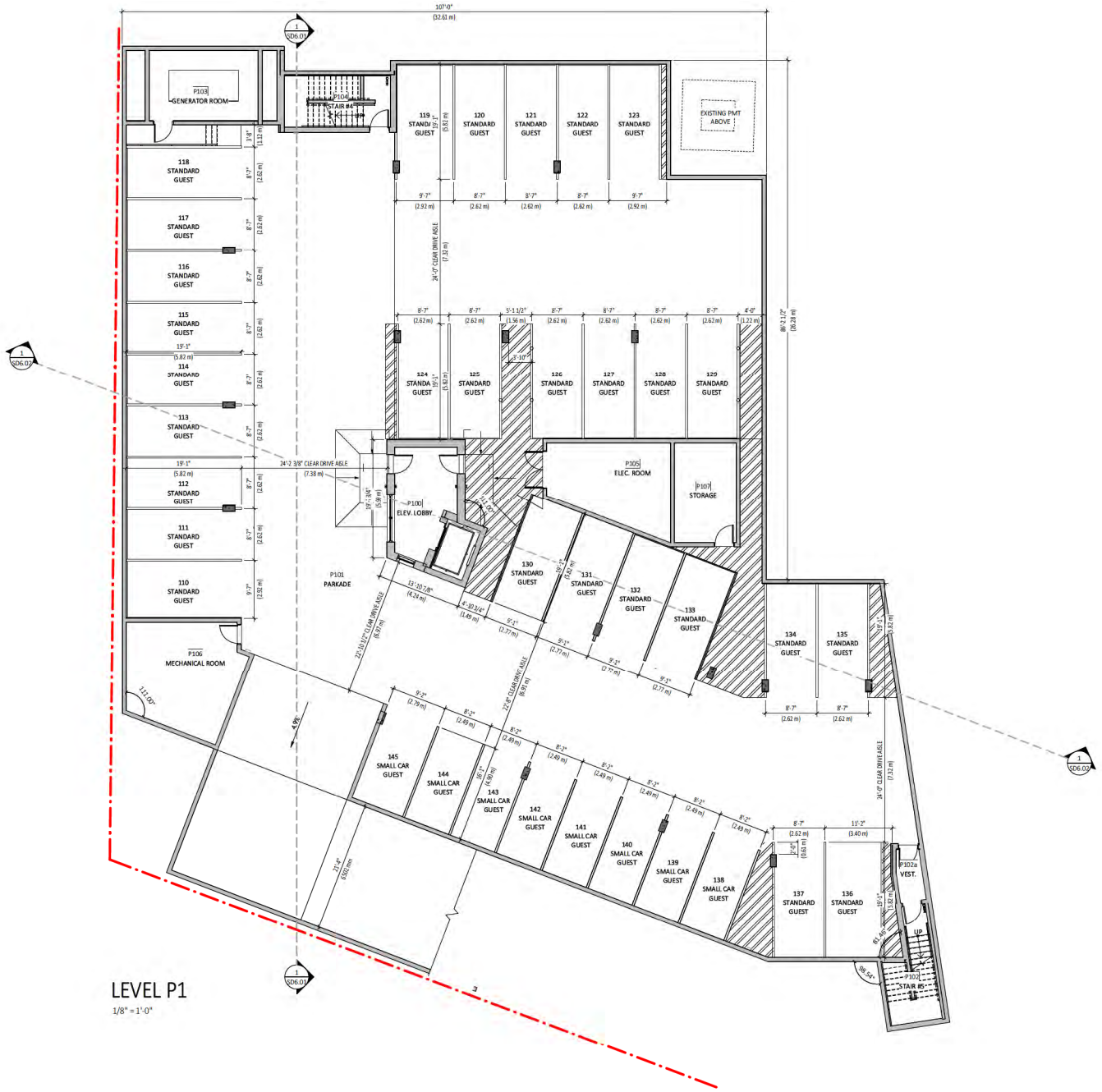
PROJECT # 24-102
CITY FILE # 08-26-0239

ROOF LEVEL PLAN

SCALE 1/8" = 1'-0"

E.9

SD2.15



LEVEL P1

1/8" = 1'-0"

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12	ISSUED FOR BUILDING PERMIT	26-06-15
13	RE-ISSUED FOR DP	26-06-23
14	RE-ISSUED FOR DP	26-10-09
15	RE-ISSEUD FOR DP	26-10-22
16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

P1 LEVEL PLAN

SCALE 1/8" = 1'-0"

E.9

SD2.20



SOUTH ELEVATION

1/8" = 1'-0"



WEST ELEVATION

1/8" = 1'-0"

6.0.0 MATERIAL LEGEND

1	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: 'OFF WHITE' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
2	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: 'DARK GRAY' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
3	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: MEDIUM GRAY' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
4	CEMENT BOARD WOOD TONE LAP SIDING TEXTURE: WOOD GRAIN, COLOUR: TO MATCH EXIST BUILDING WOOD FEATURES
5	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): -'JAMES HARDIE': COLOUR: IRON GRAY -'EASY TRIM' 5/16" REVEAL PANEL SYS.
6	ALUMINUM SLAT BOARDS, WOODGRAIN FINISH -COLOUR TO MATCH EXISTING BUILDING
7	ALUMINUM PICKET FENCE - REFER TO LANDSCAPE
8	CEMENT BOARD FASCIA BOARD, TEXTURE: 'SMOOTH': - 'JAMES HARDIE', COLOUR: 'IRON GRAY'
9	CURTAIN WALL (1600 UT SYSTEM 1): - 'KAWNEER', COLOUR: 'CLEAR ANODIZED',
10	VINYL WINDOW: - COLOUR: 'WHITE EXT. / WHITE INT.'
11	VINYL WINDOW: -COLOUR: 'BLACK EXT. / WHITE INT.'
12	METAL FLASHING: -COLOUR: 'BLACK'
13	METAL DOOR: - COLOUR: GRAY PAINTED TO MATCH STUCCO 'MEDIUM GRAY'
14	CONCRETE WALL: - COLOUR: 'CLEAR SEALER'
15	ALUMINUM MECHANICAL EQUIPMENT SCREEN: - COLOUR: 'GRAY, POWDER COATED'
16	METAL DOOR: - COLOUR: GRAY PAINTED TO MATCH CEMENT BOARD "IRON GRAY"
17	MAIN ENTRY CANOPY SOFFIT, PROFILE: "6" CHANNEL: - 'LONGBOARD - LINK & LOCK FOR SOFFITS', COLOUR: TO MATCH EXISTING HOTEL SLATS
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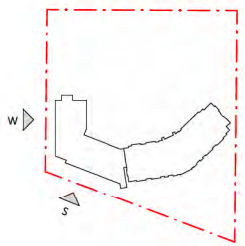
19	ALUMINUM GUTTER & RWL: - COLOUR: 'GRAY'
20	EXHAUST VENT CAP (SINGLE & DOUBLE): 'PRIMEX', COLOUR: MATCH SURROUNDING CLADDING
21	PTAC EXHAUST/SUPPLY GRILLE -COLOUR: PAINT TO MATCH SURROUNDING CLADDING, REFER TO MECHANICAL

NOTES:

1.MATERIAL TERMINATIONS AND INTERSECTIONS WITH OTHER MATERIALS REQUIRE MOCK-UPS AS PER PROJECT MANUAL.
2. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES U.N.O.
3. ALL MATERIALS CLADDING FIREWALLS TO BE NON-COMBUSTIBLE.



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2026-10-30
BRITISH COLUMBIA

RE-ISSUED FOR DEVELOPMENT PERMIT

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16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

BUILDING ELEVATIONS

SCALE 1/8" = 1'-0"

E.9

SD3.01



NORTH ELEVATION

1/8" = 1'-0"



EAST ELEVATION

1/8" = 1'-0"

6.0.0 MATERIAL LEGEND

1	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: 'OFF WHITE' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
2	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: 'DARK GRAY' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
3	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: MEDIUM GRAY' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
4	CEMENT BOARD WOOD TONE LAP SIDING TEXTURE: WOOD GRAIN, COLOUR: TO MATCH EXIST BUILDING WOOD FEATURES
5	CEMENT BOARD SMOOTH PANEL SIDING (C/W COLOUR MATCHED REVEALS): -'JAMES HARDIE': COLOUR: IRON GRAY -'EASY TRIM' 5/16" REVEAL PANEL SYS.
6	ALUMINUM SLAT BOARDS, WOODGRAIN FINISH -COLOUR TO MATCH EXISTING BUILDING
7	ALUMINUM PICKET FENCE - REFER TO LANDSCAPE
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12	METAL FLASHING: -COLOUR: 'BLACK'
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14	CONCRETE WALL: - COLOUR: 'CLEAR SEALER'
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17	MAIN ENTRY CANOPY SOFFIT, PROFILE: '6" CHANNEL: - 'LONGBOARD - LINK & LOCK FOR SOFFITS', COLOUR: TO MATCH EXISTING HOTEL SLATS
18	POP UP ROOF & LEVEL 1 SOFFIT -COLOUR: 'GRAY', PERFORATED VINYL
19	ALUMINUM GUTTER & RWL: - COLOUR: 'GRAY'
20	EXHAUST VENT CAP (SINGLE & DOUBLE): 'PRIMEX', COLOUR: MATCH SURROUNDING CLADDING
21	PTAC EXHAUST/SUPPLY GRILLE -COLOUR: PAINT TO MATCH SURROUNDING CLADDING, REFER TO MECHANICAL

NOTES:

1. MATERIAL TERMINATIONS AND INTERSECTIONS WITH OTHER MATERIALS REQUIRE MOCK-UPS AS PER PROJECT MANUAL.
2. ALL CLADDING MATERIALS SHOWN RETURN AT BUILDING PERIMETER RECESSES U.N.O.
3. ALL MATERIALS CLADDING FIREWALLS TO BE NON-COMBUSTIBLE.

KEYSTONE ARCHITECTURE

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REGISTERED ARCHITECT — 2026-10-30 — BRITISH COLUMBIA

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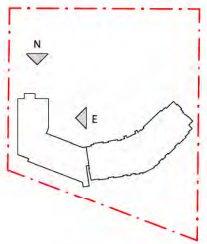
PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239



BUILDING ELEVATIONS

SCALE 1/8" = 1'-0"

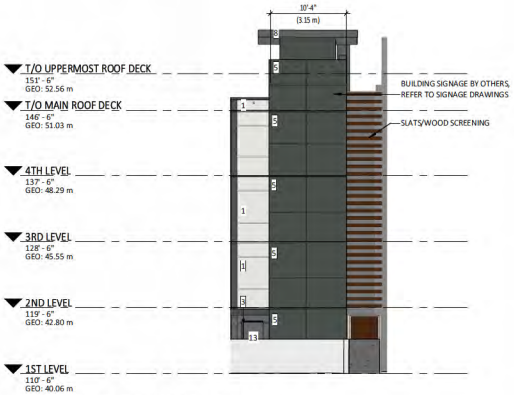
E.9

SD3.02



SD-NORTH ELEVATION-COURTYARD

1/8" = 1'-0"



SD-STAIRWELL FEATURE

1/8" = 1'-0"

6.0.0 MATERIAL LEGEND

1	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: 'OFF WHITE' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
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NOTES:

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REGISTERED ARCHITECT
PROVINCE OF BRITISH COLUMBIA
2026-10-30
BRITISH COLUMBIA

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PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

BUILDING ELEVATIONS

SCALE 1/8" = 1'-0"

E.9

SD3.03

MATERIAL BOARD



EXISTING BUILDING TO BE PAINTED AS SHOWN BELOW FOR REFERENCE



6.0.0 MATERIAL LEGEND

1	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: 'OFF WHITE' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
2	STUCCO, TEXTURE: 'ULTRACRETE TEXTURE'. COLOUR: - 'STUCCO', COLOUR: 'DARK GRAY' C/W COLOUR MATCHED FLASHINGS, VENT CAPS AND LOUVERS
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3. ALL MATERIALS CLADDING FIREWALLS TO BE NON-COMBUSTIBLE.



1 EIFS CLADDING
COLOUR: OFF WHITE



2 EIFS CLADDING
COLOUR: MEDIUM GRAY



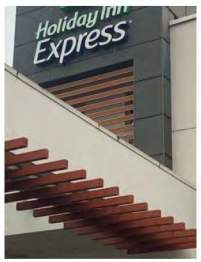
3 EIFS CLADDING
COLOUR: DARK GRAY



4 CEMENT BOARD LAP SIDING
COLOUR: WOOD TONE TO MATCH EXISTING WOOD FEATURES



5 CEMENT BOARD PANEL SIDING
COLOUR: IRON GRAY



6 ALUMINUM BATTEN BOARD, WOODGRAIN FINISH
COLOUR: TO MATCH EXISTING WOOD FEATURES



10 WINDOW
COLOUR: WHITE EXT



18 VINYL SOFFIT
COLOUR: GRAY

KEYSTONE ARCHITECTURE

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REGISTERED ARCHITECT
2026-10-30
BRITISH COLUMBIA

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PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

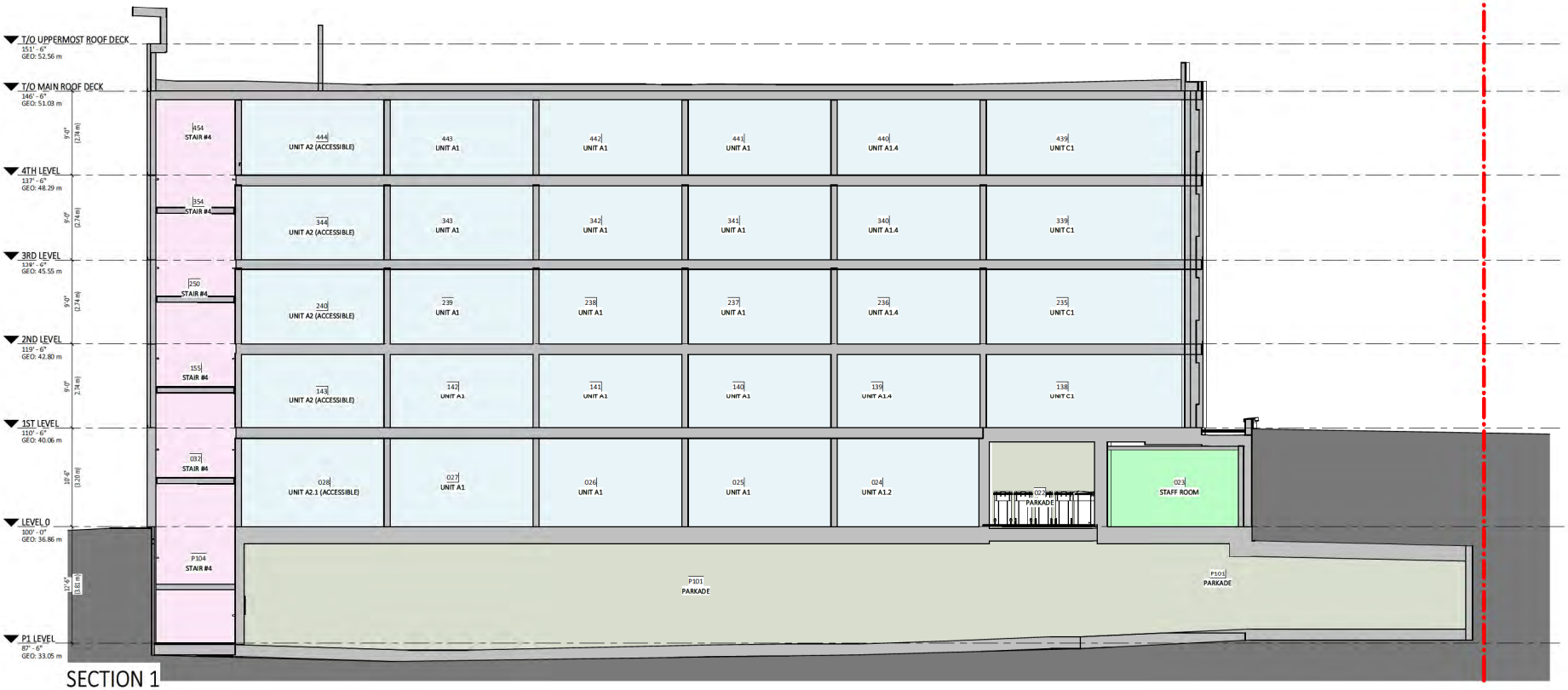
PROJECT # 24-102
CITY FILE # 08-26-0239

MATERIAL BOARD

SCALE As indicated

E.9

SD4.01



SECTION 1

3/16" = 1'-0"

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REGISTERED ARCHITECT
PROFESSIONAL ENGINEER
2026-10-30
BRITISH COLUMBIA

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PACIFICREACH

HOLIDAY INN ADDITION

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TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
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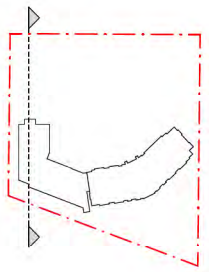

SITE SECTIONS

SCALE 3/16" = 1'-0"

E.9

SD6.01

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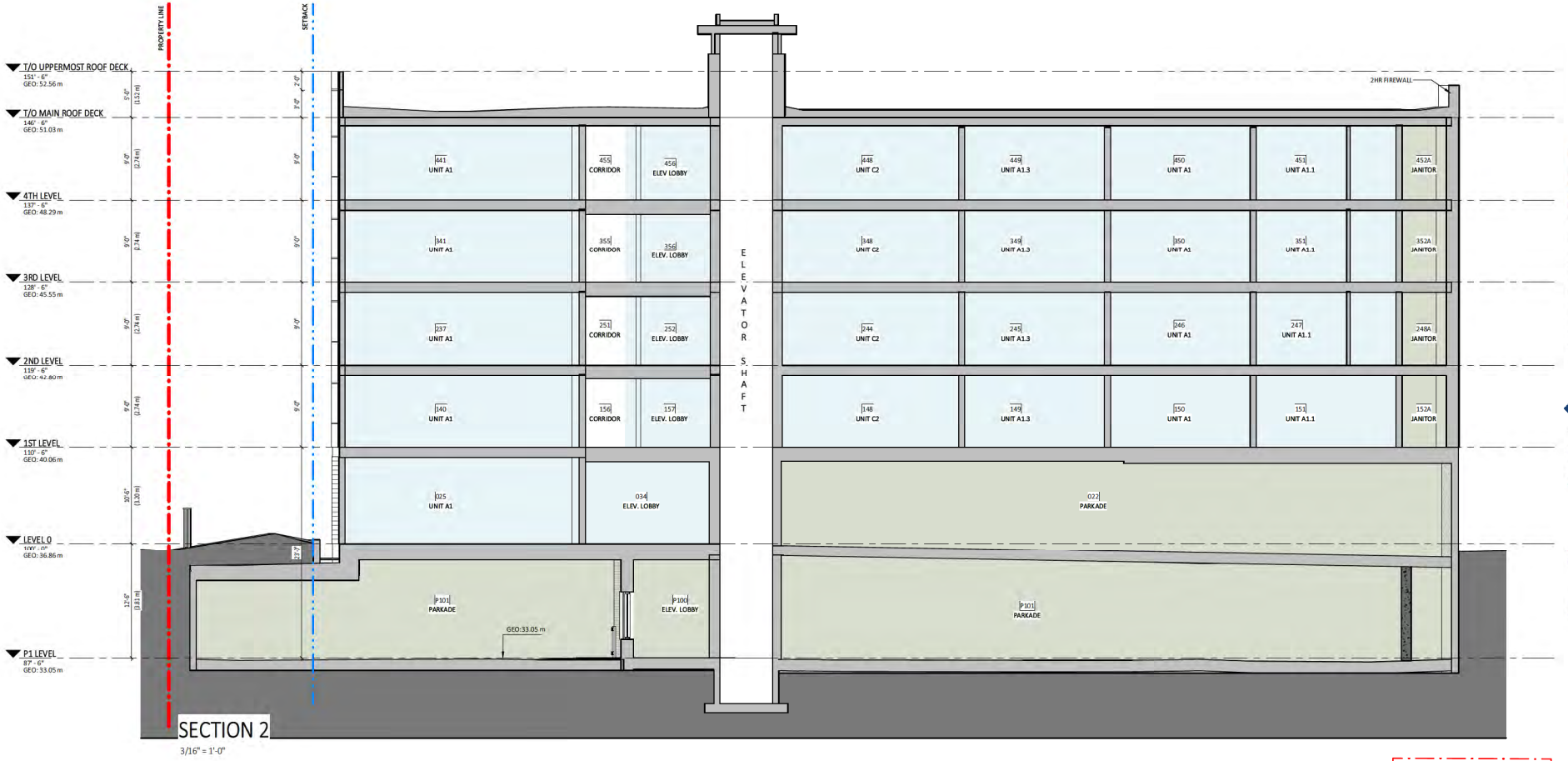


SECTION 2
3/16" = 1'-0"

REGISTERED ARCHITECT
2026-10-30
BRITISH COLUMBIA

RE-ISSUED FOR DEVELOPMENT PERMIT

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR SD30	25-05-12
2	ISSUED FOR SD90	25-06-06
3	ISSUED FOR DP	25-07-23
6	RE-ISSUED FOR DP	26-03-16
13	RE-ISSUED FOR DP	26-06-23
14	RE-ISSUED FOR DP	26-10-09
15	RE-ISSUED FOR DP	26-10-22
16	RE-ISSUED FOR DP	26-10-29

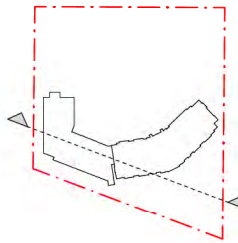
PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

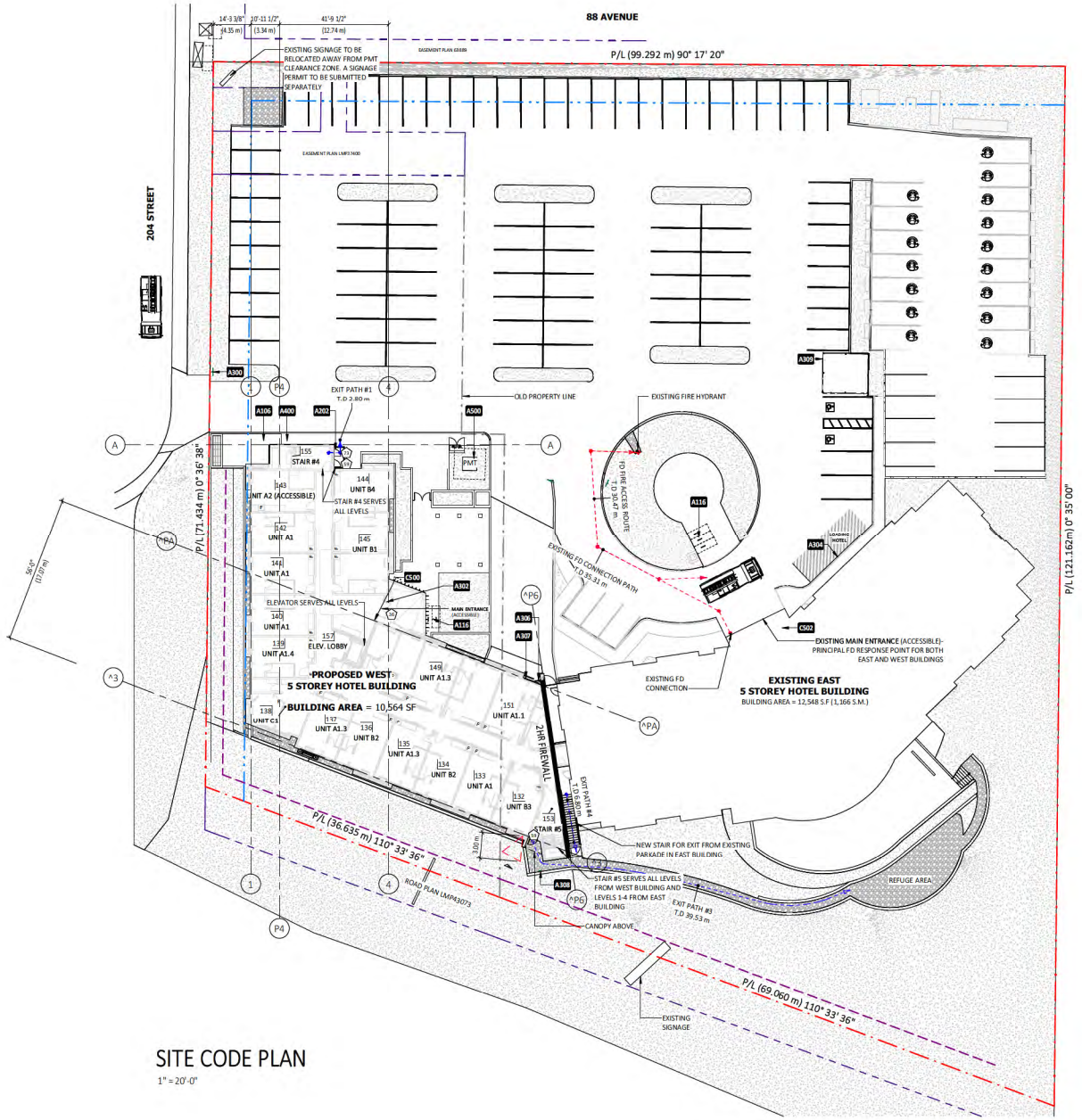
PROJECT # 24-102
CITY FILE # 08-26-0239

SITE SECTIONS



SCALE 3/16" = 1'-0"

E.9
SD6.02



SITE CODE PLAN

1" = 20'-0"

5.9.0 NOTE SCHEDULE

A. SITE	
A106	SIDEWALK, REFER TO A7 SERIES SITE DETAILS.
A116	VISITOR BIKE PARKING.
A202	EXIT FROM ALL LEVELS.
A300	SIGNAGE-STOP SIGN.
A302	SIGNAGE-ACCESSIBLE ENTRANCE.
A304	SIGNAGE-LOADING ZONE, NO PARKING.
A306	SIGNAGE-MAXIMUM 10KPH.
A307	SIGNAGE-PARKADE CLEARANCE 7'-0".
A308	SIGNAGE-EXIT, C/W EXIT LIGHTING.
A309	SIGNAGE-GARBAGE LOADING ZONE, NO PARKING.
A400	PROPOSED GAS METER LOCATION, REFER TO MECHANICAL DRAWINGS & FORTIS FOR REQUIREMENTS, ENCLOSURE TO BE INSTALLED AFTER PMT HAS BEEN REMOVED. ENCLOSURE TO BE CHAINLINK ENCLOSURE, REFER TO A7 SERIES SITE DETAILS.
A500	EXISTING PMT TO BE REMOVED AT TIME TO BE CONFIRMED BY BC HYDRO. ONCE PMT HAS BEEN REMOVED AND SERVICES RELOCATED, PLANT LANDSCAPING. REFER TO LANDSCAPE DRAWINGS
C. FLOOR,WALL & ROOF	
C500	POWER OPERATED DOOR CONTROL BUTTON, CLEAR AND LEVEL FLOOR AREA IS REQUIRED. REFER TO A7 SERIES ACCESSIBILITY DETAILS FOR ALL REQUIREMENTS. REFER TO ELECTRICAL DRAWINGS.
C502	EXISTING FIRE ALARM ANNUNCIATOR PANEL WITHIN EXISTING MAIN ENTRANCE TO SERVE BOTH BUILDINGS

1.9.3 BLDG FLOOR ELEVATIONS

LEVEL	GEODETIC	RELATIVE
T/O UPPERMOST ROOF DECK	52.56	151' - 6"
1ST LEVEL	40.06	110' - 6"
LEVEL 0	36.86	100' - 0"
P1 LEVEL	33.05	87' - 6"

1.9.5 SIGNAGE LEGEND

S1	STOP
S2	ACCESSIBLE PARKING STALL
S3	ACCESSIBLE ENTRANCE
S4	FIRE LANE-NO PARKING
S5	GARBAGE LOADING ZONE-NO PARKING
S6	DROP OFF/PICK UP ONLY
S7	MAXIMUM 10 KPH
S8	PARKADE CLEARANCE 7'-0"

⬠ = OCCUPANT LOAD

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MAIL@KEYSTONEARCH.CA

REGISTERED ARCHITECT — PROVINCE OF BRITISH COLUMBIA — 2026-10-30

RE-ISSUED FOR DEVELOPMENT PERMIT

NO.	ISSUE/REVISION	DATE
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15	RE-ISSEUD FOR DP	26-10-22
16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

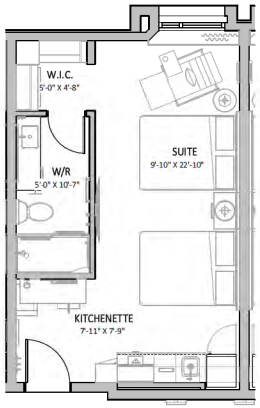
PROJECT # 24-102
CITY FILE # 08-26-0239

SITE CODE PLAN

SCALE 1" = 20'-0"

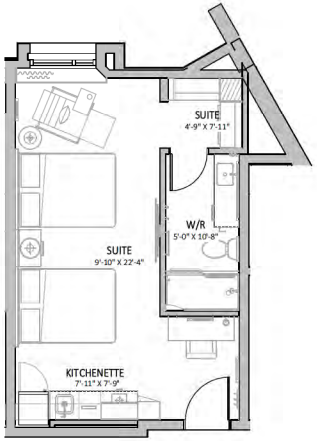
E.9

SD7.02



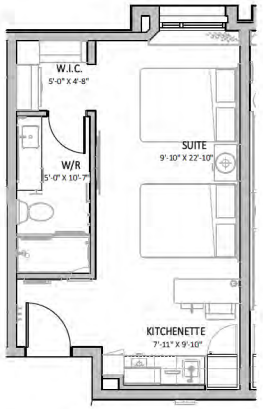
UNIT A1

1/4" = 1'-0"



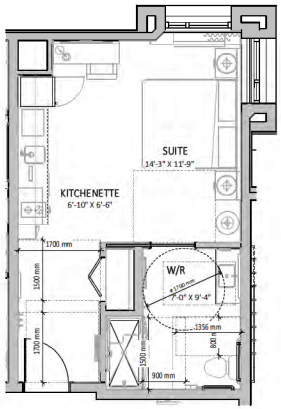
UNIT A1.1

1/4" = 1'-0"



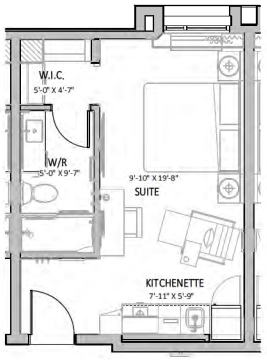
UNIT A1.2

1/4" = 1'-0"



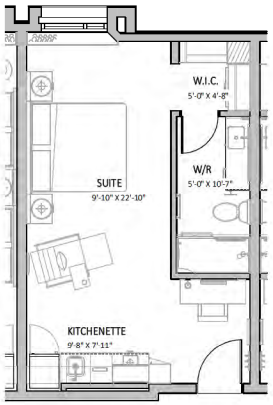
UNIT A2 - ACCESSIBLE

1/4" = 1'-0"



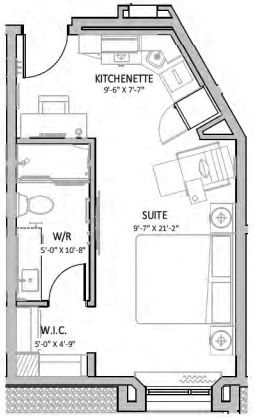
UNIT B1

1/4" = 1'-0"



UNIT B2

1/4" = 1'-0"



UNIT B2.1

1/4" = 1'-0"

1.4.4 UNIT DATA			
UNIT	UNIT TYPE	COUNT	UNIT AREA (AVG)
UNIT A1	DOUBLE QUEEN	35	399 SF
UNIT A1.1	DOUBLE QUEEN	4	408 SF
UNIT A1.2	DOUBLE QUEEN	4	389 SF
UNIT A1.4	DOUBLE QUEEN	1	387 SF
UNIT A2	QUEEN BED ACCESSIBLE	4	411 SF
UNIT A2.1	QUEEN BED ACCESSIBLE	1	403 SF
UNIT B1	1 KING BED	7	348 SF
UNIT B1.1	1 KING BED	1	350 SF
UNIT B2	1 KING BED & SOFA	8	400 SF
UNIT B2.1	1 KING BED & SOFA	3	384 SF
UNIT B3	1 KING BED	4	393 SF
UNIT B4	1 KING BED	1	395 SF
UNIT C1	KING SUITE	4	472 SF
UNIT C2	KING SUITE	4	520 SF
UNIT C3	KING SUITE	3	651 SF

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REGISTERED ARCHITECT
PROFESSIONAL ENGINEER
2026-10-30
BRITISH COLUMBIA

RE-ISSUED FOR DEVELOPMENT PERMIT

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16	RE-ISSUED FOR DP	26-10-29

PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

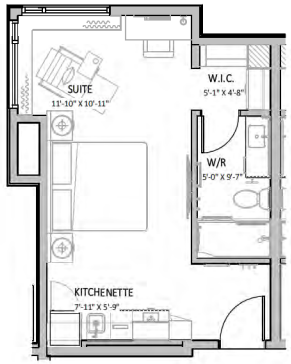
PROJECT # 24-102
CITY FILE # 08-26-0239

UNIT PLANS

SCALE 1/4" = 1'-0"

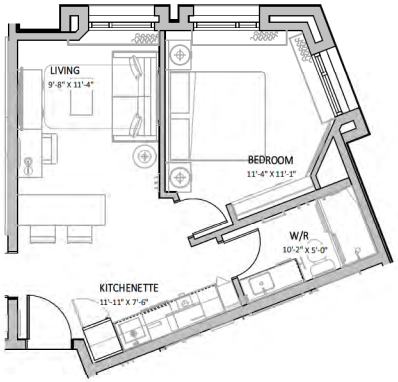
E.9

SD9.01



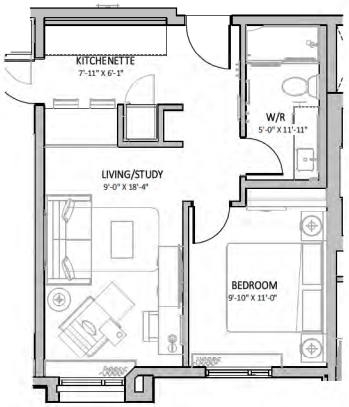
UNIT B3

1/4" = 1'-0"



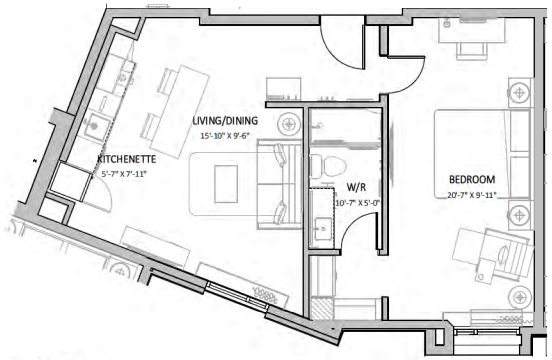
UNIT C1

1/4" = 1'-0"



UNIT C2

1/4" = 1'-0"



UNIT C3

1/4" = 1'-0"

1.4.4 UNIT DATA

UNIT	UNIT TYPE	COUNT	UNIT AREA (AVG)
UNIT A1	DOUBLE QUEEN	35	399 SF
UNIT A1.1	DOUBLE QUEEN	4	408 SF
UNIT A1.2	DOUBLE QUEEN	4	389 SF
UNIT A1.4	DOUBLE QUEEN	1	387 SF
UNIT A2	QUEEN BED ACCESSIBLE	4	411 SF
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UNIT C2	KING SUITE	4	520 SF
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REGISTERED ARCHITECT
PROFESSIONAL ENGINEER
2026-10-30
BRITISH COLUMBIA

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PACIFICREACH

HOLIDAY INN ADDITION

8750 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

UNIT PLANS

SCALE 1/4" = 1'-0"

E.9

SD9.02

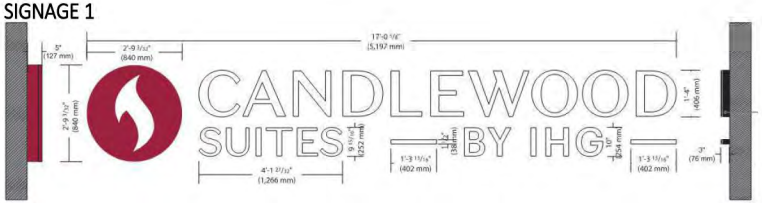
SIGNAGES - KEY PLAN



SIGNAGE DETAILS

NOTE: CONCEPTUAL DESIGN BY OTHERS. FINAL SIGNAGE PERMIT WILL BE SUBMITTED SEPARATELY

SIGNAGE 1



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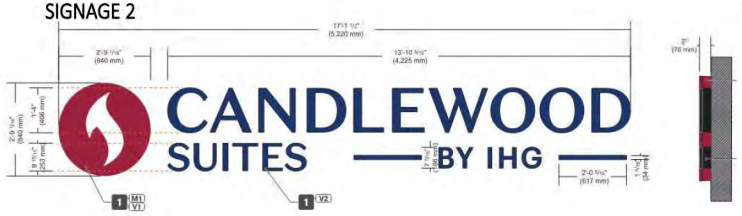

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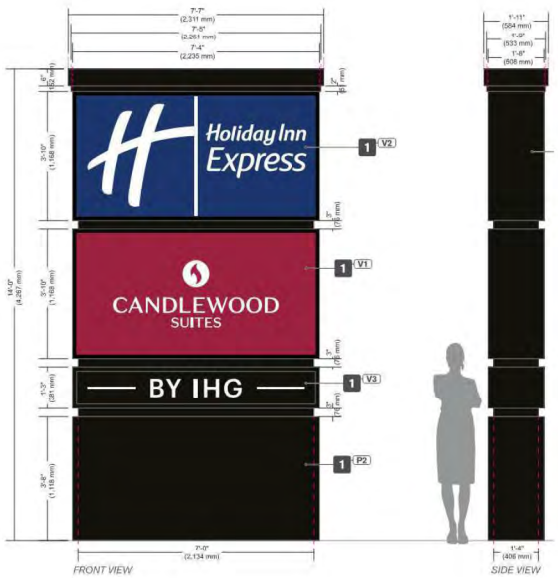

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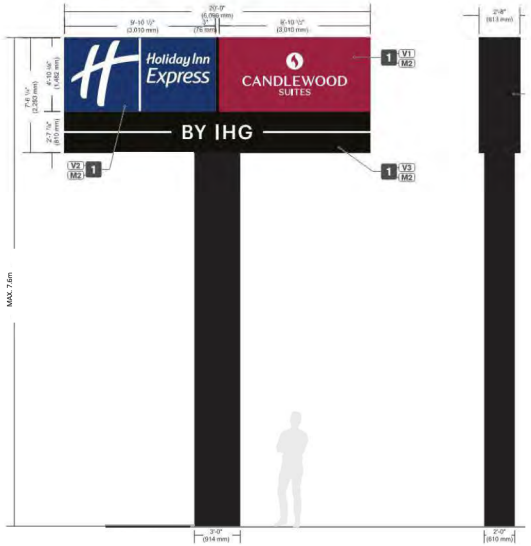
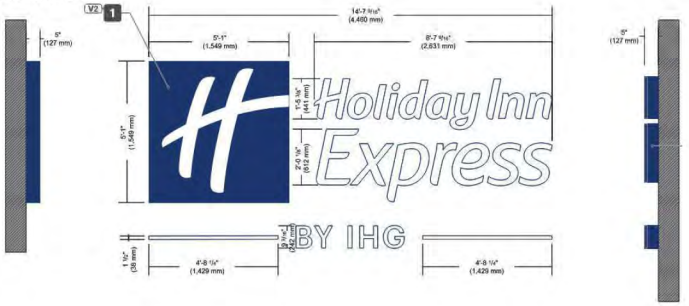


SIGNAGE 6



SIGNAGE 7



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REGISTERED ARCHITECT BRITISH COLUMBIA 2026-11-02

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NO.	ISSUE/REVISION	DATE
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14	RE-ISSUED FOR DP	26-10-09
15	RE-ISSEUD FOR DP	26-10-22
16	RE-ISSUED FOR DP	26-10-29
19	RE-ISSUED FOR DP	26-11-02

PACIFICREACH

HOLIDAY INN ADDITION

8750 - 204 STREET
TOWNSHIP OF LANGLEY, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

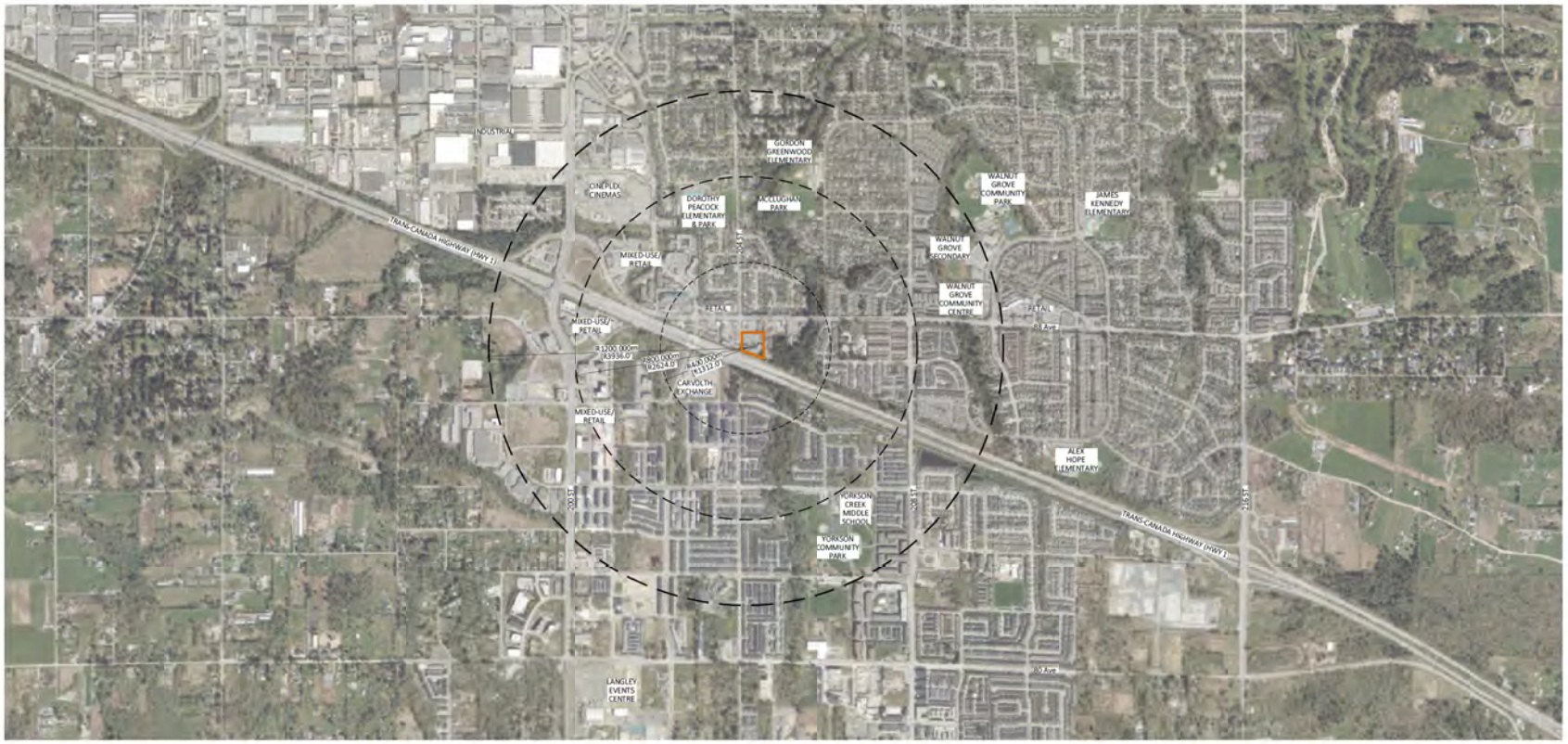
SIGNAGE

SCALE 12" = 1'-0"

E.9

SD9.03

HOLIDAY INN ADDITION, 8750 204th STREET, LANGLEY TWP, BC



Sheet List Table

Sheet Number	Sheet Title
L-0.00	COVER SHEET
L-1.00	OVERALL SITE & TREE PLAN
L-1.01	ENLARGED SITE PLAN
L-1.11	EXISTING CONDITIONS PLAN - PARKING LOT LANDSCAPE ANALYSIS
L-1.12	EXISTING CONDITIONS PLAN - LANDSCAPE BUFFERS
L-1.20	GRADING PLAN
L-2.00	LANDSCAPE PRECEDENTS
L-3.00	PLANTING PRECEDENTS
L-4.00	LANDSCAPE SECTIONS

DESIGN RATIONALE

THE LANDSCAPE CONCEPT FOR THE CANDLEWOOD SUITES AIMS TO PROVIDE FUNCTIONAL AMENITIES ALIGNED WITH AND COMPLIMENTATIVE TO THE ESTABLISHED CANDLEWOOD BRAND. THE PROPOSED AMENITIES SEEK TO ENHANCE THE EXPERIENCE OF LONGER TERM STAYS BEYOND THAT OF THE TYPICAL HOTEL.

OUTSIDE THE NEW CANDLEWOOD SUITES, A COVERED OUTDOOR AMENITY AREA WILL INCLUDE AN OUTDOOR KITCHEN, TABLES & SEATING, TO PROVIDE GUESTS WITH THE OPPORTUNITY TO PREPARE MEALS AND SOCIALIZE WITH OTHER GUESTS.

EVERGREEN TREES ARE PROPOSED TO ENHANCE THE LANDSCAPE SCREEN ALONG HIGHWAY 1 FRONTAGE.

THE EXISTING SURFACE PARKING IS PROPOSED TO BE REJUVENATED TO BRING IT INTO COMPLIANCE WITH CURRENT BYLAW REQUIREMENTS.

PACIFIC REACH
T 604.633.2002 | #1818 - 207 WEST GEORGIA ST. VANCOUVER BC, V7Y 1C6

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T 587.391.4768 | 1601 - 333 11TH AVENUE SW, CALGARY, AB T2R 1L9
E-MAIL: MAIL@KEYSTONEARCH.CA
WEBSITE: KEYSTONEARCH.CA

LANDSCAPE ARCHITECTURE DIVISION
T 604.850.0577 EXT. 216 | 300 - 33131 SOUTH FRASER WAY ABBOTSFORD, BC V2S 2B1
E-MAIL: JENNIFER@KEYSTONEARCH.CA

CANDLEWOOD SUITES AN IHG HOTEL

KEYSTONE ARCHITECTURE

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LANDSCAPE ARCHITECTURE DIVISION

BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS — REGISTERED MEMBER — JENNIFER WALL — 628 — 2026-12-31

RE-ISSUED FOR DEVELOPMENT PERMIT

NO.	ISSUE/REVISION	DATE
1	ISSUED FOR CLIENT REVIEW	25-06-13
2	ISSUED FOR DP	25-07-25
3	ISSUED FOR EXISTING CONDITION REVIEW	25-12-22
4	RE-ISSUED FOR DP	26-03-13
5	RE-ISSUED FOR DP	26-06-22
6	RE-ISSUED FOR DP	26-07-29
7	RE-ISSUED FOR DP	26-10-08

HOLIDAY INN ADDITION

8750 204th STREET, LANGLEY TWP, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

CANDLEWOOD SUITES AN IHG HOTEL

COVER SHEET

SCHEDULE B

E.9

L-0.00

EXISTING CONDITIONS LEGEND

- EXISTING PLANTING; TO REMAIN
- EXISTING GRANULAR; TO REMAIN
- EXISTING HARDSCAPE; TO REMAIN
- EXISTING LAWN; TO REMAIN; RE & RE FROM CONSTRUCTION ACTIVITIES

SOFTSCAPE MATERIALS

- SHRUB PLANTING GROWING MEDIUM: SHRUBS - 450mm MIN. DEPTH TREES - 900mm MIN. DEPTH
- LANDSCAPE BUFFER GROWING MEDIUM: SHRUBS - 450mm MIN. DEPTH TREES - 900mm MIN. DEPTH
- SOD
- SYNTHETIC LAWN

HARDSCAPE MATERIALS

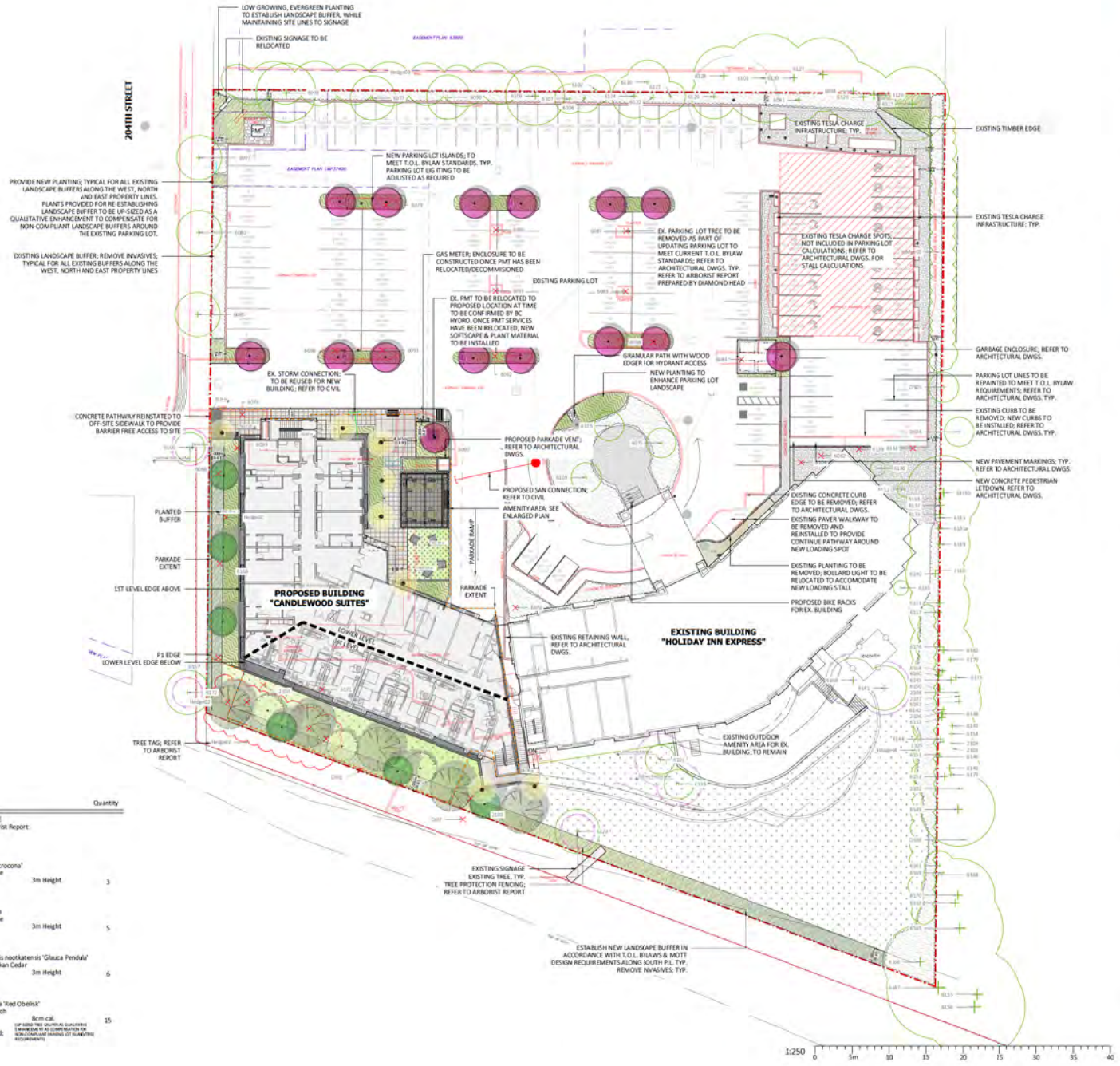
- DRIP STRIP
- CONCRETE SLABS SIZE: 24" X 24" COLOUR: TBD MANUFACTURER: TBD
- CAST IN PLACE RETAINING WALL

FENCING

- EXISTING CHAINLINK FENCE (UNSURVEYED) (Based on site photos, appears to be located outside of project boundaries)
- ALUMINUM PICKET FENCE 1.8m WEST SIDE OF ADDITION 1.2m AT AMENITY
- TREE PROTECTION FENCING; REFER TO ARBORIST REPORT; any work within 1.5m of tree protection fencing to be completed under supervision of project arborist

SITE FURNISHINGS

- BARBECUE (SUPPLIED BY OWNER) Fuel Supply: Propane Tank
- WASTE RECEPTACLE
- BENCH
- LOUNGE SEATING
- CLUSTER SEATING
- BIKE RACK



TREE LEGEND

		Quantity
	EXISTING TREE Refer to Arborist Report.	
	Picea abies 'Acrocona' Norway Spruce SIZE: 3m Height	3
	Pinus contorta Lodgepole Pine SIZE: 3m Height	5
	Chamaecyparis nootkatensis 'Glauca Pendula' Weeping Alaskan Cedar SIZE: 3m Height	6
	Fagus sylvatica 'Red Obelisk' European Beech SIZE: 8cm cal. NOTES: 1.8m Standard;	15

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LANDSCAPE ARCHITECTURE DIVISION

BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS REGISTERED MEMBER JENNIFER WALL 628 2020-10-29

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6	RE-ISSUED FOR DP	26-07-29
7	RE-ISSUED FOR DP	26-10-08

HOLIDAY INN ADDITION

8750 204th STREET, LANGLEY TWP, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

CANDLEWOOD SUITES
AN IHG HOTEL

OVERALL SITE & TREE PLAN

SCALE 1:250

E.9

L-1.00



SOFTSCAPE MATERIALS

	Reference
SHRUB PLANTING GROWING MEDIUM: SHRUBS - 450mm MIN. DEPTH TREES - 900mm MIN. DEPTH	9-11 L-3.00
LANDSCAPE BUFFER GROWING MEDIUM: SHRUBS - 450mm MIN. DEPTH TREES - 900mm MIN. DEPTH	9-11 L-3.00
SOD	
SYNTHETIC LAWN	12 L-3.00

HARDSCAPE MATERIALS

	Reference
DRIP STRIP	4/5 L-3.00
CONCRETE SLABS SIZE: 24" X 24" COLOUR: TBD MANUFACTURER: TBD	4 L-3.00
CAST IN PLACE RETAINING WALL	1/2 L-3.01

FENCING

	Reference
EXISTING CHAIN LINK FENCE (UNSURVEYED) (Based on site photos, appears to be located outside of project boundaries)	
ALUMINUM PICKET FENCE 1.8m WEST SIDE OF ADDITION 1.2m AT AMENITY	11 L-3.01
TREE PROTECTION FENCING; REFER TO ARBORIST REPORT; any work within 1.5m of tree protection fencing to be completed under supervision of project arborist	

SITE FURNISHINGS

	Reference
BARBECUE (SUPPLIED BY OWNER) Fuel Supply: Propane Tank	
WASTE RECEPTACLE	5 L-3.01
BENCH	6 L-3.01
LOUNGE SEATING	7 L-3.01
CLUSTER SEATING	8 L-3.01
BIKE RACK	9 L-3.01

TREE LEGEND

	Quantity
EXISTING TREE Refer to Arborist Report	
Picea abies 'Acrocona' Norway Spruce SIZE: 3m Height	3
Pinus contorta Lodge pole Pine SIZE: 3m Height	5
Chamaecyparis nootkatensis 'Glauca Pendula' Weeping Alaskan Cedar SIZE: 3m Height	6
Fagus sylvatica 'Red Obelisk' European Beech SIZE: 6cm cal. NOTES: 1.4m Standard;	15

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BRITISH COLUMBIA SOCIETY OF LANDSCAPE ARCHITECTS
REGISTERED MEMBER
JENNIFER WALL
626
2026-12-31

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HOLIDAY INN ADDITION

8750 204th STREET,
LANGLEY TWP, BC

PROJECT # 24-102
CITY FILE# 08-26-0239

CANDLEWOOD SUITES
AN IHG HOTEL

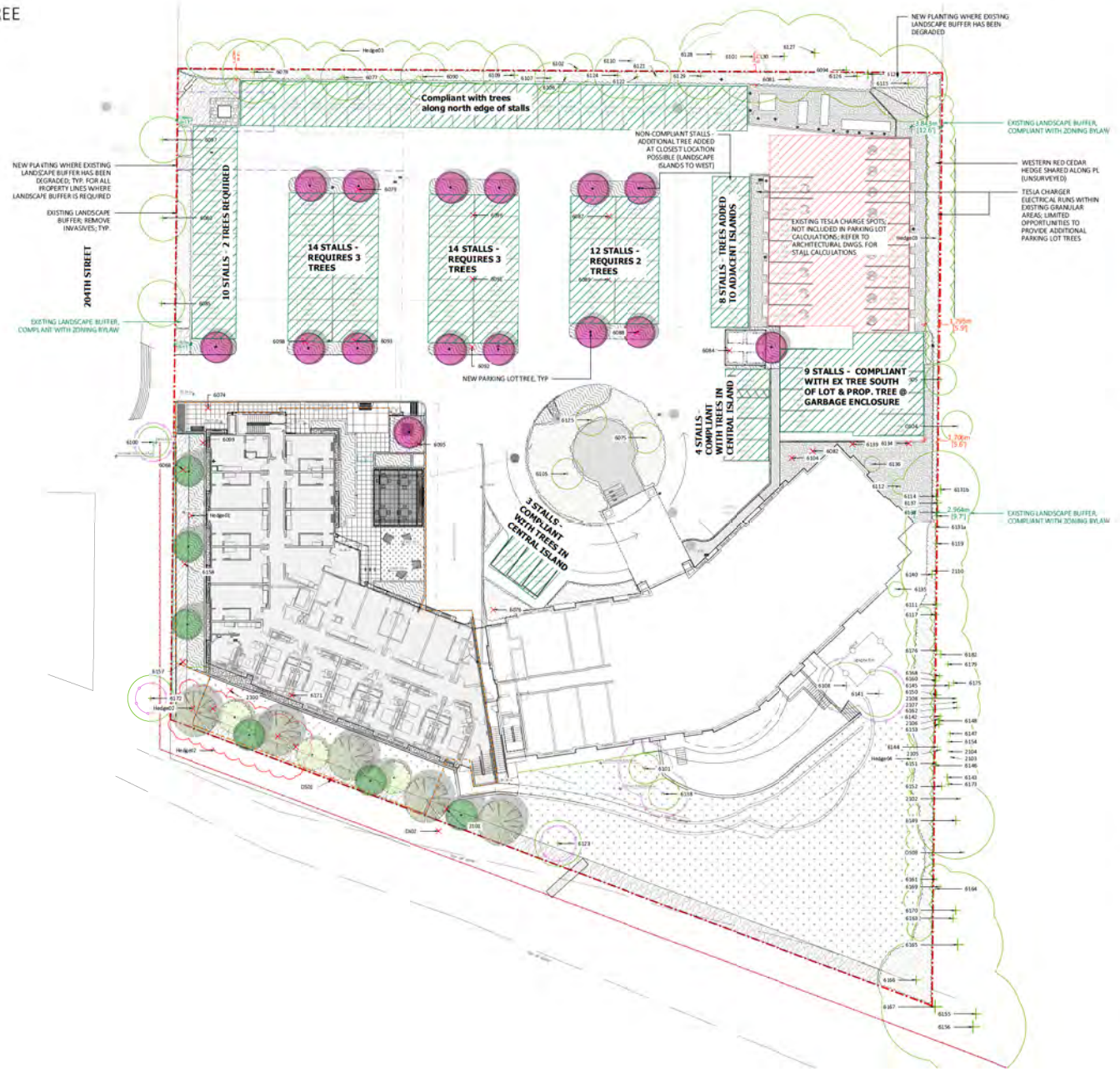
ENLARGED SITE PLAN

SCALE 1:150

E.9

L-1.01

PARKING LOT - TREE ANALYSIS



TREE LEGEND

	Quantity
EXISTING TREE Refer to Arborist Report	
Picea abies 'Acrocona' Norway Spruce SIZE: 3m Height	9
Pinus contorta Lodgepole Pine SIZE: 3m Height	6
Chamaecyparis nootkatensis 'Glauca Pendula' Weeping Alaskan Cedar SIZE: 3m Height	6
Fagus sylvatica 'Red Obelisk' European Beech SIZE: 8cm cal. NOTES: 1.8m Standard;	15

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8750 204th STREET, LANGLEY TWP, BC

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CANDLEWOOD SUITES
AN IHG HOTEL

EXISTING CONDITIONS PLAN - PARKING LOT LANDSCAPE ANALYSIS

SCALE 1:250

E.9

L-1.11



IMAGE 17 WELL ESTABLISHED LANDSCAP! BUFFER ALONG NORTH PL; MIX OF EVERGREEN & DECIDUOUS SHRUBS



IMAGE 16 WELL ESTABLISHED LANDSCAPE BUFFER ALONG NORTH PL; MIX OF EVERGREEN & DECIDUOUS SHRUBS



IMAGE 15 WELL ESTABLISHED LANDSCAPE BUFFER ALONG NORTH PL; MIX OF EVERGREEN & DECIDUOUS SHRUBS



IMAGE 14 BARE PATCH OF NORTH LANDSCAPE BUFFER AT EASTERN AREA ADJACENT TO TESLA CHARGERS. NEW SHRUB PLANTING PROPOSED



IMAGE 1

EXISTING SIGNAGE TO BE RELOCATED; NEW PLANTING PROPOSED TO ENHANCE LANDSCAPE BUFFER



IMAGE 2

EXISTING LANDSCAPE BUFFER ALONG 204TH STREET. INVASIVES OBSERVED. LANDSCAPE BUFFER TO BE RE-ESTABLISHED



IMAGE 3

EXISTING LANDSCAPE BUFFER ALONG 204TH STREET. LANDSCAPE BUFFER MOSTLY WELL ESTABLISHED



IMAGE 4

PARKING LOT ISLAND TO BE REMOVED AS PART OF PARKING LOT REWORK. NEW SHRUB & TREE PLANTING PROPOSED



IMAGE 5

PARKING LOT ISLAND TO BE REMOVED AS PART OF PARKING LOT REWORK. NEW SHRUB & TREE PLANTING PROPOSED.

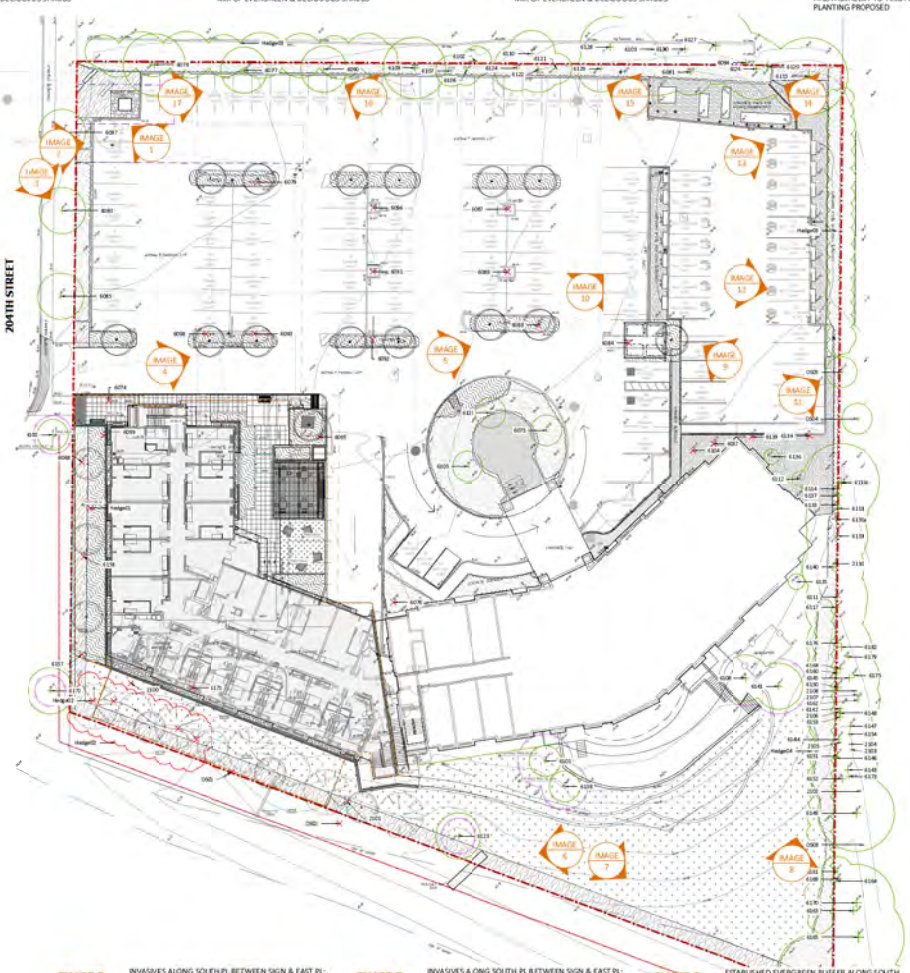

IMAGE 13

WESTERN RED CEDARS ALONG NORTH PORTION OF EAST PL. WELL ESTABLISHED - HEDGE TRIMMED FOR CLEARANCE TO TESLA CHARGERS



IMAGE 12

WESTERN RED CEDARS ALONG NORTH PORTION OF EAST PL. WELL ESTABLISHED - HEDGE TRIMMED FOR CLEARANCE TO TESLA CHARGERS



IMAGE 11

WESTERN RED CEDARS ALONG NORTH PORTION OF EAST PL. LOWER BRANCHES REMOVED DUE TO CONFLICT WITH VEHICLES



IMAGE 10

PARKING LOT ISLAND WITH NO TREES/SHRUB PLANTING; ASSUMED REMOVED WITH ADDITION OF TESLA CHARGERS



IMAGE 9

PARKING LOT ISLAND TO BE REWORKED WITH ADDITION OF GARBAGE ENCLOSURE; NEW SHRUB & TREE PLANTING PROPOSED



IMAGE 6 INVASIVES ALONG SOUTH PL BETWEEN SIGN & EAST PL; TO BE REMOVED, LANDSCAPE BUFFER TO BE ESTABLISHED



IMAGE 7 INVASIVES ALONG SOUTH PL BETWEEN SIGN & EAST PL; TO BE REMOVED, LANDSCAPE BUFFER TO BE ESTABLISHED



IMAGE 8 ESTABLISHED EVERGREEN BUFFER ALONG SOUTH PORTION OF EAST PL. MIN. 1.5m HEIGHT



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HOLIDAY INN ADDITION

8750 204th STREET,
LANGLEY TWP, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

CANDLEWOOD SUITES
AN IHG HOTEL

EXISTING CONDITIONS PLAN - LANDSCAPE BUFFERS

SCALE 1:250

E.9

L-1.12



GRADING

EXISTING GRADE
From survey

SPOT GRADE - REFER TO ARCHITECTURE

SPOT GRADE - LANDSCAPE
EX - EXISTING GRADE
FFE - FINISHED FLOOR ELEVATION
FG - FINISHED GRADE
TOP OF SLAB - STRUCTURAL SLAB GRADE BELOW
TW/BW - TOP/BOTTOM OF WALL

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CANDLEWOOD SUITES
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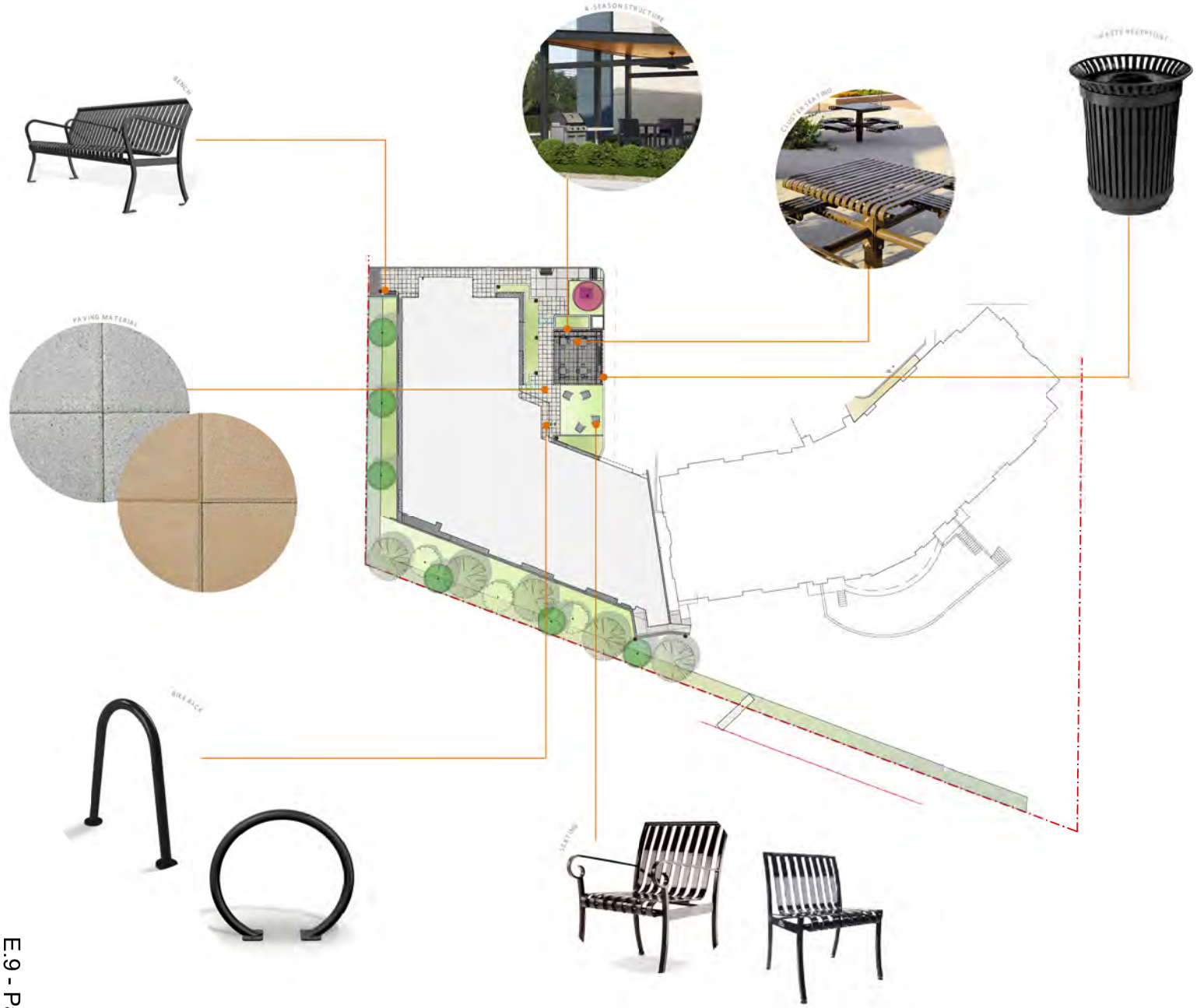
GRADING PLAN

SCALE 1:150

E.9

L-1.20



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8750 204th STREET,
LANGLEY TWP, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

CANDLEWOOD SUITES
AN IHG HOTEL

LANDSCAPE PRECEDENTS

SCALE

E.9

L-2.00

SHRUBS & PERENNIALS



ASTILBE JAPONICA 'RED SENTINEL'

HYDRANGEA MACROPHYLLA 'ADRIA'

LYCHNIS CORONARIA 'GARDENER'S WORLD'

PANICUM VIRGATUM 'HEAVY METAL'

POTENTILLA FRUTICOSA 'ABBOTSWOOD'



PULMONARIA 'BLUE ENSIGN'

RHODODENDRON 'CUNNINGHAMS WHITE'

SARCOCOCCA HOOKERIANA 'SWEET & LO'

SKIMMIA JAPONICA 'MAGIC MARLOT'

TAXUS MEDIA 'HILLI'

Irrigation Notes:

1. All softscape areas to be irrigated in accordance to the IIABC Standards, current edition. Irrigation to be design-build and shop drawings provided to the Landscape Architect for approval prior to installation.
2. Minimum requirements: 50 PSI; 4" PVC sleeving under all pedestrian hardscapes and steel sleeving under all vehicular paths; all products to be installed as per manufacturers specifications.
3. Coordination with mechanical and civil drawings required
4. Irrigation design and installation must be done by a member in good standing with the IIABC.
5. The irrigation contractor to provide a written guarantee to the owner covering materials and workmanship for a period of at least one year from the time of landscape substantial completion.
6. The irrigation contractor to provide an O+M manual to the client at time of completion.

BRAND COLOURS



TREES



Fagus sylvatica 'Red Obelisk'



Picea abies 'Acrocona'



Pinus contorta



Pinus flexilis 'Vanderwolf's Pyramid'

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HOLIDAY INN ADDITION

8750 204th STREET,
LANGLEY TWP, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

CANDLEWOOD SUITES
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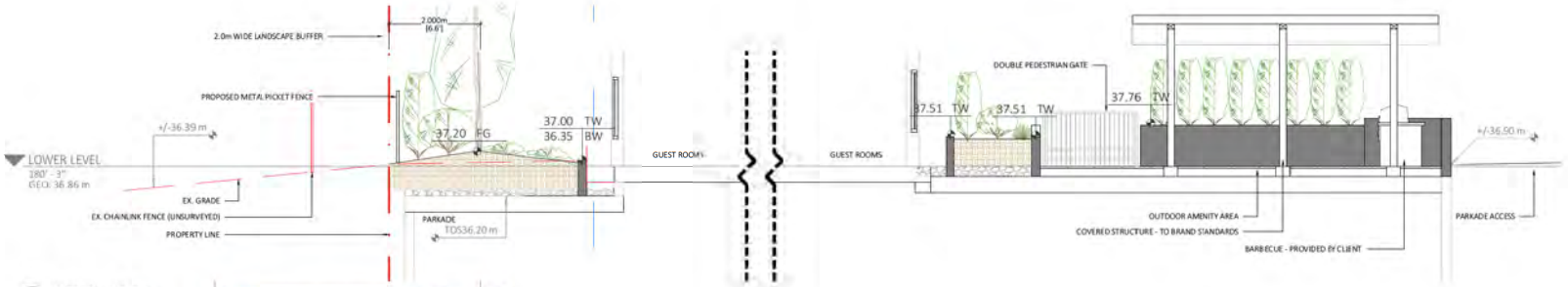
PLANTING PRECEDENTS

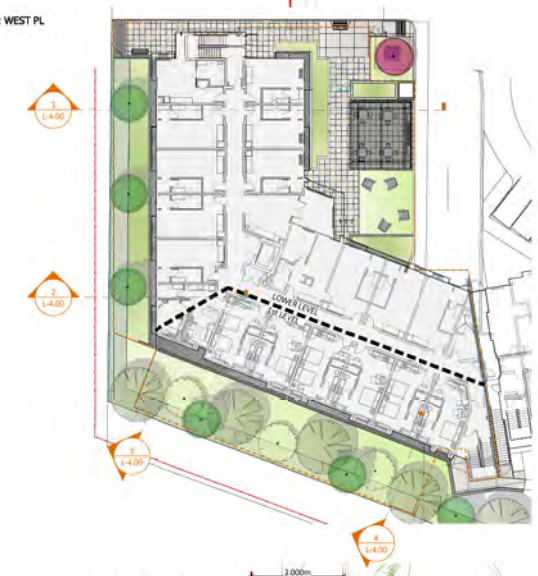
SCALE ####

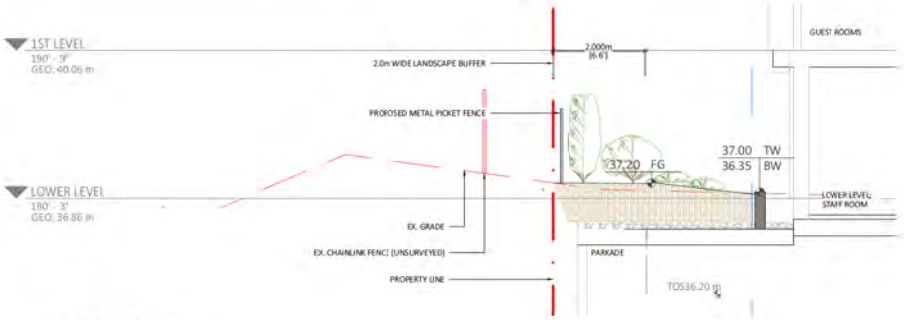
E.9

L-3.00

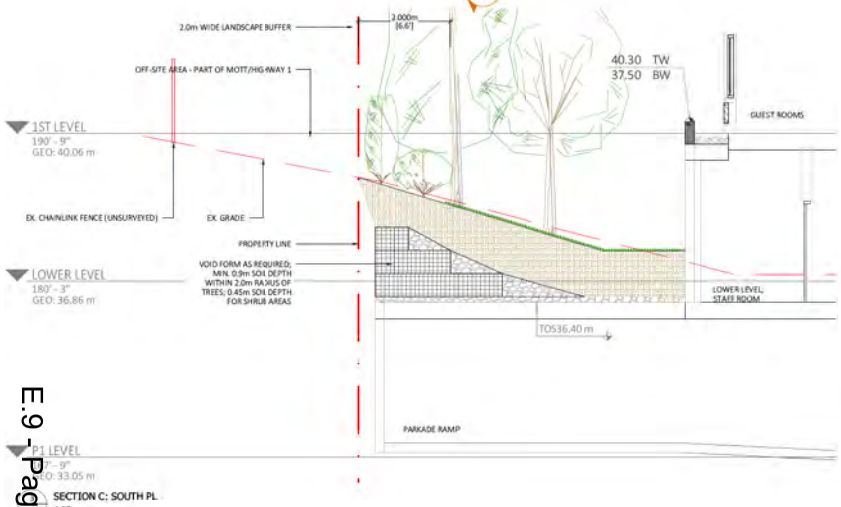


1 L-4.00 SECTION A: WEST PL
1:50

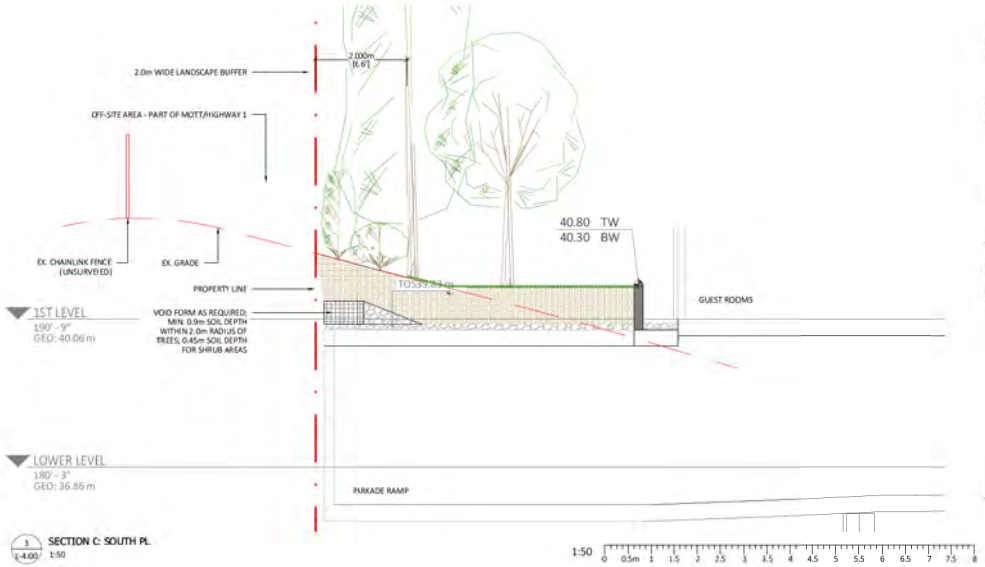




2 L-4.00 SECTION B: WEST PL
1:50



3 L-4.00 SECTION C: SOUTH PL
1:50



3 L-4.00 SECTION C: SOUTH PL
1:50

1:50 0 0.5m 1 1.5 2 2.5 3 3.5 4 4.5 5 5.5 6 6.5 7 7.5 8

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8750 204th STREET, LANGLEY TWP, BC

PROJECT # 24-102
CITY FILE # 08-26-0239

CANDLEWOOD SUITES
AN IHG HOTEL

LANDSCAPE SECTIONS

SCALE 1:50

E.9

L-4.00

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	NOVEMBER 16, 2026 - REGULAR MEETING	**REPORT:**	26-112
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	10-32-0109
SUBJECT:	REZONING APPLICATION NO. 100797 (GRACE HANIN COMMUNITY CHURCH / 22940 – 48 AVENUE)		

PROPOSAL:

Application to rezone approximately 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue to Civic Institutional Zone P-1 to facilitate development of a church.

RECOMMENDATION SUMMARY:

That Council give first and second reading to Bylaw No. 6252 subject to eight (8) development prerequisites being satisfied prior to final reading and that staff be authorized to schedule the required Public Hearing.

That Council abandon Bylaw No. 6026.

That Council consider first, second and third reading to Bylaw No. 6259.

RATIONALE:

The application complies with proposed amendments to the Murrayville Community Plan and Rural Plan as part of OCP amendment Bylaw No. 6025 granted third reading July 7, 2025.

RECOMMENDATIONS:

That Council give first and second reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (Grace Hanin Community Church) Bylaw No. 6252 rezoning 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue to Civic Institutional Zone P-1 to facilitate development of a church 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, utility upgrades and extensions, in accordance with the Township's Subdivision and Development Servicing Bylaw.
2. Provision of road dedications, widenings and necessary traffic improvements (including any necessary statutory rights-of-way) for 48 Avenue in accordance with the Township's Master Transportation Plan and the Subdivision and Development Servicing Bylaw.
3. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
4. 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).

5. Protection of Streamside Protection and Enhancement Areas (SPEA) and acceptance of the streamside enhancement plans, fencing, signage and security in accordance with Schedule 3 – Development Permit Areas: Streamside Protection and Enhancement of the Official Community Plan.
6. As per the applicant's proposal in support of the proposed rezoning application, provision of $100,000 as a voluntary amenity contribution.
7. Adoption of Bylaws No. 6025 and 6259.
8. 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 authorize staff to schedule the required Public Hearing for Bylaw No. 6252.

That Council abandon Subdivision and Development Servicing Bylaw 2019 No. 5382 Amendment Bylaw No. 6026 (Grace Hanin Community Church).

That Council give first, second and third reading to Subdivision and Development Servicing Bylaw No. 6211 Amendment Bylaw No**.** 6259 (Grace Hanin Community Church).

EXECUTIVE SUMMARY:

Grace Hanin Church applied to amend the Official Community Plan (OCP), Murrayville Community Plan and Rural Plan to redesignate the site from Rural to Urban in the OCP, remove it from the Rural Plan, and designate it as Institutional in the Murrayville Community Plan. Accompanying Bylaw No. 6025 was granted third reading by Council on July 7, 2025.

An amendment to the Subdivision and Development Servicing Bylaw 2019 No. 5382 is required to amend the site's service level from Level 4 – Rural to Level 1 – Urban as well as an amendment to the Greater Vancouver Sewerage and Drainage District. Bylaw No. 6026 was also granted third reading by Council on June 23, 2025. Subdivision and Development Servicing Bylaw 2019 No. 5382 was repealed and replaced with Subdivision and Development Servicing Bylaw No. 6211 on July 27, 2026 resulting in the need to abandon Bylaw No. 6026 and replace it with proposed Bylaw No. 6259.

The subject application proposes to rezone the lands to Civic Institutional Zone P-1 to accommodate an approximately 6,161 m^2 (71,160 ft^2) church. Consideration for the application is subject to the development prerequisites listed in this report being satisfied prior to Council's consideration of final reading of the applicable bylaws.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 6252, abandonment of Bylaw No. 6026 and replacement with Bylaw No. 6259.

REFERENCE:

Agent:	Grace Hanin Community Church 9770 King George Boulevard Surrey, BC V3T 2V6
Legal Description:	Lot 267 Section 32 Township 10 NWD Plan 53715
Location:	22940 – 48 Avenue
Area:	4.12 ha (10.17 ac)
Official Community Plan: (existing)	Rural (non ALR)
Official Community Plan: (proposed)	Urban
Regional Growth Strategy: (existing)	Rural (not within Urban Containment Boundary)
Regional Growth Strategy: (proposed) – Bylaw No. 6025	General Urban (within Urban Containment Boundary)
Rural Plan: (existing)	Small Farms / Country Estates
Rural Plan: (proposed) – Bylaw No. 6025	n/a
Murrayville Plan: (existing)	n/a
Murrayville Plan: (proposed) – Bylaw No. 6025	Institutional
Existing Zoning:	Rural Zone RU-1
Proposed Zoning:	Civic Institutional Zone P-1

BACKGROUND / HISTORY:

- On June 24, 2024, Council considered an application submitted by Grace Hanin Church to amend the Official Community Plan, Murrayville Community Plan and Rural Plan to include approximately 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue within the Murrayville Community Plan area and designate the land Institutional to accommodate a future rezoning application for an approximately 6,161 m^2 (71,160 ft^2) church. At the June 24, 2024 Meeting, Council resolved the following:

  "*That Council defer consideration of the application pending consideration and adoption of the Fraser Highway Employment Lands Area Plan."*

- On May 26, 2025, Council passed the following resolution related to the Grace Hanin Community Church located at 22940 – 48 Avenue:

> *"That Council direct staff to prepare and advance the development application for Grace Hanin Community Church to amend the Official Community Plan, Murrayville Community Plan and Rural Plan to include approximately 4.12 ha (10.17 ac) of land located at 22940 – 48 Avenue within the Murrayville Community Plan and designate it Institutional to accommodate a future rezoning application for an institutional use."*

- On June 23, 2025, Council granted first and second reading to Bylaw No. 6025 for the above referenced OCP amendments.
- On July 7, 2025, a Public Hearing was held for Bylaw No. 6025 and the bylaw was granted third reading by Council subject to conditions.
- On December 16, 2025, Metro Vancouver considered Bylaw No. 6025 to identify if an amendment to the Regional Growth Strategy would be required. Metro Vancouver indicated:

  "*The proposal qualifies as small-scale institutional use with minimal impact on sewer capacity, making it feasible to proceed without a Metro 2050 amendment or changes to the Urban Containment Boundary*."
- As part of the OCP amendment proposal Bylaw No. 6026, an amendment to the Subdivision and Development Servicing Bylaw No. 5382 to amend the site's service level from Level – 4 Rural to Level -1 Urban was required. Bylaw No. 6026 was granted first, second and third reading on June 23, 2025. Provision of full urban services pursuant to Subdivision and Development Servicing Bylaw Service Level – 1 is required prior to consideration of final reading of Bylaw No. 6026. The Subdivision and Development Servicing Bylaw No. 5382 was replaced by Bylaw No. 6211 on July 27, 2026.

DISCUSSION / ANALYSIS:

- The subject site is currently zoned Rural Zone RU-1, designated Rural in the Official Community Plan, Small Farms / Country Estates and outside the Urban Boundary in the Rural Plan. The site is also outside of the Urban Containment Boundary and designated Rural in the Metro Vancouver Regional Growth Strategy.
- The applicant indicates the rezoning application will allow for a future church on the site. The preliminary site plan indicates the proposed church to be approximately 6,161 m^2 (71,160 ft^2) in size with 977 fixed seats and spaces consisting of auditoria, multi-purpose and classroom areas, office/administration and meeting rooms as well as food services and audio/visual support.
- To accommodate the proposed development, the applicant is utilizing the Streamside Protection and Enhancement Area (SPEA) "flex" provision of Schedule 3 of the Official Community Plan (OCP). The applicant's proposal includes reducing a portion of the SPEA by 433 m^2 (4,661 ft^2) while increasing a portion of the SPEA by 433 m^2 (4,661 ft^2). Finalization of the streamside enhancement and restoration plans and completion of the works is required as a condition of development.
- Institutional uses are exempt from providing a Development Permit application. As such, should Council approve the rezoning application, no Development Permit application will be required.
- Bylaw No. 6025 (OCP, Rural Plan and Murrayville Community Plan amendment application for the subject site to allow institutional uses) and Bylaw No. 6026 (Subdivision and Development Servicing Bylaw amendment) have yet to be adopted by Council. A Public Hearing is required pursuant to *Local Government Act* Section 464 as the proposed rezoning bylaw currently is inconsistent with the OCP and Rural Plan.

Approval of Bylaws No. 6025 and 6026 is listed as a development prerequisite of the subject rezoning amendment Bylaw No. 6252.

- As Subdivision and Development Servicing Bylaw No. 5382 was replaced by Bylaw No. 6211, abandonment of Bylaw No. 6026 is required and is proposed to be replaced with Bylaw No. 6259 (to amend the service level of the subject property from Service Level 4 – Rural to Service Level 1 – Urban).

Adjacent Uses:

	Existing Use	Rural / Murrayville Community Plan Designation	Existing Zoning
North:	48 Avenue, beyond which is a Rural Property	Agricultural / Countryside	Rural Zone RU-3
South:	Four rural properties, beyond which is Fraser Highway	Small Farms / Country Estates	Rural Zone RU-1
East:	Four rural properties	Small Farms / Country Estates	Rural Zone RU-1
West:	Langley Christian Elementary School	Institutional	Civic Institutional Zone P-1

Zoning Amendment:

- Bylaw No. 6252 proposes to rezone the site to Civic institutional Zone P-1 to allow for an institutional (church) use that is approximately 6,161 m^2 (71,160 ft^2) in size. A preliminary site plan is provided as part of Attachment A. Compliance with the provisions of the proposed zone in terms of siting, lot coverage, parking, height, use and density will be confirmed at time of future building permit applications.

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 $100,000 voluntary amenity contribution in support of the proposed rezoning application.

Tree Protection / Replacement:

The applicant has submitted preliminary 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
1	0	303	303	4	307

Policy Considerations:

The proposal is consistent with Bylaws No. 6025 and 6026 that have been granted third reading by Council for amendments to designate the site as Institutional within the Murrayville Community Plan. Completion of the conditions and adoption of Bylaws No. 6025 and 6026 is listed as development prerequisites to be completed prior to consideration of Bylaw No. 6252.

Staff recommend that Council give first and second reading to Bylaw No. 6252 (subject to eight (8) development prerequisites) and authorize staff to schedule the required Public Hearing for Rezoning Bylaw No. 6252. Staff also recommend that Council abandon Bylaw No. 6026 and grant first, second and third reading to Bylaw No. 6259.

Respectfully submitted,

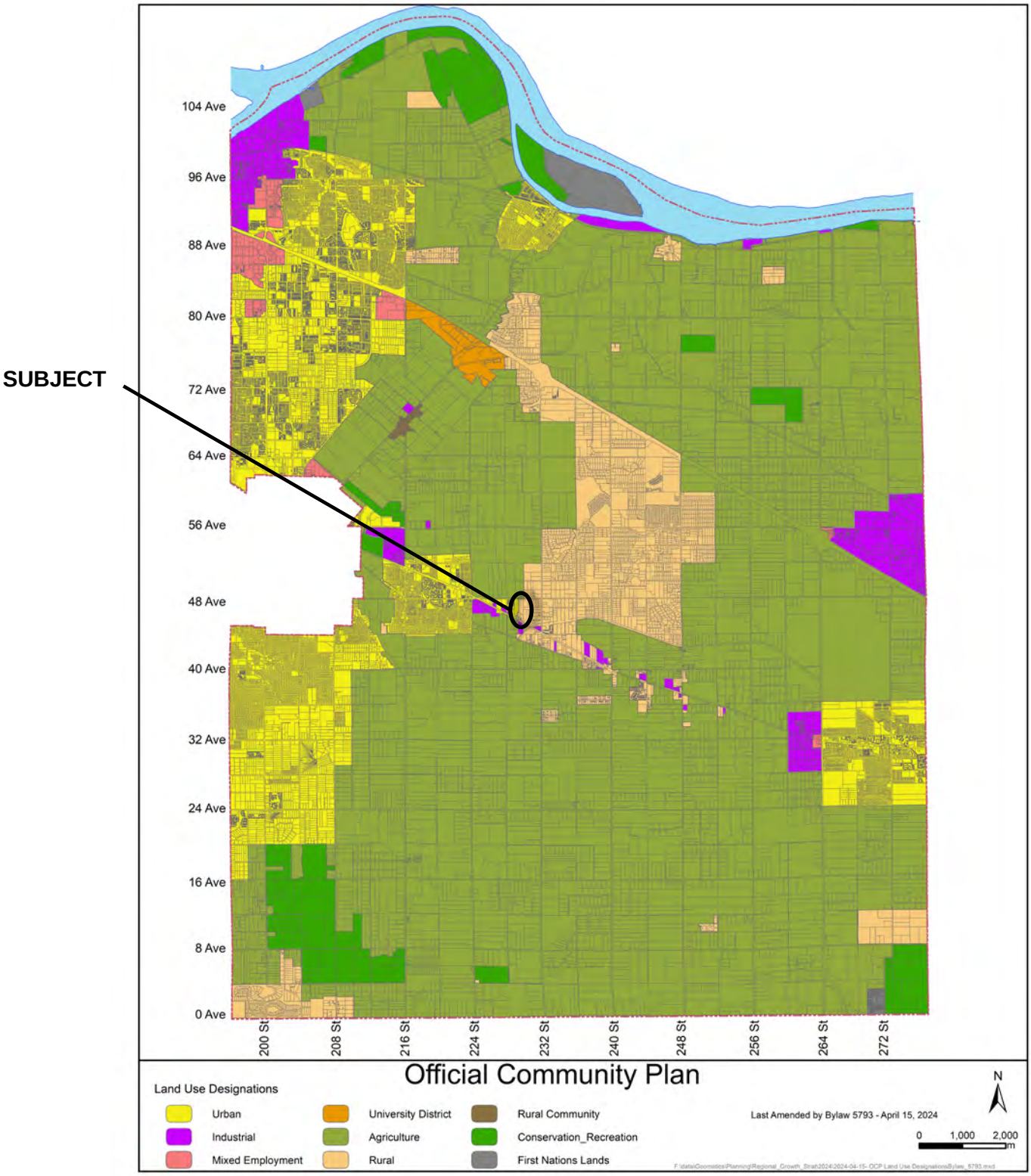
Colin Moore
SENIOR PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

ATTACHMENT A Maps and Graphics

ATTACHMENT A



AERIAL CONTEXT MAP


SUBJECT
104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Official Community Plan
Land Use Designations
Urban
Industrial
Mixed Employment
University District
Agriculture
Rural
Rural Community
Conservation_Recreation
First Nations Lands
Last Amended by Bylaw 5793 - April 15, 2024
N
0 1,000 2,000
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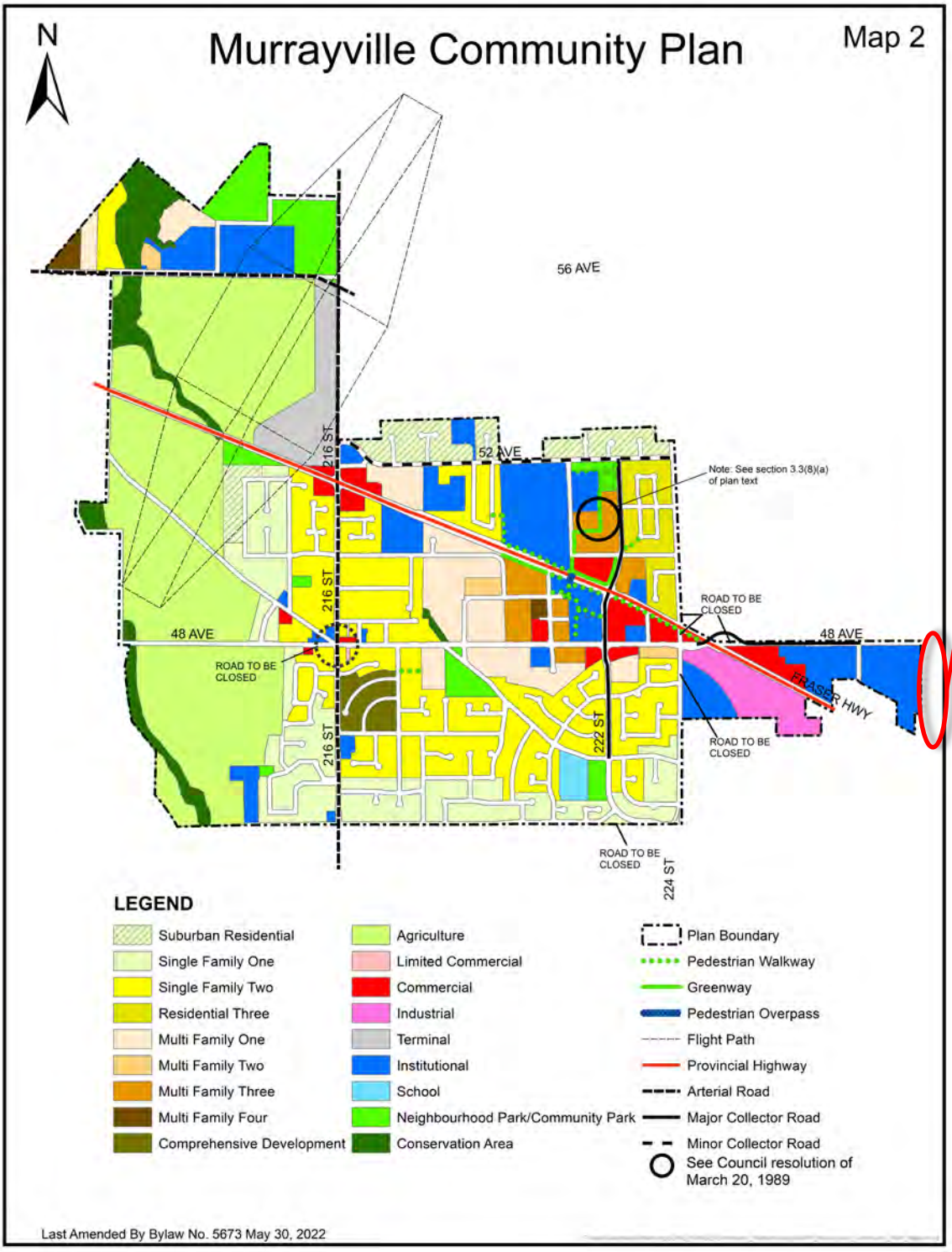
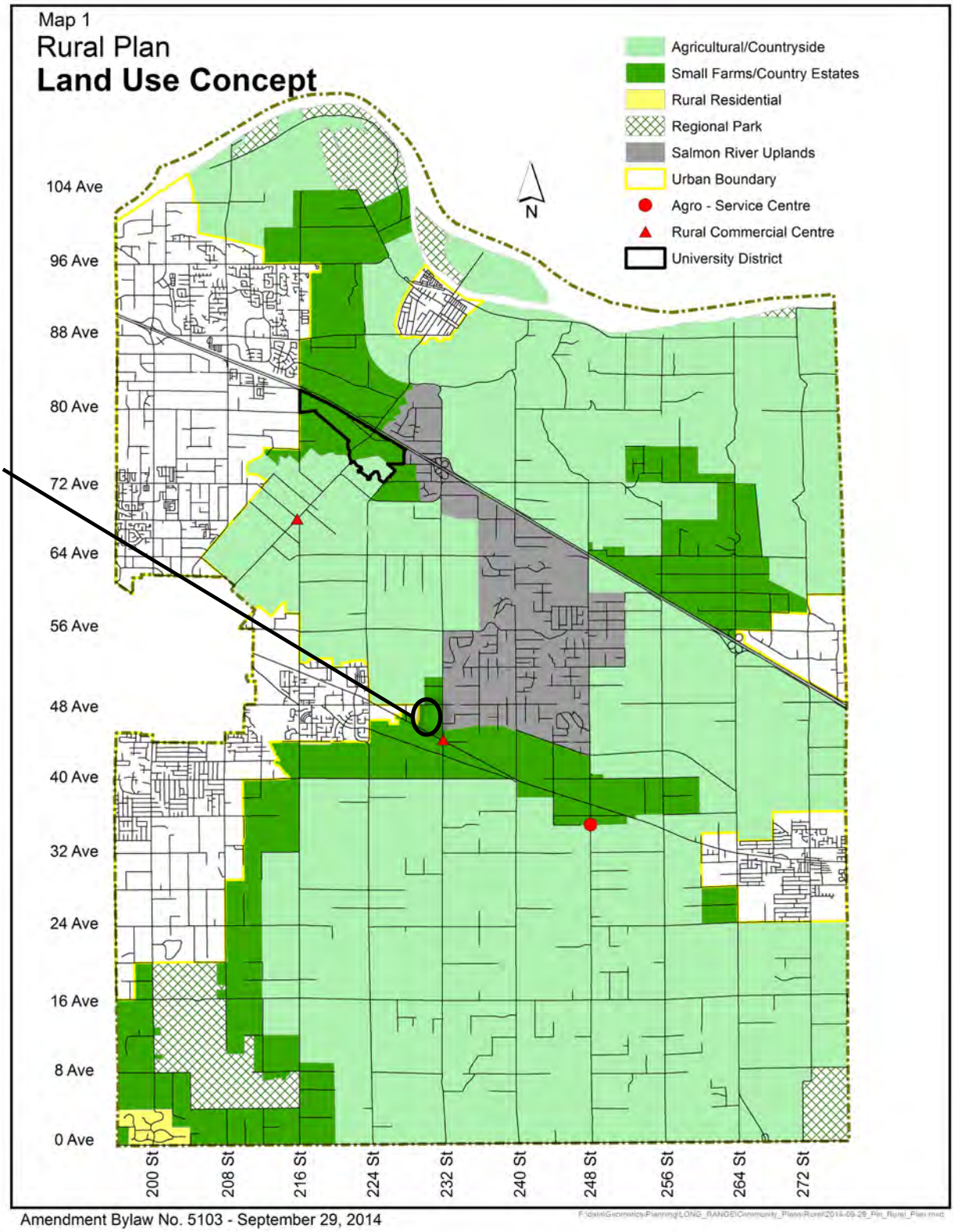
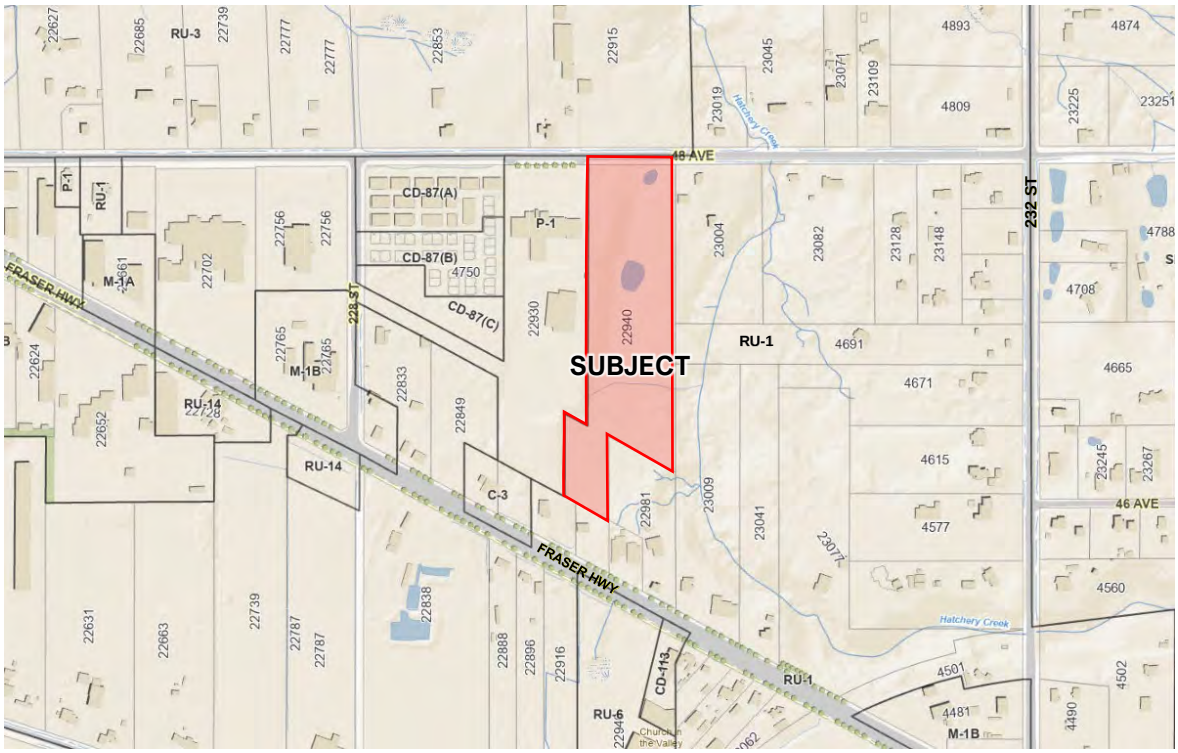

N
Murrayville Community Plan
Map 2
56 AVE
52 AVE
216 ST
48 AVE
ROAD TO BE CLOSED
Note: See section 3.3(8)(a) of plan text
222 ST
224 ST
FRASER HWY
LEGEND
Suburban Residential
Single Family One
Single Family Two
Residential Three
Multi Family One
Multi Family Two
Multi Family Three
Multi Family Four
Comprehensive Development
Agriculture
Limited Commercial
Commercial
Industrial
Terminal
Institutional
School
Neighbourhood Park/Community Park
Conservation Area
Plan Boundary
Pedestrian Walkway
Greenway
Pedestrian Overpass
Flight Path
Provincial Highway
Arterial Road
Major Collector Road
Minor Collector Road
See Council resolution of March 20, 1989
Last Amended By Bylaw No. 5673 May 30, 2022

SUBJECT



Amendment Bylaw No. 5103 - September 29, 2014



ZONING BYLAW NO. 2500



Preliminary Site Plan – SUBMITTED BY APPLICANT

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (GRACE HANIN COMMUNITY CHURCH)
BYLAW NO. 6252

EXPLANATORY NOTE

Bylaw No. 6252 rezones property located at 22940 – 48 Avenue from Rural Zone RU-1 to Civic Institutional Zone P-1.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6252

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 (Grace Hanin Community Church) Bylaw No. 6252”.

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

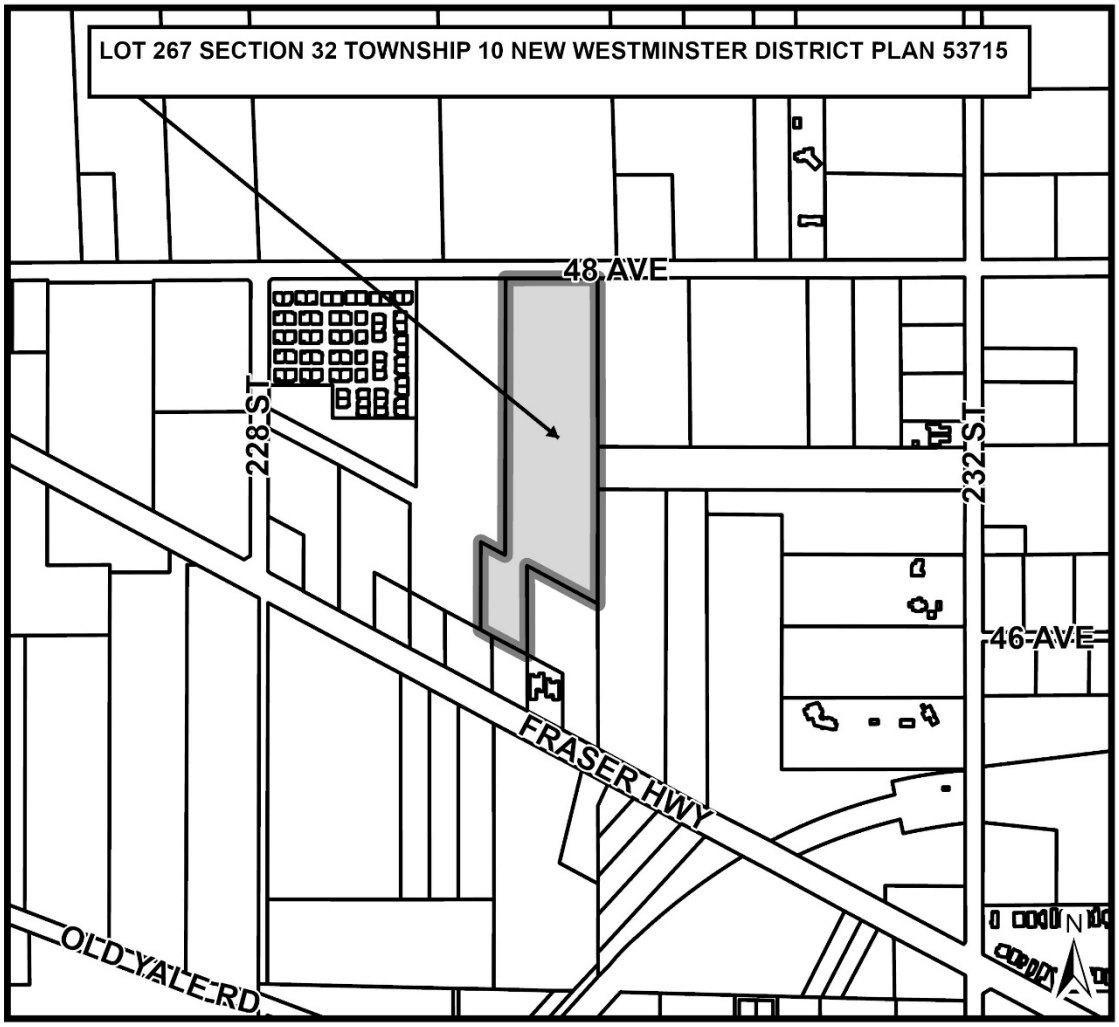
   Lot 267 Section 32 Township 10 New Westminster District Plan 53715

   as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Civic Institutional Zone P-1.

READ A FIRST TIME the	day of	, 2026
READ A SECOND TIME the	day of	, 2026
PUBLIC HEARING HELD the	day of	, 2026
READ A THIRD TIME the	day of	, 2026
ADOPTED the	day of	, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6252



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SUBDIVISION AND DEVELOPMENT SERVICING BYLAW NO. 6211

AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6259

EXPLANATORY NOTE

Bylaw No. 6026 amends Subdivision and Development Servicing Bylaw No. 6211 by changing the service level designation from Level 4 – Rural to Level 1 – Urban of the property located at 22940 – 48 Avenue to coincide with an Official Community Plan amendment from Rural to Urban.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

SUBDIVISION AND DEVELOPMENT SERVICING BYLAW NO. 6211

AMENDMENT (GRACE HANIN COMMUNITY CHURCH) BYLAW NO. 6259

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 “Subdivision and Development Servicing Bylaw No. 6211 Amendment (Grace Hanin Community Church) Bylaw No. 6259”.

3. The “Subdivision and Development Servicing Bylaw No. 6211” is amended by amending the map “Service Levels” in Schedule A Minimum Service Level Standards to redesignate the lands as “Level 1 – Urban” with respect to lands described as:

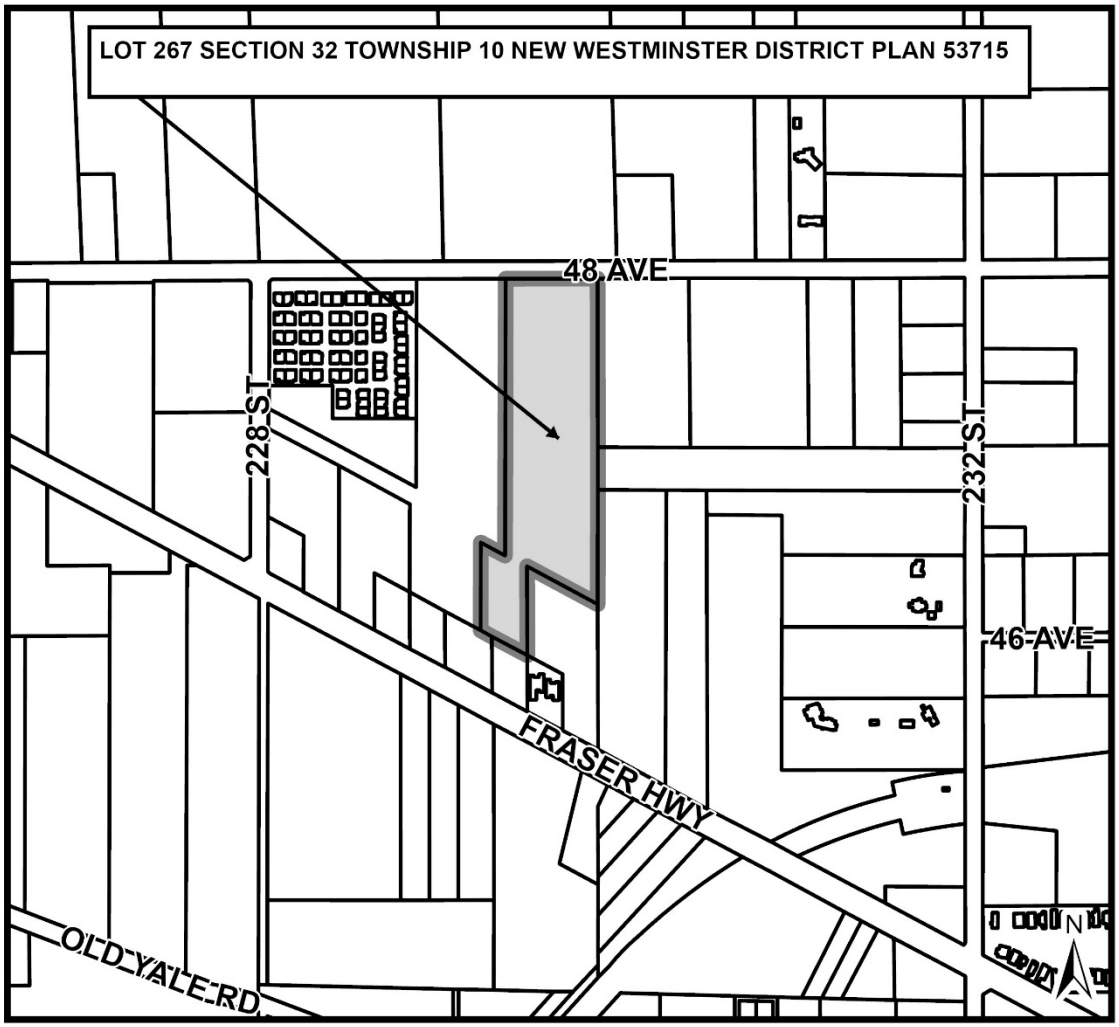
   Lot 267 Section 32 Township 10 NWD Plan 53715

   As shown delineated on Schedule “A” attached to and forming part of this Bylaw.

READ A FIRST TIME the	day of	, 2026.
READ A SECOND TIME the	day of	, 2026.
READ A THIRD TIME the	day of	, 2026.
ADOPTED the	day of	, 2026.

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6259



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

EXPLANATORY NOTE

Bylaw No. 6189 repeals the Langley Development Cost Charges Bylaw No. 5897 and amendments thereto and establishes a new Development Cost Charges Bylaw.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

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 Development Cost Charges Bylaw No. 6189”. As a short title, it may be known as “DCC Bylaw No. 6189”

Definitions

2. For the purposes of this Bylaw:

Accessory Dwelling Unit	means a self-contained Dwelling Unit within a building of secondary use which contains sleeping facilities, sanitary facilities and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is located in a building smaller than a principal building located on the same lot and may be situated above a detached garage.
Apartment Residential	means a building or portion of a building(s) containing three (3) or more self-contained Multiple-Unit Dwellings accessed through a common hallway, one or more of which are wholly or partly above another self-contained Dwelling Unit.
Commercial	means a Commercial development in a Commercial zone listed in the Zoning Bylaw or a similar development in another zone permitted in accordance with the Zoning Bylaw, in which the predominant use of the zone, as determined by its purpose and list of permitted uses, is of a Commercial nature.
Development Cost Charges	means the charges payable pursuant to the provisions of this Bylaw and in the amounts as calculated in the schedules hereto. The term Development Cost Charges may also be referred to as “DCCs” or “DCC” in this Bylaw.
Dwelling Unit	means one (1) or more habitable rooms used for residential purposes where such room or rooms contain or provide for the installation of only one (1) set of cooking facilities and one (1) or more sets of sanitary facilities.
Gross Floor Area (GFA)	means the sum of all floor areas used or intended to be used for the undertaking of permitted uses, measured to

	the extreme outer limits of the building or structure, excluding areas for parking and unenclosed balconies.
Ground Oriented Multi Family Residential	means a Multiple-Unit Dwelling building(s) containing three (3) or more self-contained units accessible through separate, ground-oriented entrances (i.e., not accessed through a common hallway). Forms of development include Accessory Dwelling Units, rowhouses, townhouses, small-scale multi-unit housing and mobile homes.
Industrial	means all developments zoned for industrial uses under the Zoning Bylaw and all developments having industrial uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than industrial.
Institutional	means: (a) all developments zoned for Institutional use under the Zoning Bylaw; or (b) Institutional uses undertaken in buildings or on land where the zoning designation under the Zoning Bylaw is other than Institutional, including, but not limited to, schools and other educational facilities, congregate care facilities and other live/care accommodation, hospitals and other medical facilities, government buildings, public recreational facilities, fire halls, police stations, airport facilities, communications and energy facilities, waste disposal and other similar public and utility uses.
Multiple-Unit Dwelling	means a principal building consisting of three (3) or more Dwelling Units in one (1) or more buildings.
One-Unit Dwelling	means a principal building used exclusively for residential purposes and consisting of one (1) Dwelling Unit and may include a fully enclosed Secondary Suite as an independent Dwelling Unit located within the principal building.
Secondary Suite	means a self-contained Dwelling Unit containing sleeping facilities, sanitary facilities, and cooking facilities that are for the exclusive use of the occupant(s) of the suite and is smaller than, secondary to, and connected to a primary Dwelling Unit located within a principal building on the same lot.
Single and Two Family Residential	means a One-Unit Dwelling, which may contain one (1) additional Dwelling Unit in the form of a Secondary

	Suite or an Accessory Dwelling Unit, or a Two-Unit Dwelling, wherein each unit may also contain one fully enclosed Secondary Suite.
Two-Unit Dwelling	means a principal building used exclusively for residential purposes and consisting of two (2) primary Dwelling Units and each primary Dwelling Unit in a Two-Unit Dwelling may include one (1) fully enclosed Secondary Suite as an independent Dwelling Unit located within the principal building.
Zoning Bylaw	means the Township of Langley Zoning Bylaw No. 2500, as amended or replaced.

Schedules and Notes

3. Schedules “A”, “B” and “C” are attached hereto and form part of this Bylaw.

4. The notes found at the bottom of Schedules “A”, “B” and “C” form part of this Bylaw.

Development Cost Charges

5. In accordance with the *Local Government Act*, every person who obtains:

    a) approval of a subdivision; or

    b) a building permit authorizing the construction, alteration or extension of a building or a structure, other than a permit authorizing the construction, alteration or extension of a building or structure or part of a building or structure where the value of the work authorized by the permit does not exceed $50,000;

    must pay to the Township of Langley the applicable Development Cost Charges set out in Schedules “A”, “B” and “C” of this Bylaw.

    c) For certainty, this Bylaw imposes charges in respect of a building permit or structure that will, after the construction, contain fewer than four dwelling units for which the dwelling unit in the building or structure will be for residential use.

6. For a type of development not identified under Schedules “A”, “B”, or “C” of this Bylaw, the imposition of a Development Cost Charge will be at the sole discretion of the Director of Community Development, or their designate, with the amount payable based on the most comparable type of development, as determined by the Director of Community Development for the Township of Langley, or their designate, acting reasonably.

7. Subject to the *Development Charge (Instalments) Regulation, B.C. Reg 166/84*, as amended or replaced from time to time, Development Cost Charges imposed pursuant to this Bylaw must be paid at time of approval of subdivision or at issuance of building permit.

8. A Development Cost Charge is not payable if the development does not impose new capital cost burdens on the Township of Langley. A new capital cost burden will be imposed where there is a new demand created for designated services. A determination of whether a development imposes a new capital cost burden on the Township of Langley will be in the sole discretion of the Director of Community Development for the Township of Langley. A determination of whether a new demand for services is created on a subdivision will be based on, among other things, the number of pre-existing fee simple lots (but excluding pre-existing stratified lots) prior to the subdivision. For greater certainty, and without limiting in any way what else may constitute a new capital cost burden, the creation of new fee simple lots will be deemed to have imposed a new capital cost burden on the Township of Langley for which development cost charges may be imposed.

9. For Development Cost Charges imposed pursuant to this Bylaw on Single and Two Family Residential subdivisions, a credit will be granted for each existing fee simple lot, but excluding an existing stratified lot, forming part of the subdivision at the time of the subdivision or building permit application. For Ground Oriented Multi Family Residential and Apartment Residential developments, a credit will be granted for each existing dwelling unit forming part of the development at time of the subdivision or building permit application. For non-residential developments, Development Cost Charges are assessed based on the additional Gross Floor Area, as applicable.

10. Where a developer is required to provide or pay to provide a specific service or part of a service pursuant to a Development Works Agreement under the *Local Government Act* and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the particular service, as set out in the schedules hereto, the amount of which shall be calculated as the cost of the work less the amount to be paid by the Township of Langley to the developer under the Development Works Agreement, other than any amount paid as interest.

11. Where a developer is required to provide or pay to provide a specific service or part of a service outside the boundaries of land being subdivided or developed, not pursuant to a Development Works Agreement under the *Local Government Act*, and the cost of the service is included in the calculations used to determine the amount of Development Cost Charges imposed pursuant to this Bylaw, then the cost of providing the service shall be deducted from the class of Development Cost Charges applicable to the subdivision or development for the service, as set out in the schedules hereto, the amount of which shall not exceed the lower of the following amounts:

    a) The amount of Development Cost Charges identified as “DCC Recoverable” in the DCC review report prepared as part of the Township of Langley DCC program, as amended, or replaced;

    b) The amount of Development Cost Charges calculated for the subdivision of building project pursuant to the provisions of this Bylaw for the class of service; or

c) The estimated amount for providing the service, as determined by the developer's qualified professional, acting reasonably.

Expenditures from DCC Reserves to Developers

12. Where the Township of Langley has entered into an agreement with a developer to complete works, including a Development Works Agreement under the *Local Government Act*, and those works are included in the calculations used to determine the amounts of Development Cost Charges imposed pursuant to this Bylaw, the Township of Langley may expend monies from the applicable Development Cost Charge reserve to repay the developer some or all of the capital costs the developer incurred in completing the project.

General Provisions

13. In this Bylaw, words importing the singular number include the plural number, and vice versa.

14. Langley Development Cost Charge Bylaw No. 5897 and amendments thereto are hereby repealed.

READ A FIRST TIME the	26	day of	January	, 2026
READ A SECOND TIME the	26	day of	January	, 2026
READ A THIRD TIME the	26	day of	January	, 2026
RECEIVED THE APPROVAL OF THE INSPECTOR OF MUNICIPALITIES the	7	day of	October	, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "A"

RESIDENTIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Single and Two Family Residential	du	$20,504	$14,638	$4,100	$7,160	$22,998	$2,978	$72,378
Ground Oriented Multi Family Residential	du	$13,558	$5,898	$2,846	$4,970	$15,963	$2,067	$45,302
Apartment Residential	du	$11,144	$4,046	$1,809	$3,159	$10,146	$1,314	$31,618

NOTE:

- Residential DCCs are imposed on each dwelling unit (du).
- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "B"

COMMERCIAL AND INSTITUTIONAL DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Commercial	m^2 GFA	$53.00	$36.00	$14.00	$24.00	$77.00	$10.00	$214.00
Institutional	m^2 GFA	$52.99	$31.91	$13.75	$24.01	$77.11	$9.98	$209.75

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.
- Commercial and Institutional DCCs are imposed based on Gross Floor Area (GFA).

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

LANGLEY DEVELOPMENT COST CHARGES BYLAW NO. 6189

SCHEDULE "C"

INDUSTRIAL
DEVELOPMENT COST CHARGES

Type of Development	Unit	Road	Drainage	Sewage	Water	Parkland Acquisition and Development	Fire	Total
Industrial	m^2 GFA	$11.89	$33.67	$5.43	$9.48	$30.44	$3.94	$94.85

NOTE:

- The residential component of mixed-use developments, other than institutional, is calculated and assessed in accordance with Schedule "A" and is payable in addition to any other DCCs applicable to other uses in the development.
- Industrial DCCs are imposed based on Gross Floor Area (GFA).

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	NOVEMBER 16, 2026
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE NO:**	LSP00006
SUBJECT:	HEALTH SERVICES WORK PLAN		

The purpose of this memorandum is to inform Council of work completed to support the Langley Division of Family Practice (LDFP). At the July 27, 2026 Regular Meeting, Council received a delegation from A. Elias, Langley Division of Family Practice (LDFP). The delegation provided information on the status of attracting physicians to the community and the opportunities for the Township and LDFP to work collaboratively in identifying emerging growth areas or development hubs. Council referred the delegation to staff.

In February 2023, E. Peterson of LDFP appeared as a delegation to Council requesting support for health care services. At the June 12, 2023 Regular Meeting, Council received Report 23-114 on Health Services (Attachment A). On July 23, 2023, Council endorsed additions to the Health Services Work Plan including two actions brought forward through a Notice of Motion. These actions specifically address health care professional recruitment and retention, as well as opportunities to coordinate health services in neighbourhood centres.

No.	Workplan Item	Lead Department
9	In collaboration with the Langley Division of Family Practice (LDFP), explore additional opportunities to support health care professional recruitment and retention	Community and Policy Planning
10	Explore opportunities to facilitate the development of coordinated health services in neighbourhood centres through neighbourhood plan policy initiatives	Community and Policy Planning

Since 2023, staff have collaboratively worked with LDFP to share information on updates that may support health professionals. Staff established neighbourhood planning policies aimed at facilitating the development of coordinated health services in neighbourhood centres. Policy examples include amendments to the Booth Neighbourhood Plan to accommodate medical-related uses in apartment buildings fronting 200 Street on an individual basis.

The Booth, Fernridge and Rinn Neighbourhood Plans include policies that encourage medical and professional offices in Neighbourhood Commercial Village areas. The Willoughby Transit Corridor Plan supports medical and professional offices in Low-Density Mixed Use land use designations. Additionally, updates to the Willowbrook Community Plan present opportunities to establish further medical and health related policy initiatives.

Township of Langley

Est. 1873

ATTACHMENT A

REPORT TO MAYOR AND COUNCIL

PRESENTED:	JUNE 12, 2023 - REGULAR MEETING	**REPORT:**	23-114
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE:**	LSP00006
SUBJECT:	HEALTH SERVICES		

RECOMMENDATION:

That Council endorse the workplan options outlined in this report for supporting health services, including the Primary Care Network, in the Township of Langley.

EXECUTIVE SUMMARY:

At its Regular Meeting on February 13, 2023, Council received a delegation from representatives of the Langley Division of Family Practice regarding the Primary Care Network in the Township of Langley and referred the presentation to staff to report back with workplan options for support of the Primary Care Network, for Council consideration.

In keeping with Council's direction, and broader Township policy context regarding support for health services, workplan options for Council consideration are outlined in this report. Though the delivery of health care services is the responsibility of the provincial government, the Township can support the work of the province and other organizations involved in health services, including by helping to identify local needs, trends, and opportunities. At the same time, Fraser Health Authority (FHA) and other organizations engaged in health-related services can help inform sustainable community planning that supports healthy built environments and social inclusion. The workplan options outlined in this report are intended to strengthen collaboration between the Township and other organizations to promote healthier communities including accessible health services.

PURPOSE:

This report provides workplan options for Council consideration for supporting health services, including the Primary Care Network, in the Township of Langley.

BACKGROUND/HISTORY:

At its Regular Meeting on February 13, 2023, representatives of the Langley Division of Family Practice (LDFP) appeared before Council to discuss the Primary Care Network Service Plan for Langley. As indicated in the meeting minutes, the Primary Care Network will aim to develop a network of patient medical homes, health authority services, and community partners to deliver coordinated, comprehensive, and timely care. The delegation indicated that Council could help by endorsing and promoting the Primary Care Network amongst residents, helping to recruit physicians and nurse practitioners, and allowing access to Township infrastructure for care delivery. Following the delegation, Council passed the following motion:

> *That the presentation regarding a Primary Care Network in the Township of Langley be referred to staff to report back with workplan options for support of the Primary Care Network, for Council consideration.*

DISCUSSION/ANALYSIS:

As a local government, the Township plays an important role in developing healthy communities through the provision of parks and recreation services that promote physical and mental wellness; the delivery of water, sanitary, and curbside collection services that protect public health; and sustainable community planning that supports healthy built environments and social inclusion. Though the delivery of health care services is the responsibility of the provincial government, the Township can support the work of the province and other organizations involved in health services, including by helping to identify local needs, trends, and opportunities.

With this context, it is noted that Action 6A in the Township's Social Sustainability Strategy is to:

> *Strengthen the relationship with Fraser Health Authority and other community partners involved in the delivery of health care to improve access to health services including mental health and substance use through initiatives such as:*
> - *supporting the development of a community health plan through the Langley Healthier Community Partnership*
> - *enhancing collaboration during community planning processes to identify where health can be integrated into policies and assess anticipated health care needs.*

In addition, Actions 4B and 4C in the Township's Age- and Dementia-friendly Action Plan are to:

- *Continue to support community partner efforts to draw more health care professionals to the community, including ongoing efforts to promote the liveability and diversity of recreational and cultural opportunities in the Township; and*
- *Continue to liaise with Fraser Health Authority and other community partners to support health care planning and delivery.*

The Township continues to engage with the LDFP to support the recruitment of health care professionals to the community and, in the past, has facilitated access to Township facilities to support the administration of a community-based health survey. Representatives from the LDFP participated on the Task Force to support the development of the Social Sustainability Strategy and are members of the Langley Healthier Community Partnership Steering Committee. [1] The Township also collaborates with FHA on a number of initiatives including the Willowbrook Community Plan update and the recent work to update local emergency response guidelines for extreme heat events.

Workplan Options:

For Council's consideration, the table below outlines workplan options for supporting the Primary Care Network and, in light of the broader policy context, overall health care services in the Township. The workplan builds on the ongoing collaboration, and was informed by the LDFP

[1] The Langley Healthier Community Partnership was established to provide broad-based community input and guidance for the development of concrete action plans to improve the overall health of the community. The Steering Council is made up of numerous community leaders representing the public, non-profit, and business sectors who are committed to creating a healthy Langley.

delegation on February 13, 2023, further staff engagement with representatives from the LDFP and FHA, and current Township policy context. It is noted that opportunities to support the Primary Care Network and overall health care services are restricted by the prohibitions on providing assistance to a business under the Community Charter, which include prohibitions on granting tax or fee exemptions and prohibitions on disposing land or improvements (or any interest or right to them) for less than market value. It is currently anticipated that the majority of the workplan items could be implemented within a one-year timeframe.

No.	Workplan Item	Lead Department
1	Invite representatives from FHA to present to Council and provide an update on health services planning and delivery in the Township of Langley	Legislative Services
2	Continue to communicate Township facility rental information including the lower rental rates available for non-profit organizations	Recreation
3	Consider opportunities to develop space in new facilities that could be made available (at market value) for health care services and training	Facilities
4	Re-establish recurring staff liaison meetings with FHA to share information that supports local health services planning (including community-level growth trends and projections), and identify further opportunities for collaboration[2]	Community and Policy Planning
5	Collaborate with FHA to reconvene Langley Healthier Community Partnership Steering Council (or similar) meetings, and/or use other avenues to engage with FHA for the purposes of using data and health expertise to inform policy	Community and Policy Planning
6	Ensure non-profit organizations engaged in health services, including the LDFP, are informed of community-level growth trends and forecasts to support service planning and delivery (e.g., share information at recurring community meetings or convene a data sharing event)	Community and Policy Planning
7	Continue to promote the Township's Development Activity webpage as a way for interested individuals and organizations to learn about in-stream development applications with potential space for health services	Development Services
8	Ensure a representative from FHA is invited to participate on community planning project teams to support the implementation of healthy built environment principles and provide input on potential health services needs, and ensure that broader community engagement process include non-profit organizations engaged in health services, including the LDFP	Community and Policy Planning

Financial Implications:

The workplan options outlined in this report are not anticipated to have any direct budget implications, and only minor implications for staff resources.

Respectfully submitted,

Aubrey Jensen
MANAGER, STRATEGIC AND SOCIAL PLANNING
for
MUNICIPAL ADMINISTRATION DIVISION

[2] Staff liaison meetings with Fraser Health Authority were occurring regularly prior to COVID-19.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	NOVEMBER 16, 2026
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE NO:**	LSP00014
SUBJECT:	INCLUSION LANGLEY – INCLUSIVE HOUSING STRATEGY		

This memorandum responds to the June 29, 2026 Council delegation from Inclusion Langley requesting the Township adopt an inclusive housing strategy to support below-market housing for persons with disabilities and seniors.

Inclusive housing refers to housing approaches that expand access to safe, suitable, affordable and accessible homes for a broad range of residents including low and moderate income households, seniors, persons with disabilities, families and people who require support. Inclusive housing policy is typically advanced through a coordinated package of land-use, financial, regulatory and partnership tools rather than through a single policy.

Inclusive housing policy tools include:

- Partnering with non-profit, co-operative, Indigenous, faith-based and public housing providers.
- Leveraging municipal land and affordable housing reserve funds to improve project viability and affordability.
- Providing financial incentives such as grants, fee reductions and expedited approvals.
- Using regulatory tools such as inclusionary zoning, density bonusing, below-market rental requirements and housing agreements.
- Establishing accessibility standards, unit-mix policies and rental-replacement requirements.

Recent Township initiatives incorporate the range of tools that support an inclusive housing strategy. These include the Accessibility Plan which advocates for accessible housing; policies requiring a family-friendly unit mix in multi-family housing projects; the Tenant Protection Bylaw; below-market rental housing through the BC Builds program; and the Development Cost Charge Waiver Bylaw to incentivize below-market housing units. Further, the Township is pursuing opportunities on lands designated as Special Housing for a seniors' and second-stage housing project, and a Veterans' Village.

Together, these measures combine accessibility requirements, land-use policy, financial incentives and municipal land opportunities to support affordable, accessible and supportive housing for a range of housing needs.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	NOVEMBER 16, 2026
FROM:	COMMUNITY AND POLICY PLANNING DIVISION	**FILE NO:**	0540-01
SUBJECT:	SENIORS ADVISORY COMMITTEE – SENIORS SURVEY		

This memorandum responds to the June 29, 2026 Council direction to update the proposed Seniors Advisory Committee Survey to include the themes raised by an Inclusion Langley delegation.

As part of the Seniors Advisory Committee 2026 Work Plan, a survey has been prepared to seek public input on a range of issues relevant to seniors including access to services, social isolation and cost of living. Following the June 29, 2026 Inclusion Langley delegation, the survey has been revised to include themes centered around inclusive housing.

Staff will present the revised survey to the Seniors Advisory Committee for endorsement at the next committee meeting scheduled for November 18, 2026.

Township of Langley
Est. 1873

M E M O R A N D U M

TO: MAYOR AND COUNCIL **DATE:** NOVEMBER 16, 2026

FROM: COMMUNITY DEVELOPMENT DIVISION **FILE NO:** 6635-01

SUBJECT: AGRICULTURAL LAND COMMISSION DECISIONS THIRD QUARTER 2026 (JULY - SEPTEMBER)

This memorandum is for information purposes in accordance with Council's October 22, 2007 resolution directing staff to summarize and report the Agricultural Land Commission (ALC) decisions to Council on a quarterly basis.

Att. No.	File No.	Agent / Applicant	Proposal	Council Resolution	ALC Decision	Date of Decision	Address Site Area
A	12-05-0026 AL100471	Zach Graham	Non-farm use to retain and use fill to construct a private BMX track	Refer	Refused	July 21, 2026	22439 96 Ave 1.9 ha

PROVINCIAL AGRICULTURAL LAND COMMISSION

T: 604-660-7000
E: ALCBurnaby@Victoria1.gov.bc.ca
201 – 4940 Canada Way
Burnaby, BC, Canada V5G 4K6

ATTACHMENT A

July 21, 2026 ALC File: 105401

Zach Graham
Delivered by e-mail

Dear Zach Graham:

Re: Reasons for Decision - ALC Application 105401

Please find attached the Reasons for Decision of the South Coast Panel for the above noted application (Resolution #615/2026).

Under section 33 of the ALCA, a person affected by a decision (e.g. the applicant) may submit a request for reconsideration. A request to reconsider must meet the following criteria:

- No previous request by an affected person has been made, and
- The request provides either:
  - Evidence that was not available at the time of the original decision that has become available, and that could not have been available at the time of the original decision had the applicant exercised due diligence, or
  - Evidence that all or part of the original decision was based on evidence that was in error or was false.

The time limit for requesting reconsideration of a decision is one year from the date of the decision's release, as per ALC Policy P-08: Request for Reconsideration.

Please refer to ALC Information Bulletin 08 – Request for Reconsideration for more information.

Please direct further correspondence with respect to this application to ALC.SouthCoast@gov.bc.ca.

Yours truly,



Michael McBurnie, Regional Planner

Enclosure: Reasons for Decision (Resolution #615/2026)

cc: Township of Langley (File: 12-05-0026/AL100471)

105401d1

Agricultural Land Commission File 105401

Reasons for Decision of the South Coast Panel

Non-Farm Use Application Submitted Under s.20(2) of the *Agricultural Land Commission Act*

Applicant:	Zach Graham
Property:	Parcel Identifier: 029-560-225 Legal Description: Lot B District Lot 241 Group 2 New Westminster District Plan EPP44313 Civic: 22439 96 Ave, Langley, BC Area: 1.9 ha (Entirely within the ALR)
Panel:	Ione Smith, South Coast Panel Chair Holger Schwichtenberg Andrew Adams

OVERVIEW

[1] The Property is located within the Agricultural Land Reserve ("ALR") as defined in section 1 of the *Agricultural Land Commission Act* ("ALCA").

[2] The Applicant is applying to the Agricultural Land Commission (the "Commission" or "ALC") under s. 20(2) of the ALCA to retain and use ~288 m^3 of fill placed on the Property for a ~0.12 ha private BMX cycling track (the "Subject Track"), which is referred to below as the "Proposal".

[3] The Proposal was considered in the context of the purposes and priorities of the Commission set out in section 6 of the ALCA:

> 6 (1) The following are the purposes of the commission:
>
> (a) to preserve the agricultural land reserve;
>
> (b) to encourage farming of land within the agricultural land reserve in collaboration with other communities of interest; and,
>
> (c) to encourage local governments, first nations, the government and its agents to enable and accommodate farm use of land within the agricultural land reserve and uses compatible with agriculture in their plans, bylaws and policies.
>
> (2) The commission, to fulfill its purposes under subsection (1), must give priority to protecting and enhancing all of the following in exercising its powers and performing its duties under this Act:

(a) the size, integrity and continuity of the land base of the agricultural land reserve;

(b) the use of the agricultural land reserve for farm use.

EVIDENTIARY RECORD

[4] The Proposal, along with related documentation from the Applicant, Agent, local government, third parties, and Commission is collectively referred to as the "Application". All documentation in the Application was disclosed to the Applicant in advance of this decision.

BACKGROUND

[5] The Application states that the Applicant purchased the Property on July 3, 2024.

[6] The Application states that ~288 m^3 of soil was placed on the Property, without prior authorization from the ALC or the Township of Langley, to construct the Subject Track. Based on publicly available Google Earth satellite imagery, the fill was deposited sometime between June 2024 and July 2025.

[7] The Applicant submitted a Notice of Intent ("NOI") to the Commission in June 2025 to retain fill that the Applicant had placed on the Property. Upon review, the ALC determined that the fill could not be approved through the NOI process because the activity for which the fill was placed (construction

of a BMX track for recreational use) was not a permitted use under the Agricultural Land Reserve Use Regulation (the "ALRUR") and the fill placement had already occurred. The Applicant was ordered that no further fill be placed or retained unless the landowner first obtained approval through a non-farm use application.

[8] The Application states that the Property is irrigated and a portion of it is leased to an apiary for a bee yard and bee forage. The Applicant also raises four goats on the Property which appear to have been purchased in late May or early June 2026, based on the evidence provided.

[9] The Panel received two letters of comment from neighbouring landowners regarding the accuracy of the Application including the fill amount, disturbance area, and stated agricultural use of the Property. The Applicant provided responses to many of these comments.

[10] The neighbouring landowners appear to contest the volume of fill related to the Subject Track. While the Applicant estimates that the fill involved was the equivalent of about 30 truckloads, neighbour comments suggest that there were substantially more truckloads of fill brought onto the Property. The Panel determined that it is not in a position to resolve this conflict based on the evidence provided, and for the purpose of this decision, assumes the 288 m^3 amount is correct in relation to the Subject Track.

[11] It appears that the Subject Track is or would be one of two tracks constructed on the Property. It appears from publicly available Google Earth satellite imagery and photographs contained within the Application that another track (referred to below simply as the "Other Track") has already been constructed on the northern portion of the Property, while the Subject Track is closer to the centre of the Property.

[12] One of the neighbouring landowners describes the Other Track as a "large Motorcross track" that is "frequently used by Dirt bikes and Side by Side machinery". It does not appear to be contested that there may be motorcycles or side-by-side vehicles at some points on the Other Track.

[13] It appears that the Other Track is in an area of the Property that the Applicant described as being "shaped using native soil already present on-site. No imported fill was placed in that area, and existing material was simply re-contoured within the property boundaries." The Panel clarifies that if fill was not imported for the Other Track, it would not necessarily mean that its construction or operation is permitted under the ALCA. This said, the Panel acknowledges that it does not have a full evidentiary record in respect of the operation or use of the Other Track. If there are any complaints in respect of the Other Track, those would more properly be directed to ALC Compliance and Enforcement and addressed on a fuller evidentiary record specific to the Other Track. The Panel is mindful that the existence of the Other Track reduces the room available for agricultural

production on the Property, and that the Subject Track is thus not the only barrier to agriculture occurring in the near term.

ANALYSIS AND FINDINGS

[14] The Subject Track is proposed to have a footprint of 46 m x 26 m or ~0.12 ha.

[15] The Applicant states that the Subject Track is proposed to provide a safe, year-round training area for the Applicant's child. The Applicant states that the Subject Track would be private and used exclusively by the Applicant's family and would not be open to the public.

[16] The Application submits that the Subject Track would be similar to existing low-impact recreational facilities allowed or approved in the ALR, including horse riding and training facilities, recreational trails, or passive recreation. In addition, the Applicant submits that the fill for the Subject Track was placed in an area previously used for a barn and equestrian use and is thus placed in an area of previous disturbance.

[17] The Panel finds that neither equestrian facilities nor passive recreation are analogous to the BMX track in the Proposal. Equestrian facilities are specifically identified and designated as a farm use under section 9 of the ALRUR and are subject to the soil or fill limits in section 35 of the ALRUR. Horses are also traditionally viewed as farm animals. By contrast, the Proposal is for a private BMX track that depends on the placement and

retention of fill and creation of a track for a recreational use. BMX training and racing are not a farm use, nor is fill placement in relation to the construction or maintenance of BMX tracks a farm use.

[18] Section 22(2) of the ALRUR permits certain parks and similar areas, including passive recreation, to occur in the ALR but it does not provide general permission to place or retain fill for that use. Physical changes to the land that must remain in place for the BMX track to continue are not aligned with passive recreation. The Panel finds that the Subject Track is more similar to a constructed recreational use than to passive recreation use under section 22(2) of the ALRUR. With respect to recreational trails, furthermore, the Panel notes that the construction of a new recreational trail would also require an application, as contemplated in section 22 of the ALR General Regulation.

[19] The Township of Langley Report to Mayor and Council (the "Langley Report") dated October 20, 2025 notes that the Township of Langley Zoning Bylaw does not prohibit BMX tracks and the proposed track may be considered ancillary to the residence as it is intended for the exclusive use of the landowner. Within the ALR, section 30 of the current ALRUR permits a structure, driveway, or utility that is necessary for a residential use. The Panel finds that a BMX track is not necessary for a residential use.

[20] The Panel gave little weight to the Applicant's submission that the fill was placed in an area of previous disturbance. The previous use was a farm

structure, while the current request is to retain fill for a BMX track. The Panel therefore continued in the ordinary course to consider the Proposal in the context of section 6 of the ALCA.

[21] The Application states that the ~288 m^3 of deposited fill consists of uncompacted soil sourced from a local construction project that has been screened for contaminants and is free from prohibited fill or waste. The Application submits that the Proposal area can be remediated to pasture without any long-term impact to its agricultural capability because the BMX track would consist of soil and would not involve any asphalt/concrete paving and would not, in the Applicant's wording, be "permanent" (that is, while the Applicant does not suggest an end date for the existence or use of the track, the Applicant is suggesting that the track could be removed at some later date "if required in the future"). In addition, the Applicant submits that the remainder of the Property remains suitable for pasture, forage production, beekeeping, and small-scale horticulture. The Applicant also indicated that they have plans to grow Christmas trees and flowers.

[22] The Application also submits that the Subject Track and associated fill would support agricultural production on the Property by improving drainage, hindering the spread of weeds and pests, and encouraging active land management.

[23] To assess agricultural capability on the Property, the Panel referred to agricultural capability ratings. The ratings are identified using the BC Land Inventory (BCLI), 'Land Capability Classification for Agriculture in B.C.' system. The improved agricultural capability ratings for the polygon applicable to the Property are Class 4T, Class 4WD, and Class 5T with the potential to improve to Class 3DW, Class 4T, and Class 5T.

> Class 3 - land is capable of producing a fairly wide range of crops under good management practices. Soil and/or climate limitations are somewhat restrictive.
>
> Class 4 - land is capable of a restricted range of crops. Soil and climate conditions require special management considerations.
>
> Class 5 - land is capable of production of cultivated perennial forage crops and specially adapted crops. Soil and/or climate conditions severely limit capability.
>
> The limiting subclasses associated with this parcel of land are D (undesirable soil structure), W (excess water).

[24] Based on the agricultural capability ratings, the Panel finds that the Property has agricultural capability with good management practices.

[25] The Panel considered that despite the relatively small size of the 1.9 ha Property, that in its unmodified form it is still of a size that could support various types of agriculture, as evidenced by other successful small-scale

farms within the Township of Langley. However, the Panel is concerned that modifications made to the Property for recreational uses in the form of the Subject Track reduces the area of the Property available for farm use. Given the additional presence on the Property of the Other Track and residential structures, the Subject Track further fragments the agriculturally usable areas of the Property into small, disjointed components that make the Property less capable of supporting agriculture than the Property would be if not modified. Specifically, the Panel notes that the amount of land remaining after construction of the Subject Track (in addition to the Other Track) severely limits the scale and type of agricultural activities that are possible now and in the future.

[26] In addition, the Panel finds that there is no agricultural benefit of a BMX track and that there is no evidence from an agrologist or other expert to support the Applicant's claim that the Subject Track's construction would improve drainage or land management for agriculture now or in future, or that the land could be successfully reclaimed to a condition that will support farming. The Panel acknowledges the Applicant's statement that no concrete or asphalt is proposed and that the fill is uncontaminated, however the Panel also notes that there were no deposit reports or quality assessments of the fill deposits provided as evidence to support this claim. The Panel is also concerned that the use of the BMX track would lead to soil compaction which would be difficult to remediate, if remediation is undertaken at all.

[27] Finally, the Applicant indicated that the Commission has in some past cases approved BMX tracks on ALR land. However, the Panel notes that each case turns on its particular facts and on the statutory regime in place at the time of the decision. The Commission is also, in any event, not bound by its prior decisions. In this case, in all the circumstances, the Panel has determined that the Proposal should not be approved.

DECISION

[28] For the reasons given above, the Panel refuses the Proposal to retain and use the existing ~288 m^3 of fill placed on the Property to construct a ~0.12 ha private BMX cycling track.

[29] These are the unanimous reasons of the Panel.

[30] A decision of the Panel is a decision of the Commission pursuant to s. 11.1(3) of the ALCA.

[31] Resolution #615/2026

Released on July 21, 2026

Ione Smith, Panel Chair

On behalf of the South Coast Panel

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	NOVEMBER 16, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	1855-95
SUBJECT:	ACTIVE COMMUNITIES GRANT PROGRAM		

The purpose of this memorandum is to provide Mayor and Council with an update on the British Columbia Alliance for Healthy Living (BCAHL) Active Communities Grant Program 2026 intake.

BCAHL, supported by the Province of British Columbia, launched the Active Communities Grant Program 2026 intake. The goal of the program is to promote physical activity by supporting projects that improve access to, and the quality of, programs, activities, equipment, and facilities. Applicants may apply for up to $20,000 of funding, with eligible projects receiving 100% cost-share funding. The grant application deadline was September 25, 2026.

Staff proposed the Fort Langley Interpretive Signage Walking Tour project, which is currently being reviewed by the program's review team. The proposed project aims to honour the enduring legacy of the Coast Salish Peoples by creating an inclusive, accessible, and engaging public walking tour that encourages residents and visitors to be physically active, connect with nature and history, and participate in recreation and community life.

The project is expected to cost $20,000, and, if successful, grant funding would cover 100% of the anticipated project costs.

Township of Langley
Est. 1873

MEMORANDUM

TO: MAYOR AND COUNCIL **DATE:** NOVEMBER 16, 2026

FROM: ENGINEERING DIVISION **FILE NO:** 1855-50

SUBJECT: 2026 ICBC ROAD SAFETY IMPROVEMENT PROGRAM GRANTS

The purpose of this memorandum is to provide Mayor and Council with an update on the Insurance Corporation of British Columbia (ICBC) 2026 Road Safety Improvement Program intake.

Annually, ICBC offers grant funding to municipalities to implement road safety improvements that can reduce the risk of crashes. For project eligibility, the project's expected completion date must be before March 31 of the following year. For the 2026 intake of the Road Safety Improvement Program, staff proposed six projects which have been approved by ICBC.

Project	Description	Locations	ICBC Contribution	Status
1	Corridor and Intersection Improvements	88 Avenue and Glover Road	$101,700	In progress
2	Rectangular Rapid Flashing Beacon Installations	216 Street and 48 Avenue	$10,000	Completed
3	Intersection Improvements	86 Avenue and 201 Street	$83,300	In progress
4	Intersection Improvements	86 Avenue and 202 Street	$151,500	In progress
5	Corridor Improvements	80 Avenue: 204 Street and 212 Street	$59,000	Completed
6	Rectangular Rapid Flashing Beacon Installations	1. 84 Avenue at 20300 Block 2. 211 Street at 81A Avenue 3. 209A Street at 84 Avenue 4. 201 Street at 81 Avenue 5. 80 Avenue at 207 Street 6. 86 Avenue and Goldenview Trail	$35,000	Completed
		Total ICBC Contribution:	$440,500	

All required project cost sharing is available within existing approved capital budgets.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	NOVEMBER 16, 2026
FROM:	ENGINEERING DIVISION	**FILE NO:**	5400-16-005
SUBJECT:	RAILWAY CROSSING SAFETY IMPROVEMENTS – GLOVER ROAD AND CHURCH STREET		

The purpose of this memorandum is to update Mayor and Council on the recent safety assessments of the Glover Road and Church Street railway crossings, including the findings, recommendations, and next steps.

At its February 9, 2026 Regular Meeting, Council directed staff to report on potential safety improvements at the Glover Road and Church Street railway crossings and other higher-risk pedestrian urban crossings, as appropriate.

In June 2026, the Township retained WSP Canada Inc., an engineering consultant with railway expertise, to undertake safety assessments of the Glover Road and Church Street crossings. The assessments included a review of the existing crossing configurations, roadway geometry, crossing surfaces, pedestrian facilities, signage and pavement markings, sightlines, active warning systems, and supporting engineering calculations. The Church Street assessment also considered measures necessary to support whistle cessation.

WSP's assessments confirmed that both crossings comply with the applicable requirements of Transport Canada's Grade Crossings Regulations (GCR) and Grade Crossings Standards (GCS). The assessments also identified recommendations to enhance the visibility of roadway traffic control devices, improve pedestrian safety, and support the continued safe operation of the crossings.

In addition to routine inspection and maintenance of the crossing surfaces, road approaches, and active warning systems, safety improvements and work supporting whistle cessation are recommended. The table below summarizes the proposed work, its purpose, and cost estimates.

#	Location	Proposed Work	Purpose	Order of Magnitude Cost Estimate
1	Glover Road crossing	Additional pedestrian warning systems with gates and pedestrian guide fencing	Warn pedestrians of approaching trains, deter entry while warnings are active, and guide pedestrians along designated crossing routes	$379,000
2	North of the railway track between Glover Road and Church Street	Fencing	Limit access to the railway corridor from nearby parking facilities	$10,000
3	Church Street crossing	Guide fencing at pedestrian crossings, fencing around rail bungalow	Guide pedestrians along designated crossing routes	$10,000
4	Church Street crossing	Railway crossing (“X”) pavement marking	Improve driver awareness of an approaching railway crossing	$1,000
5	Glover Road and Church Street crossing	Vegetation management	Maintain visibility of approaching trains and warning devices	$10,000
6	Church Street crossing	Crossing Layout Drawing	Support the whistle cessation application	$25,000
Total				**$435,000**

Canadian National Railway (CN) has reviewed the draft safety assessments and provided comments. Staff will continue to work with CN to address the comments and confirm design requirements, responsibilities, and the schedule for the recommended improvements.

Whistle cessation at the Church Street crossing remains subject to CN review. Once the recommended improvements are complete, the Township and CN have agreed that the applicable whistle cessation requirements are met, and the required public and relevant organizations' notifications have been completed, staff will bring forward a separate report to Council seeking a Council resolution for whistle cessation.

In July 2026, Transport Canada launched a call for proposals under the Rail Safety Improvement Program (RSIP), which provides federal funding for projects that enhance safety at high-risk railway crossings and along railway corridors. Staff submitted an application to

implement the recommended safety improvements in 2027, requesting a federal contribution of $320,000, representing 80% of $400,000 in eligible project costs. Under the program, the vegetation management and Crossing Layout Drawing totalling $35,000 are not eligible for funding. If approved in full, the Township's financial contribution to the estimated total project cost of $435,000 would be $115,000.

The Township's contribution ($115,000) would be funded from the existing RDS 1044 - Railway Crossing Safety Improvements budget, and no additional funding would be required. Implementation is anticipated for 2027, subject to CN approval and approval of the requested federal contribution. If the requested federal contribution is unsuccessful, staff will report back to Council with required funding and implementation options.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	NOVEMBER 16, 2026
FROM:	PUBLIC WORKS DIVISION	**FILE NO:**	0340-20-007
SUBJECT:	POTABLE WATER EMERGENCY RESPONSE PLAN UPDATE		

The purpose of this memorandum is to provide Mayor and Council with an update on the recent revisions made to the Township of Langley's Potable Water Emergency Response and Contingency Plan, and the transition from the Water Management Plan to the Water Sustainability Plan.

At the February 23, 2026 Regular Meeting, Council directed staff to report to Council on the status of the ongoing update to the Potable Water Emergency Response Plan and the transition from a Water Management Plan (2009) to an updated Water Sustainability Plan. Additionally, Council requested that staff provide information on the feasibility and additional capital and operating costs required to potentially utilize Ponder Park, Brown Park and Williams Park for emergency purposes, with other options that may be appropriate for Council to consider.

Potable Water Emergency Response and Contingency Plan:

The Township of Langley is responsible for providing safe potable drinking water and ensuring a sufficient water supply for effective firefighting. Therefore, we are required to have a plan in place that supports both regulatory compliance with the Drinking Water Protection Regulation and ensures an effective response in the event of a significant incident.

The purpose of this plan is to maintain the operation of the water utility and, where possible, minimize disruptions during a major emergency or disaster. The plan includes 17 different action plans that can be triggered depending on the emergency type. Examples include Pump Station Failure, Water Main Break, and Microbiological Contamination. Each action plan generally identifies the Incident Commander in case of an emergency, outlines the actions required to mitigate the problem, and provides guidance to return to normal operations.

The plan outlines the roles, responsibilities and activities of staff during emergency events, the programs that support emergency management, and ensures a coordinated response to a major emergency that may disrupt the service to our water users. It provides guidelines for responding to disruptions involving the water utility service; however, due to the complexity of water-related events, there may be situations where the judgment and discretion of the Incident Commander and staff will supersede the plan.

The 2026 revisions were made in collaboration with the Township's Emergency Operations Centre (EOC) staff to provide the most up to date information on water utility emergency preparedness and how it may require assistance from the EOC. New action plans were added,

including Significant Loss of Staff Resources, SCADA (Communications) Failure, and Small Water System Disruptions. These action plans, as well as updated contact information for Township staff, neighbouring municipal staff, contractors, and contacts for residents who use water for medical needs, are not included due to privacy requirements.

Water Management Plan:

The Township's Water Management Plan (WMP) was finalized and endorsed by Council in 2009. The WMP was created as a pilot program in collaboration with the provincial government in response to amendments to the BC Water Act in 2004, which allowed the development of an area-based regulatory tool. Following endorsement by Council, the WMP was submitted to the province in 2009 for approval and has been under review since.

In 2016, the Water Sustainability Act (WSA) came into force. The WSA includes new regulations to manage water resources in the province, and section 142 allowed the transition of WMPs to a Water Sustainability Plan (WSP) to ensure plan recommendations are consistent with the latest legislation.

On May 11, 2020, Council directed staff to work with the province to transition the WMP to a WSP for submission through the provincial approval process. Staff subsequently worked with provincial agencies to establish a framework for that transition. The province's role in the process includes technical review, intergovernmental coordination, First Nations engagement, and advancement of the plan through the Cabinet approval process.

As the transition is dependent on continued provincial participation and confirmation of the broader provincial approach to WSP implementation, the project is not currently advancing. The province has further advised that no Metro Vancouver municipality currently has a WSP in place, and that completion of such a plan is not presently required. Should the work resume, the Township would also need to retain appropriately qualified external expertise in groundwater hydrology to support the technical components of the process.

Township Parks Water Supply:

Brown Park, Ponder Park, and Williams Park each have small groundwater wells that provide potable water for park operations and caretaker residences. These wells are not connected to the municipal water distribution system.

The combined capacity of the three park wells is not sufficient to meet emergency-level drinking water needs for the broader community. Given their limited production capacity and separation from the municipal system, staff have not advanced detailed capital or operating cost analysis for upgrades at this time. However, given their relatively simple configuration, minor plumbing modifications could be made, if required during an emergency, to support limited, site-specific water access needs at that time.

ATTACHMENT A Potable Water Emergency Response and Contingency Plan 2026

POTABLE WATER EMERGENCY RESPONSE AND CONTINGENCY PLAN 2026

Township of Langley

Est. 1873

Part 1: Aim of the Potable Water Emergency Response and Contingency Plan

1.1 Objectives of the Plan

This plan outlines roles, responsibilities and activities within the municipality to ensure staff are aware of the expectations placed upon them, the programs that support emergency management in the municipality, and to ensure a coordinated approach to a major emergency that may disrupt service to our residents.

The specific objectives of the plan are to:

- Ensure that all response efforts are prioritized using the British Columbia Emergency Management (BCEMS) goals
- Ensure TOL has met its obligations for emergency management as set out in relevant legislation
- Ensure that there is continuity of operations in the provision of water utility services to consumers
- Provide for adequate protection and/or restoration of critical infrastructure that could be damaged or destroyed in major emergencies or disasters
- Protect the environment in the event of threats to or by the water utility
- Reduce economic and social impacts from the loss of the water utility
- Apply the principles of emergency management to support the effective management and continuous operation of the municipal water utility given any disruptions
- Identify other documentation or responsibilities that will support the Potable Water Emergency Response and Contingency Plan
- Ensure that all response efforts are reviewed and updated periodically to ensure effectiveness and efficiency as this plan is considered a living document.

This document outlines guidelines to support the response to disruptions involving the water utility service; it may be amended as necessary based on priorities, resources and situational awareness. Due to the nature of water-related emergencies, there are situations where the judgment and discretion of the incident commander and staff will prevail.

1.2 Plan Organization

This Plan is organized into three sections:

- Part 1 – Aim of the Potable Water Emergency Response and Contingency Plan
- Part 2 – Activation of the Plan
- Part 3 – Roles & Responsibilities

There are 17 Appendices which contain supporting documentation to assist in the activation, implementation and maintenance of this plan.

Part 2: Activation of the Plan

2.1 Activation Levels

There are three activation levels recognized for the Potable Water Emergency Response and Contingency Plan. They are described in the following table.

Table 2-1: Activation Level Descriptions

	Level 1	Level 2	Level 3
General Definition of Alert	Minor disruption which is responded to by the Township of Langley Public Works Division.	Major disruption requires greater coordination and resources beyond the scope of the Township of Langley Public Works Division.	An EOC is opened to manage the emergency event. Centralized management is undertaken from the EOC.
Activation Triggers	Personnel have been fully utilized to respond to a system failure, and there is a likelihood of no further capacity to deal with a worsening of the event or the occurrence of a second similar event.	The consequences of the event are beyond the scope of the Public Works department to manage and respond to.	
Emergency Operations Centre Status	An EOC is not activated. Management of disruption is within the scope of the Utilities Operations Department to respond to. If the situation escalates, EOC activation will be triggered. Director of Public Works, in coordination with the Emergency Management department, determines if the EOC is needed.	EOC activation is required, and immediate priorities are identified. EOC may be activated virtually.	
Who Should be Notified & Updated Regularly	• All Township departments and managers that may be affected via Water Event Email Group (waterevent@tol.ca), which includes the Director of Public Works, Emergency Management Coordinator for the Township of Langley • The Drinking Water Officer • Metro Vancouver Medical Health Officer if the emergency is related to their water system	• All Township departments and managers that may be affected via Water Event Email Group (waterevent@tol.ca) that includes Director of Public Works, Program Manager for Emergency Management • The Drinking Water Officer (or their delegate)	
Call Centre Activated	• No	• Yes	• Yes

2.2 Authority to Activate

The following staff have the authority to activate a Level 1 Alert:

- Manager of Utilities Operations
- Utilities Operations Superintendent
- Designated delegate

The following staff have the authority to activate Level 2 or 3 Alerts:

- Director of Engineering & Public Works
- Director of Public Works
- Designated delegate

2.3 Action Plans

Appendix A contains 17 Action Plans for responding to various emergencies. The Action Plans are numbered 1.1 through 4.8. Some action plans have associated flow charts, which are also numbered according to their corresponding action plan.

Below is a list of the different impacts used to categorize the Action Plans:

- Critical Infrastructure Failures
- Water Supply impacts
- Water Quality impacts
- All Hazards

A summary list of all Action Plans can be found in Appendix A.

2.3.1 Task Delegation / Incident Commander

The Action Plans assign specific roles within the Engineering and Public Works Divisions to ensure tasks are completed. It is understood that in all cases, the responsible person may delegate the task to another equally qualified person on their behalf at any time. Additionally, a supervisor may choose to assume responsibilities in certain situations.

The Action Plans use the concept of the “Incident Commander”. This person will be identified in each action plan as being the person responsible for managing the emergency response. In most cases, the default Incident Commander will be the Manager of Utilities Operations.

In the event that more than one Action Plan is activated concurrently, the Incident Commander will prioritize the actions taken.

2.3.2 Limitations

The action plans presented in this document are meant to function as a general guideline to assist the Township of Langley to respond to a variety of incidents which may cause a disruption. Every incident is different and should be treated as such. Each will require tasks and responses that may not be included in these action plans. The plans are not meant to be exhaustive and complete list of all the tasks and responses that may be required in a situation; rather, they should be used as a starting point in responding to emergency events.

2.3.4 Water Hauling and Storing

In the situation where water hauling is required, and the fire department has sufficient resources to resume operations, water may be hauled from the municipal water supply either from water stand stations or hydrants. Some water hauling companies have permits with municipalities that have water stand stations, and all water hauling companies have access to hydrants after permits are issued by the municipality. A list of water hauling companies and their contact information can be found in Appendix B, Water Truck Services, along with their typical water supply sources.

Depending on the scope of the disruption, the incident commander may recommend a more suitable water supply source.

In the situation where water is required to be stored, water solution companies can provide storage solutions. Contact information can be found in Appendix B.

If bottled potable water is required, please refer to Appendix B for a list of companies.

2.4 Administrative Protocols to be followed during Emergencies

2.4.1 Overview

When the Potable Water Emergency Response and Contingency Plan is activated, additional municipal staff outside the Public Works Division may be required to ensure continuity of operations. Additionally, staff within the Utilities Operations Department may be required to work additional and/or irregular hours to ensure continuity of operations.

2.4.2 Operational Periods

This plan will recognize three conditions which may require differing response and recovery strategies. These are:

(i) Weekdays and regular work hours

(ii) Weekday night hours

(iii) Weekends and holidays

This plan will recognize emergency response shifts that are no longer than 12 hours in length.

2.4.3 Call Centre & Work Scheduling

A call centre will be established based on the activation level of the Potable Water Emergency Response and Contingency Plan and on operational needs. Table 2-2 describes the call centre structure and protocols based on the level of activation.

Table 2-2.1: Call centre structure and protocols for weekdays and regular work hours.

	Level 1	Level 2
Weekdays & Regular Works Hours	Operations general direct telephone (604-532-7300) to be staffed by Engineering Business Support to communicate approved messaging to the public.	Operations general direct telephone (604-532-7300) to be staffed by Engineering Business Support staff to communicate approved messaging to the public.

Table 2-3.2: Call centre structure and protocols for weekday night hours, weekends, and holidays.

	Level 1	Level 2
Weekday Night Hours	Surrey Fire Base to respond to public inquiries and notify Utilities Operations standby staff.	Operations general direct telephone (604-532-7300) to be staffed by Engineering Business Support staff to communicate approved messaging to the public.
Weekends & Holidays	Surrey Fire Base to respond to public inquiries and notify Utilities Operations standby staff.	Operations general direct telephone (604-532-7300) to be staffed by Engineering Business Support staff to communicate approved messaging to the public.

2.4.4 Dispatching

Call Centre dispatching protocols are based on instructions as provided by the Incident Commander.

A Call Centre lead is assigned. All requests & information are centralized to and from the Call Centre lead. The Call Centre lead communicates and dispatches to designated Operations Area Section leads unless otherwise instructed by the Incident Commander.

2.4.5 Incident Management

The plan will use the Incident Management System (ICS) with respect to roles, responsibilities and positions.

2.5 Termination of an Event

Termination of a Level 1 activation, or Level 2 activation without EOC support, to an incident will occur when the Incident Commander, in consultation with the Drinking Water Officer and other parties as required, confirm that services have been restored and the incident objectives have been met. In the event the EOC been activated, the EOC Director will determine priorities once the disruption has been resolved to ensure complete demobilization of the response.

Part 3: Roles & Responsibilities

3.1 Key Departments

In the event of an emergency, the following municipal staff may be required to support the activation and implementation of this plan:

- Department Managers
- Division Directors
- Emergency Program Manager
- Supervisors and Foremen
- Engineering Business Support

3.1.1 Operations

As the department responsible for the day-to-day operation of the water system, senior Utilities Operations staff will be the first to respond to water system emergencies. The following chart shows the organization of the Utilities Operations department within the overall Engineering and Public Works divisions. In the event of an emergency the departments listed below work together to repair assets and provide communication to the public.

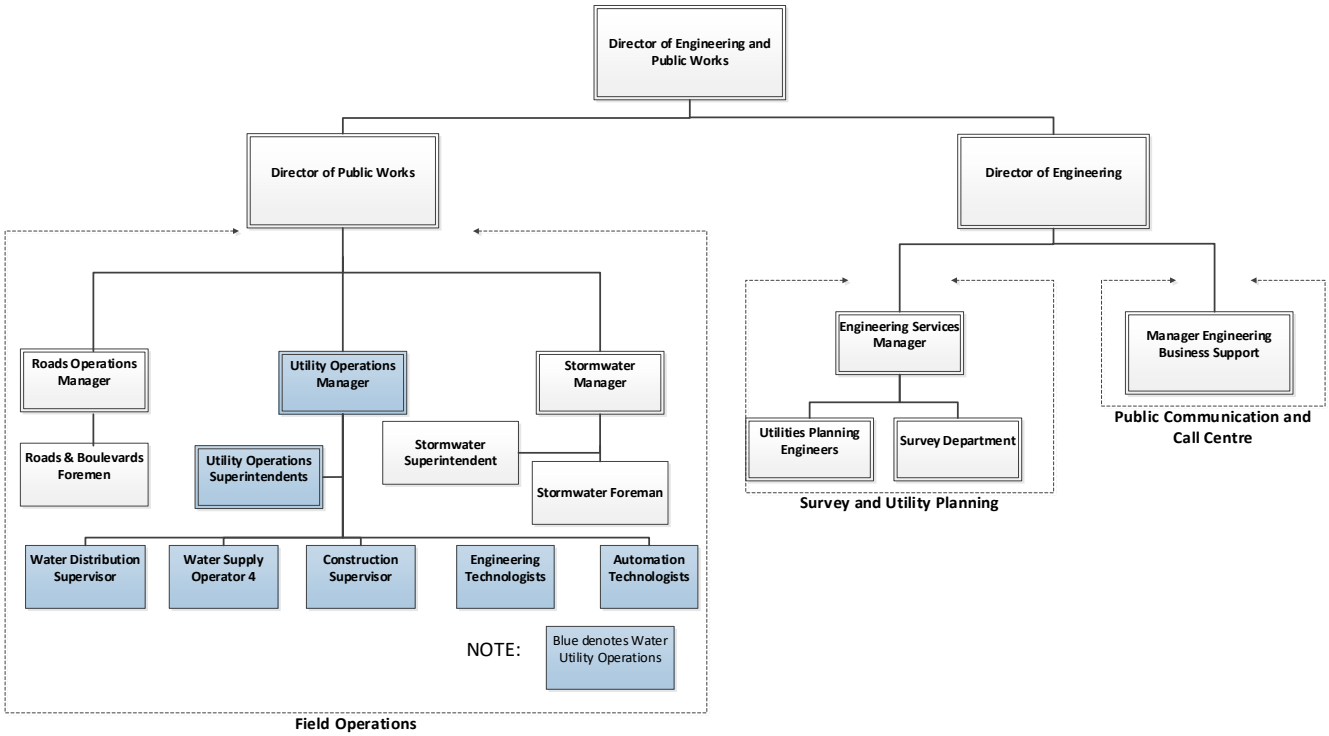


Figure 3-1: Organizational Chart

3.1.2 Utilities Operations

The routine operation of the water system falls to the Utilities Operations department within the Public Works division. Most direct and support operations of the water system are undertaken by Utilities Operations staff.

During a Level 1 Activation, the emergency event will be managed by senior Public Works staff such as the Utilities Operations Manager or the Director of Public Works.

Utilities Operations staff are responsible for:

- Investigation of water quality related incidents
- Repair of broken water mains
- Water quality sampling
- Informing affected residents.

3.1.3 Engineering Services

Engineering Services will assist and consult with Public Works staff during water system emergencies in the following ways:

- Development of emergency water quality sampling program locations and parameters of analysis
- Surveying and Drafting
- Water modelling investigations
- Liaison with Metro Vancouver.

3.1.4 Engineering Administration and Business Support

Engineering Administration and Business Support, along with Corporate Communications, will assist Public Works in the following tasks:

- They will operate the call centre if an EOC is not opened
- Will issue media releases if an EOC is not opened
- Will issue drinking water advisories if an EOC is not opened.

Some of the tasks performed by Engineering Administration and Business Support during a minor emergency will be performed by the EOC in major emergencies and disasters. If the EOC is activated, Engineering Administration and Business Support staff may be required to support staffing the EOC.

3.1.5 Transportation

Transportation Engineering will assist with planning of road closures and detour routes as needed. Highway use permits for roads under the jurisdiction of the Ministry of Transportation will need to be obtained if any roads are closed.

3.1.6 Purchasing and Finance

Purchasing and Finance assistance may be required if large expenditures outside normal budgets are required during emergencies. Note: Prior to costs exceeding the Public Works operational expenditures, the EOC will need to be activated to ensure maximum cost recovery for eligible expenses from the province.

3.1.7 Risk Management

Risk Management assistance may be required to assist the Engineering Division regarding insurance issues, including claims.

3.1.8 Emergency Management

Emergency Management would lead the activation and coordination of the EOC and organizational continuity plan for larger-scale disruptions. Additional support would also relate to assisting with Public Information, Resource management and Consequence Management based on the needs of the response.

3.2 Resources & Communications

The purpose of this section is to provide an outline of the infrastructure that is available in the municipality, both internally and externally, to support the continuity of operations for the water utility

during disruptions. Lists of internal and external contacts have been provided in Appendix B and can be used as a “tear-out” section that can be referred to and updated as required.

3.2.1 Internal Resources

3.2.1.1 Contact List

Please refer to the internal resources contact list provided in Appendix B. The internal resource contact list includes contact information for important internal Township contacts that may be needed during a water emergency.

3.2.1.2 Stores

An inventory list of available resources is updated once per year and is available internally via the Township's Utilities Operations SharePoint site.

3.2.2 External Resources

Please refer to the external resources contact list provided in Appendix B. The external resource list contains contacts for external agencies that may need to be contacted during a water emergency. This includes Fraser Health Authority, Langley Memorial Hospital and nearby municipalities.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	NOVEMBER 16, 2026
FROM:	MUNICIPAL ADMINSTRATION DIVISION	**FILE NO:**	4200-29
SUBJECT:	2026 GENERAL LOCAL ELECTION OFFICIAL RESULTS		

Pursuant to *Local Government Act* section 158, staff is reporting final election information to Council for the 2026 General Local Election.

The 2026 General Local Election was held on Saturday, October 17, 2026, to elect one Mayor, eight Councillors and five School Trustees for the Township of Langley. Electors were provided with six advance voting opportunities. Special voting opportunities were also held at eight seniors' living and long-term care locations.

As in previous years, the Township used the Elections BC electors list, and voter cards were mailed to each registered elector in the Township. The scheduling of the Provincial Election one week after the General Local Election caused some voter confusion; however, staff managed the inquiries and provided clarification to electors as required.

The election management model was the same as the model used for the 2025 Council By-election, with Township staff responsible for managing the election. Chanpreet Kooner was appointed Chief Election Officer, and Wendy Bauer and Kim Stepto were appointed Deputy Chief Election Officers. Election delivery also relied on the expertise of staff from across the organization, together with 170 temporary election officials who worked at the various voting locations.

As with previous elections and by-elections, DataFix Municipal VoterView was used to manage elector information. The system supported the voter card mailout and provided real-time updates during voting to help ensure each elector voted only once. It also assisted election headquarters staff in identifying voting locations that required additional supplies or staffing support. The technology requirements for VoterView were met through the rental of laptops. Information Technology staff were instrumental in installing and configuring the equipment and ensuring that the technology at each voting location was operational on time.

Vote-scanning units were procured through a request for quotations process. For the first time, the Township used Dominion Voting Systems vote scanners. The vendor managed the implementation effectively, including the security requirements and ballot-validity controls. Dominion's reporting features also provided improved election reporting compared with previous elections.

Township Communications staff managed election advertising and printed materials. The communications program included social media, Township signage, newspaper advertising and website advertising. A full summary of election communications is included as Attachment D.

A total of 34,029 ballots were cast. At the close of voting, there were 107,846 registered electors, resulting in voter turnout of 31.5%. The following table compares voter participation in the five most recent general local elections:

Election Year	Registered Voters	Ballots Cast	Percentage of Voters
2011	72,558	18,864	26.0%
2014	75,278	22,654	30.0%
2018	85,452	25,747	30.1%
2022	96,390	26,035	27.0%
2026	107,846	34,029	31.5%

Over the five-election period, voter turnout increased from 26.0% in 2011 to 30.1% in 2018, declined to 27.0% in 2022, and then rose to 31.5% in 2026. The 2026 turnout was the highest of the five elections, representing an increase of 4.5 percentage points from 2022 and 5.5 percentage points from 2011. The number of registered electors also continued to grow, increasing by 35,288 since 2011, while the number of ballots cast increased by 15,165 over the same period.

An additional advance voting day was offered at the Langley Events Centre. The Langley Events Centre was also used as a general voting day location and proved to be a very popular voting location. Staff recommend using the facility again for future elections, with increased staffing levels and additional voting equipment to manage voter volumes efficiently.

The Declaration of Election Results is included as Attachment A. Election results by voting location are included as Attachment B. The Ballot Account required under section 158 of the Local Government Act is included as Attachment C. A summary of election communications is included as Attachment D.

Staff are finalizing the total cost of the 2026 General Local Election, as some invoices and purchase orders remain outstanding. The largest cost drivers for the election were the technology and staffing requirements. The approximate total cost of the election is $516,952.

Attachment A - Declaration of Election Results
Attachment B - Election Results by Poll Location
Attachment C - Ballot Account
Attachment D - Communication Summary

Township of Langley
Est. 1873

Langley Schools

Form No. 14-3
LGA s.146(2)(b)

DECLARATION OF OFFICIAL ELECTION RESULTS
GENERAL LOCAL ELECTION – 2026

I, Wendy Bauer, Deputy Chief Election Officer, do hereby declare elected the following candidates, who received the highest number of valid votes for the office of:

Mayor

Jay Lundgren

Councillor

Lauren Chalus
Steve Ferguson
Margaret Kunst
Barb Martens
Michael V. Pratt
Kim Richter
Teresa Townsley
Blair Whitmarsh

School Trustee – TEA No.1, School District No. 35

Candy Ashdown
Kathie Dalziel
Holly Dickinson
Charlie Fox
Neil Turner

Dated at the Township of Langley, BC
this 19th day of October, 2026.

Wendy Bauer
Deputy Chief Election Officer

2026 Local General Election Results - Mayor

	Eric WOODWARD (Progress for Langley)	Jay LUNDGREN (Langley Strong)	Total Votes
ADV - salishan Place by the River	429	539	968
ADV - Langley Events Centre, West Gym	1,740	1,136	2,876
ADV - George Preston Recreation Centre	640	742	1,382
ADV - Aldergrove Community Centre	454	594	1,048
ADV - Langley Regional Airport	753	1,076	1,829
ADV - James Kennedy Elementary School	850	830	1,680
Aldergrove Community Secondary School	651	922	1,573
Alex Hope Elementary School	790	753	1,543
Coghlan Community Hall	162	276	438
D.W. Poppy Secondary School	505	1,015	1,520
Dorothy Peacock Elementary School	617	747	1,364
George Preston Recreation Centre	798	1,348	2,146
Glenwood Elementary School	486	660	1,146
James Hill Elementary School	836	1,648	2,484
James Kennedy Elementary School	924	1,303	2,227
Langley Events Centre, West Gym	1,392	960	2,352
Lynn Fripps Elementary School	1,294	870	2,164
Parkside Centennial Elementary School	294	468	762
R.C. Garnett Demonstration Elementary School	920	997	1,917
Wix-Brown Elementary School	322	448	770
salishan Place by the River	450	837	1,287
Special	152	133	285
Township of Langley - Total	15,459	18,302	33,761

2026 Local General Election Results - Councillor

	Lauren CHALUS (Langley Strong)	Andy SHEN	Leith WHITE	June PARK (Progress for Langley)	Michele ST. GERMAIN (Progress for Langley)	Rob RINDT (Progress for Langley)	Margaret KUNST (Langley Strong)	Kim RICHTER (Langley Strong)	Michael V. PRATT (Progress for Langley)	Benjamin NEFF	Tim BAILLIE (Progress for Langley)	Mike PARKER	Barb MARTENS (Langley Strong)	Steve FERGUSON (Progress for Langley)	Shumail JAVED (Langley Strong)	Sarb RAI (Progress for Langley)	Resha SABTI	Blair WHITMARSH (Langley Strong)	Tess ROUSE (Progress for Langley)	Teresa TOWNSLEY (Langley Strong)	Total Votes
ADV - salishan Place by the River	436	235	212	306	325	312	558	472	392	149	313	252	543	324	361	243	123	546	315	499	6,916
ADV - Langley Events Centre, West Gym	991	661	452	1,480	1,306	1,310	1,183	1,168	1,449	297	1,328	499	1,120	1,348	721	1,059	235	1,114	1,238	1,051	20,010
ADV - George Preston Recreation Centre	627	264	264	458	498	496	773	733	564	164	493	251	769	545	482	367	77	769	448	685	9,727
ADV - Aldergrove Community Centre	484	220	221	338	361	327	570	534	375	143	360	196	519	386	345	282	67	538	318	509	7,093
ADV - Langley Regional Airport	886	381	401	585	611	594	1,035	964	670	295	576	384	1,014	632	627	460	170	1,008	550	895	12,738
ADV - James Kennedy Elementary School	703	425	316	635	629	634	828	769	728	229	651	352	841	662	499	466	224	781	630	710	11,712
Aldergrove Community Secondary School	699	450	404	498	508	493	850	823	542	254	473	373	796	522	461	428	153	819	463	756	10,765
Alex Hope Elementary School	586	416	287	591	613	572	708	660	632	256	580	334	721	597	396	405	212	678	541	600	10,385
Coghlan Community Hall	207	116	95	108	122	140	258	231	113	64	118	103	253	124	150	87	47	238	107	217	2,898
D.W. Poppy Secondary School	767	386	394	368	389	403	945	812	460	236	383	299	867	447	516	287	124	928	388	804	10,203
Dorothy Peacock Elementary School	614	427	273	442	446	424	678	653	479	204	461	287	732	455	406	348	210	630	442	610	9,221
George Preston Recreation Centre	1,035	584	495	605	649	619	1,231	1,185	712	304	633	474	1,135	687	673	464	199	1,179	597	1,059	14,519
Glenwood Elementary School	533	258	241	373	409	381	634	600	422	145	371	204	602	403	370	316	112	586	337	563	7,860
James Hill Elementary School	1,261	609	544	594	647	642	1,527	1,342	793	468	628	535	1,393	723	900	432	213	1,467	654	1,276	16,648
James Kennedy Elementary School	987	637	476	684	649	685	1,155	1,094	753	349	706	530	1,121	711	663	440	377	1,089	651	1,012	14,769
Langley Events Centre, West Gym	866	745	431	1,204	959	952	893	935	1,052	282	960	488	870	967	568	776	256	816	993	893	15,906
Lynn Fripps Elementary School	740	651	406	980	918	892	878	782	1,018	327	916	507	853	904	505	712	238	795	890	771	14,683
Parkside Centennial Elementary School	348	226	195	202	203	205	419	403	212	121	200	182	390	227	233	165	74	398	207	379	4,989
R.C. Garnett Demonstration Elementary School	827	630	400	744	650	651	917	932	758	288	659	462	875	682	569	481	202	909	647	853	13,136
Wix-Brown Elementary School	336	182	178	213	280	262	425	370	256	109	237	164	394	254	205	196	64	393	245	368	5,131
salishan Place by the River	627	358	327	335	333	353	770	705	412	240	318	346	736	357	482	252	189	732	329	645	8,846
Special	90	36	44	84	81	68	103	113	80	22	66	35	97	87	54	55	14	88	62	96	1,375
Township of Langley - Total	14,650	8,897	7,056	11,827	11,586	11,415	17,338	16,280	12,872	4,946	11,430	7,257	16,641	12,044	10,186	8,721	3,580	16,501	11,052	15,251	229,530

2026 Local General Election Results - School Trustees

	Alex JOEHL	Neil TURNER (Langley Strong)	Sean STEVENSON (Progress for Langley)	Charlie FOX (Langley Strong)	Carlos SUAREZ RUBIO	Kathie DALZIEL (Langley Strong)	Matt BURCK (Progress for Langley)	Candy ASHDOWN (Langley Strong)	Blake VENECHUK	Betty SIEGEL (Progress for Langley)	Holly DICKINSON (Langley Strong)	Norma Jean MAXWELL (Progress for Langley)	Jared EVANS	Olivia LAKE DE MEZA (Progress for Langley)	Tina PATTERSON	Total Votes
ADV - salishan Place by the River	67	480	298	532	53	423	293	443	88	276	466	271	56	253	162	4,161
ADV - Langley Events Centre, West Gym	225	1,012	1,334	1,104	181	950	1,249	950	226	1,235	1,060	1,176	177	1,134	434	12,447
ADV - George Preston Recreation Centre	113	658	460	731	67	592	443	600	119	458	654	425	84	382	179	5,965
ADV - Aldergrove Community Centre	113	495	347	567	62	409	307	432	132	296	461	302	74	264	136	4,397
ADV - Langley Regional Airport	163	906	539	991	125	835	518	814	240	508	895	531	99	449	253	7,866
ADV - James Kennedy Elementary School	127	742	608	759	104	682	559	694	145	584	760	537	94	533	286	7,214
Aldergrove Community Secondary School	181	756	439	830	141	622	427	662	236	424	730	417	116	382	274	6,637
Alex Hope Elementary School	137	593	540	676	126	574	493	593	178	525	654	475	117	420	276	6,377
Coghlan Community Hall	40	210	93	236	32	193	96	180	64	109	199	101	26	77	63	1,719
D.W. Poppy Secondary School	149	794	360	875	104	663	328	678	242	316	786	341	92	271	209	6,208
Dorothy Peacock Elementary School	122	559	408	676	109	576	383	557	148	397	648	367	100	369	256	5,675
George Preston Recreation Centre	231	1,041	548	1,115	171	895	517	938	277	518	1,076	548	160	460	350	8,845
Glenwood Elementary School	98	546	356	591	74	500	325	508	112	314	545	331	78	287	141	4,806
James Hill Elementary School	245	1,293	582	1,475	162	1,138	577	1,164	356	526	1,294	557	167	460	335	10,331
James Kennedy Elementary School	216	967	607	1,097	171	945	566	933	259	588	1,074	571	177	545	368	9,084
Langley Events Centre, West Gym	262	846	1,007	890	226	774	919	746	233	913	840	876	168	857	361	9,918
Lynn Fripps Elementary School	206	753	884	830	200	683	834	696	178	819	793	817	137	791	380	9,001
Parkside Centennial Elementary School	89	366	178	442	68	301	169	322	107	156	381	170	64	157	116	3,086
R.C. Garnett Demonstration Elementary School	183	867	681	920	143	772	607	761	241	599	856	557	138	559	318	8,202
Wix-Brown Elementary School	67	358	203	409	60	289	190	326	113	203	356	198	40	171	105	3,088
salishan Place by the River	110	618	283	696	87	602	268	592	149	294	680	272	95	255	235	5,236
Special	25	85	67	86	13	83	54	91	19	61	79	50	15	45	37	810
Township of Langley - Total	3,169	14,945	10,822	16,528	2,479	13,501	10,122	13,680	3,862	10,119	15,287	9,890	2,274	9,121	5,274	141,073

ATTACHMENT C

Ballot Account
2026 General Local Election
Township of Langley

Poll	Ballots Issued	Ballots Voted	Ballots Spoiled	Ballots Unused	Ballots Unaccounted
ADV salishan Place by the River	1710	983	39	688	0
ADV Langley Events Centre	3400	2905	88	411	4
ADV George Preston Recreation Centre	1710	1389	49	271	1
ADV Aldergrove Community Centre	1710	1049	24	636	1
ADV James Kennedy Elementary School	2210	1693	39	378	0
ADV Langley Regional Airport	2110	1839	68	203	0
ADV Special Polls	1351	296	19	1037	1
GVD Aldergrove Community Secondary School	2110	1583	72	355	0
GVD Alex Hope Elementary School	2010	1560	67	383	0
GVD Coghlan Community Hall	810	445	16	349	0
GVD D.W. Poppy Elementary School	2110	1523	55	531	1
GVD Dorothy Peacock Elementary School	1710	1375	51	283	1
GVD George Preston Recreation Centre	2310	2164	64	79	3
GVD Glenwood Elementary School	1610	1156	38	415	1
GVD James Hill Elementary School	2810	2502	57	250	1
GVD James Kennedy Elementary School	2710	2242	75	394	1
GVD Langley Events Centre, West Gym	2600	2365	84	147	4
GVD Lynn Fripps Elementary School	2410	2182	65	159	4
GVD Parkside Centennial Elementary School	1310	765	26	519	0
GVD RC Garnett Demonstration Elementary School	2410	1938	84	388	0
GVD Wix-Brown Elementary School	1210	777	30	403	0
GVD salishan Place by the River	2010	1298	44	668	0
	44341	34029	1154	8947	16

2026 General Local Elections

Communications Summary and Outcomes

Township of Langley | Communications

Overview

Key Contact: Wendy Bauer **Department:** Legislative Services **Election Date:** October 17, 2026

Primary Goal: Provide election information and encourage participation **Communications Lead:** Andrew Hopkins

Primary Audience: Township of Langley residents, businesses, and property owners

Communications Timing: July 2026 until mid-October 2026

Marketing and Communications Activities

TOL Direct Communications

- A dedicated multi-page website - tol.ca/elections with full information for candidates and voters
- Large image carousel ad on tol.ca homepage carousel starting in September
- Featured News link on tol.ca homepage
- 3 News posts on tol.ca/news
- Mini Ads in emphasis boxes on high traffic TOL webpages like Recregister
- 12 paid newspaper print ads in 2 local newspapers (Langley Advance Times and Aldergrove Star)
- 34 social media posts/campaigns on all corporate social media platforms
- 7 paid digital advertising campaigns on Meta social media platforms and Google/YouTube
- 9 eNewsletters sent to 4,800+ subscribers from July to October
- 9 community sign boards posted around the Township
- 1 News release sent to 2 local newspapers (Langley Advance Times and Aldergrove Star)
- Mailed voter notification cards
- Elections posters in community facilities
- Elections TV slides on salishan, Recreation, and Community Centre front desk TVs
- Posters for Special Voting Opportunities at seniors' facilities where they are provided
- "I Voted" and "Future Voter" stickers to raise awareness in community

Other Indirect Communications

- Newspapers ran numerous election-related articles and candidate ads
- Community social media channels syndicating TOL posts, other posts, and news
- Individuals' social media channels syndicating TOL posts, other posts, and news

Specific Activity Details

Webpage – tol.ca/elections

Includes the following subpages:

- Voting Dates & Locations
- Voting Information
- Candidates
- About the Candidates

- Election Signs
- Elections Workers
- Additional Information
- Results

Tol.ca Website Homepage

- Large carousel image and caption on homepage
- Featured News posts on homepage linking to elections webpages

Paid Conventional and Digital Advertising

Newspaper Ads (Langley Advance Times and Aldergrove Star)

- Standalone Legislated Ads: approximately $6,200 total
    - $1,644 August 6 – Legislated ad with info on candidate nominations.
    - $4,573 September 24 and October 1 – Full page, legislated ad with extensive voting info.

- Additional Newspaper Ads Within News and Events Ad: approximately $1,500 total
    - $416 September 24 - General election info and election sign rules
    - $252 October 1 – Advance voting Information and locations
    - $252 October 8 – Advance voting Information and locations
    - $588 October 15 – General election voting information and locations

Meta – Facebook/Instagram Ads: $2,625 total

- $210 September 1 – 11: Candidate nominations period
- $210 September 26 – October 21: Elections sign rules
- $840 September 28 – October 10: Find out about candidates and General elections voting information
- $525 October 6 – 10: Advance voting
- $525 October 10-16: Find out about candidates and General elections voting information
- $315 October 17: Vote on October 17

Google/YouTube Ads: $525 total

- $525 October 1-16: General election voting information and locations graphic/video campaign

Community Signs

- Community signs mid-September – October 17: Approximately $700 total for production/installation

  4’x4’ signs

  9 prominent intersection/roadside locations

Engagement and Communications Outcomes

Below are the outcomes of the marketing and communications plan developed and implemented for the 2026 General Local Elections.

Summary Analysis

Used conventional and online tools to communicate election information for candidates and voters with a goal of encouraging people to get out and vote. Focuses included information on nominations, advance voting, voting locations, candidates, elections sign rules, and more. Paid campaigns ran from August through October, touching on key milestone dates, actions and providing important voting information. Goal was to build engagement with our communications and achieve higher voter turnout than 2022.

Website

Pageviews for the main election website and all subpages and election related news posts in comparison to 2022.

Overall Elections Communications Period

Dates	Pageviews
July 13, 2026 – October 20, 2026	157,562
July 11, 2022 – October 18, 2022	153,111

-

2 weeks to Elections

Dates	Pageviews
October 3, 2026 – October 20, 2026	128,404
October 1, 2022 – October 18, 2022	120,168

Election Days

Dates	Pageviews
October 17, 2026	56,876
October 15, 2022	58,273

Social Media and Digital Advertising (FB, TW, IG, LI):

Social media and digital advertising analytics for 2026 Local General Elections free posts and paid campaigns.

- **Total accounts reached**: **358,147** *(2022: 123,520, +190% increase)*
  - Organic (free) reach: 44,285
  - Paid reach: 313,862
- **Total impressions**: **1,221,924** *(2022: 333,048, +267% increase)*
  - Organic (free) impressions: 73,467
  - Paid impressions: 1,148,457
- **Total link clicks**: **4,857** *(2022: 2,827, +72% increase)*
  - Organic (free) link clicks: 669
  - Paid link clicks: 4,188

eNewsletters / Email Marketing

eNewsletter sends with stories directing to information about 2026 Local General Elections.

eNewsletter edition	Emails Sent	Unique Opens
Public Notices eNewsletter – July 31	875	582
General eNewsletter – August 5	4,867	3,245
General eNewsletter – September 3	4,874	3,315
General eNewsletter – September 16	4,870	3,290
Public Notices eNewsletter – September 21	904	601
Public Notices eNewsletter – September 28	805	614
General eNewsletter – October 2	4,865	3,242
Elections Special Edition eNewsletter – October 15	4,866	3,174
General eNewsletter – October 19	4,871	3,244

Direct Mail

- Voter notification cards sent to all Township of Langley registered voters.

Media Relations

- News Release sent to Langley Advance Times and Aldergrove Star.
- Media coverage included:
  - https://langleyadvancetimes.com/2026/10/19/voter-turnout-was-up-in-langley-township/
  - https://langleyadvancetimes.com/2026/10/14/more-people-voted-early-in-langley-township/
  - https://langleyadvancetimes.com/2026/10/08/election-meet-the-langley-township-council-candidates/
  - https://langleyadvancetimes.com/2026/10/17/polls-open-for-langley-civic-elections/
  - https://langleyadvancetimes.com/2026/09/11/20-candidates-vie-for-langley-township-council-positions/

Community Traditional Signage

- Township community signs – located at 9 strategic intersections with 4’ x 4’ signs posted

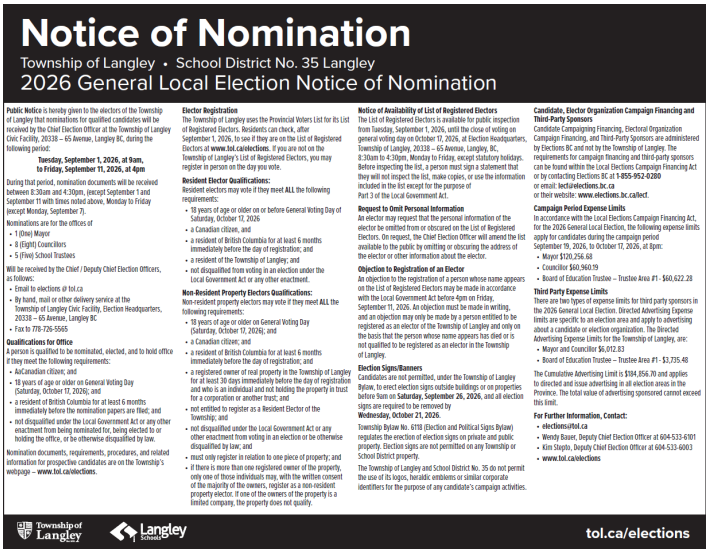
Community Digital Signage

- Internal TOL TV screen ads

Total Investment

$11,089.65 for all paid actions (not including Voter Notification Card mailing). Many actions were completed internally without additional costs.

Paid Newspaper Ad Examples



Notice of Nomination

Township of Langley • School District No. 35 Langley

2026 General Local Election Notice of Nomination

Public Notice is hereby given to the electors of the Township of Langley that nominations for qualified candidates will be received by the Chief Election Officer at the Township of Langley Civic Facility, 20338 – 65 Avenue, Langley BC, during the following period:

Tuesday, September 1, 2026, at 9am, to Friday, September 11, 2026, at 4pm

During that period, nomination documents will be received between 8:30am and 4:30pm, (except September 1 and September 11 with times noted above, Monday to Friday (except Monday, September 7).

Nominations are for the offices of

- 1 (One) Mayor
- 8 (Eight) Councillors
- 5 (Five) School Trustees

Will be received by the Chief / Deputy Chief Election Officers, as follows:

- Email to elections @ tol.ca
- By hand, mail or other delivery service at the Township of Langley Civic Facility, Election Headquarters, 20338 – 65 Avenue, Langley BC
- Fax to 778-726-5565

Qualifications for Office

A person is qualified to be nominated, elected, and to hold office if they meet the following requirements:

- As Canadian citizen; and
- 18 years of age or older on General Voting Day (Saturday, October 17, 2026); and
- a resident of British Columbia for at least 6 months immediately before the nomination papers are filed; and
- not disqualified under the Local Government Act or any other enactment from being nominated for, being elected to or holding the office, or be otherwise disqualified by law.

Nomination documents, requirements, procedures, and related information for prospective candidates are on the Township's webpage – **www.tol.ca/elections**.

Elector Registration

The Township of Langley uses the Provincial Voters List for its List of Registered Electors. Residents can check, after September 1, 2026, to see if they are on the List of Registered Electors at **www.tol.ca/elections**. If you are not on the Township of Langley's List of Registered Electors, you may register in person on the day you vote.

Resident Elector Qualifications:

Resident electors may vote if they meet **ALL** the following requirements:

- 18 years of age or older on or before General Voting Day of Saturday, October 17, 2026
- a Canadian citizen, and
- a resident of British Columbia for at least 6 months immediately before the day of registration; and
- a resident of the Township of Langley; and
- not disqualified from voting in an election under the Local Government Act or any other enactment.

Non-Resident Property Electors Qualifications:

Non-resident property electors may vote if they meet **ALL** the following requirements:

- 18 years of age or older on General Voting Day (Saturday, October 17, 2026); and
- a Canadian citizen; and
- a resident of British Columbia for at least 6 months immediately before the day of registration; and
- a registered owner of real property in the Township of Langley for at least 30 days immediately before the day of registration and who is an individual and not holding the property in trust for a corporation or another trust; and
- not entitled to register as a Resident Elector of the Township; and
- not disqualified under the Local Government Act or any other enactment from voting in an election or be otherwise disqualified by law; and
- must only register in relation to one piece of property; and
- if there is more than one registered owner of the property, only one of those individuals may, with the written consent of the majority of the owners, register as a non-resident property elector. If one of the owners of the property is a limited company, the property does not qualify.

Notice of Availability of List of Registered Electors

The List of Registered Electors is available for public inspection from Tuesday, September 1, 2026, until the close of voting on general voting day on October 17, 2026, at Election Headquarters, Township of Langley, 20338 – 65 Avenue, Langley, BC, 8:30am to 4:30pm, Monday to Friday, except statutory holidays. Before inspecting the list, a person must sign a statement that they will not inspect the list, make copies, or use the information included in the list except for the purpose of Part 3 of the Local Government Act.

Request to Omit Personal Information

An elector may request that the personal information of the elector be omitted from or obscured on the List of Registered Electors. On request, the Chief Election Officer will amend the list available to the public by omitting or obscuring the address of the elector or other information about the elector.

Objection to Registration of an Elector

An objection to the registration of a person whose name appears on the List of Registered Electors may be made in accordance with the Local Government Act before 4pm on Friday, September 11, 2026. An objection must be made in writing, and an objection may only be made by a person entitled to be registered as an elector of the Township of Langley and only on the basis that the person whose name appears has died or is not qualified to be registered as an elector in the Township of Langley.

Election Signs/Banners

Candidates are not permitted, under the Township of Langley Bylaw, to erect election signs outside buildings or on properties before 9am on **Saturday, September 26, 2026**, and all election signs are required to be removed by **Wednesday, October 21, 2026.**

Township Bylaw No. 6118 (Election and Political Signs Bylaw) regulates the erection of election signs on private and public property. Election signs are not permitted on any Township or School District property.

The Township of Langley and School District No. 35 do not permit the use of its logos, heraldic emblems or similar corporate identifiers for the purpose of any candidate's campaign activities.

Candidate, Elector Organization Campaign Financing and Third-Party Sponsors

Candidate Campaigning Financing, Electoral Organization Campaign Financing, and Third-Party Sponsors are administered by Elections BC and not by the Township of Langley. The requirements for campaign financing and third-party sponsors can be found within the Local Elections Campaign Financing Act or by contacting Elections BC at **1-855-952-0280** or email: **lecfa@elections.bc.ca** or their website: **www.elections.bc.ca/lecf**.

Campaign Period Expense Limits

In accordance with the Local Elections Campaign Financing Act, for the 2026 General Local Election, the following expense limits apply for candidates during the campaign period September 19, 2026, to October 17, 2026, at 8pm:

- Mayor $120,256.68
- Councillor $60,960.19
- Board of Education Trustee – Trustee Area #1 - $60,622.28

Third Party Expense Limits

There are two types of expense limits for third party sponsors in the 2026 General Local Election. Directed Advertising Expense limits are specific to an election area and apply to advertising about a candidate or election organization. The Directed Advertising Expense Limits for the Township of Langley, are:

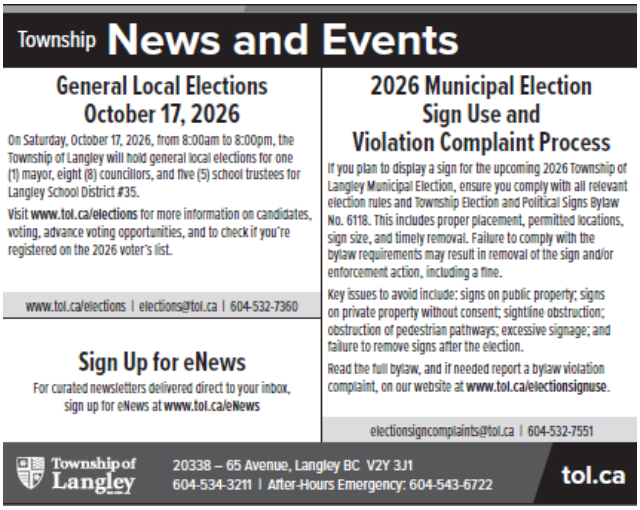
- Mayor and Councillor $6,012.83
- Board of Education Trustee – Trustee Area #1 - $3,735.48

The Cumulative Advertising Limit is $184,856.70 and applies to directed and issue advertising in all election areas in the Province. The total value of advertising sponsored cannot exceed this limit.

For Further Information, Contact:

- elections@tol.ca
- Wendy Bauer, Deputy Chief Election Officer at 604-533-6101
- Kim Stepto, Deputy Chief Election Officer at 604-533-6003
- www.tol.ca/elections

Township of Langley | Langley Schools | tol.ca/elections



Township News and Events

General Local Elections October 17, 2026

On Saturday, October 17, 2026, from 8:00am to 8:00pm, the Township of Langley will hold general local elections for one (1) mayor, eight (8) councillors, and five (5) school trustees for Langley School District #35.

Visit **www.tol.ca/elections** for more information on candidates, voting, advance voting opportunities, and to check if you're registered on the 2026 voter's list.

www.tol.ca/elections | elections@tol.ca | 604-532-7360

Sign Up for eNews

For curated newsletters delivered direct to your inbox, sign up for eNews at **www.tol.ca/eNews**

2026 Municipal Election Sign Use and Violation Complaint Process

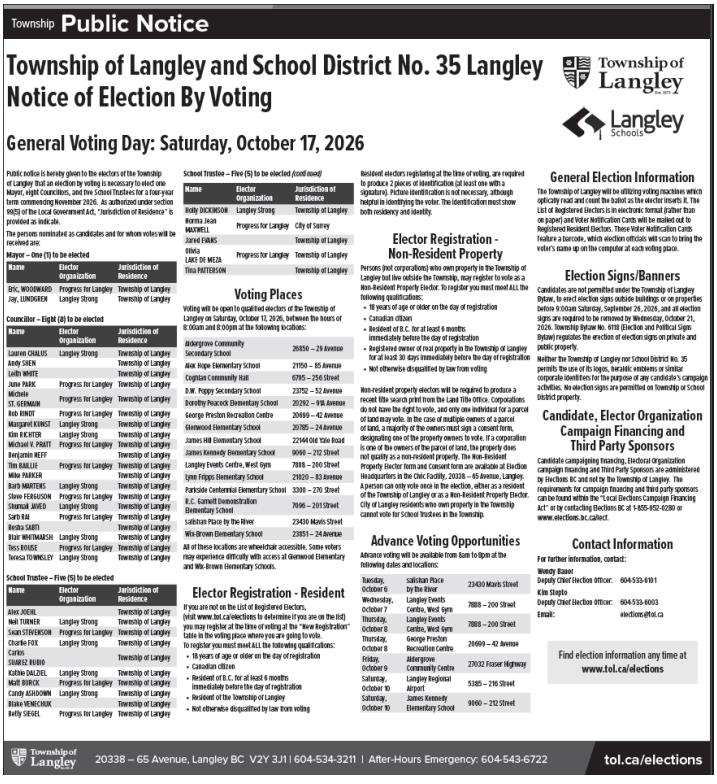
If you plan to display a sign for the upcoming 2026 Township of Langley Municipal Election, ensure you comply with all relevant election rules and Township Election and Political Signs Bylaw No. 6118. This includes proper placement, permitted locations, sign size, and timely removal. Failure to comply with the bylaw requirements may result in removal of the sign and/or enforcement action, including a fine.

Key issues to avoid include: signs on public property; signs on private property without consent; sightline obstruction; obstruction of pedestrian pathways; excessive signage; and failure to remove signs after the election.

Read the full bylaw, and if needed report a bylaw violation complaint, on our website at **www.tol.ca/electionsignuse**.

electionsigncomplaints@tol.ca | 604-532-7551

Township of Langley | 20338 – 65 Avenue, Langley BC V2Y 3J1 | 604-534-3211 | After-Hours Emergency: 604-543-6722 | tol.ca



Township Public Notice

Township of Langley and School District No. 35 Langley Notice of Election By Voting

Township of Langley | Langley Schools

General Voting Day: Saturday, October 17, 2026

Public notice is hereby given to the electors of the Township of Langley that an election by voting is necessary to elect one Mayor, eight Councillors, and five School Trustees for a four-year term commencing November 2026. As authorized under section 90(5) of the Local Government Act, "Jurisdiction of Residence" is provided as indicate.

The persons nominated as candidates and for whom votes will be received are:

Mayor – One (1) to be elected

Name	Elector Organization	Jurisdiction of Residence
Eric, WOODWARD	Progress for Langley	Township of Langley
Jay, LUNDGREN	Langley Strong	Township of Langley

Councillor – Eight (8) to be elected

Name	Elector Organization	Jurisdiction of Residence
Lauren CHALUS	Langley Strong	Township of Langley
Andy SHEN		Township of Langley
Leith WHITE		Township of Langley
June PARK	Progress for Langley	Township of Langley
Michele ST. GERMAIN	Progress for Langley	Township of Langley
Rob RINDT	Progress for Langley	Township of Langley
Margaret KUNST	Langley Strong	Township of Langley
Kim RICHTER	Langley Strong	Township of Langley
Michael V. PYATT	Progress for Langley	Township of Langley
Benjamin NEFF		Township of Langley
Tim BAILLIE	Progress for Langley	Township of Langley
Mike PARKER		Township of Langley
Barb MARTENS	Langley Strong	Township of Langley
Steve FERGUSON	Progress for Langley	Township of Langley
Shanaali JAVED	Langley Strong	Township of Langley
Satbir BAI	Progress for Langley	Township of Langley
Rekha SABITI		Township of Langley
Blair WHITMARSH	Langley Strong	Township of Langley
Theo ROUSE	Progress for Langley	Township of Langley
Teresa TOWNSLEY	Langley Strong	Township of Langley

School Trustee – Five (5) to be elected

Name	Elector Organization	Jurisdiction of Residence
Alex JOEHL		Township of Langley
Neil TURNER	Langley Strong	Township of Langley
Sean STEVENSON	Progress for Langley	Township of Langley
Charlie FOX	Langley Strong	Township of Langley
Carlos SUAREZ BUDIO		Township of Langley
Kathie DALZIEL	Langley Strong	Township of Langley
Matt BIRCK	Progress for Langley	Township of Langley
Candy ASHDOWN	Langley Strong	Township of Langley
Blake VENECHUK		Township of Langley
Betty SIEGEL	Progress for Langley	Township of Langley

School Trustee – Five (5) to be elected *(continued)*

Name	Elector Organization	Jurisdiction of Residence
Holly DICKINSON	Langley Strong	Township of Langley
Norma Jean MAXWELL	Progress for Langley	City of Surrey
Jared EVANS		Township of Langley
Olivia LUKE DE MEZA	Progress for Langley	Township of Langley
Tina PATTERSON		Township of Langley

Voting Places

Voting will be open to qualified electors of the Township of Langley on Saturday, October 17, 2026, between the hours of 8:00am and 8:00pm at the following locations:

Aldergrove Community Secondary School	26850 – 29 Avenue
Alex Hope Elementary School	21150 – 85 Avenue
Coghlan Community Hall	6795 – 256 Street
D.W. Poppy Secondary School	23752 – 52 Avenue
Dorothy Peacock Elementary School	20292 – 91A Avenue
George Preston Recreation Centre	20699 – 42 Avenue
Glenwood Elementary School	20785 – 24 Avenue
James Hill Elementary School	22144 Old Yale Road
James Kennedy Elementary School	9060 – 212 Street
Langley Events Centre, West Gym	7888 – 200 Street
Lynn Fripps Elementary School	21020 – 83 Avenue
Parkside Centennial Elementary School	3300 – 270 Street
R.C. Garnett Demonstration Elementary School	7096 – 201 Street
salishan Place by the River	23430 Mavis Street
Wix-Brown Elementary School	23851 – 24 Avenue

All of these locations are wheelchair accessible. Some voters may experience difficulty with access at Glenwood Elementary and Wix-Brown Elementary Schools.

Elector Registration - Resident

If you are not on the List of Registered Electors, (visit www.tol.ca/elections to determine if you are on the list) you may register at the time of voting at the "New Registration" table in the voting place where you are going to vote.

To register you must meet ALL the following qualifications:

- 18 years of age or older on the day of registration
- Canadian citizen
- Resident of B.C. for at least 6 months immediately before the day of registration
- Resident of the Township of Langley
- Not otherwise disqualified by law from voting

Resident electors registering at the time of voting, are required to produce 2 pieces of identification (at least one with a signature). Picture identification is not necessary, although helpful in identifying the voter. The identification must show both residency and identity.

Elector Registration - Non-Resident Property

Persons (not corporations) who own property in the Township of Langley but live outside the Township, may register to vote as a Non-Resident Property Elector. To register you must meet ALL the following qualifications:

- 18 years of age or older on the day of registration
- Canadian citizen
- Resident of B.C. for at least 6 months immediately before the day of registration
- Registered owner of real property in the Township of Langley for at least 30 days immediately before the day of registration
- Not otherwise disqualified by law from voting

Non-resident property electors will be required to produce a recent title search print from the Land Title Office. Corporations do not have the right to vote, and only one individual for a parcel of land may vote. In the case of multiple owners of a parcel of land, a majority of the owners must sign a consent form, designating one of the property owners to vote. If a corporation is one of the owners of the parcel of land, the property does not qualify as a non-resident property. The Non-Resident Property Elector form and Consent form are available at Election Headquarters in the Civic Facility, 20338 – 65 Avenue, Langley. A person can only vote once in the election, either as a resident of the Township of Langley or as a Non-Resident Property Elector. City of Langley residents who own property in the Township cannot vote for School Trustees in the Township.

Advance Voting Opportunities

Advance voting will be available from 8am to 8pm at the following dates and locations:

Tuesday, October 6	salishan Place by the River	23430 Mavis Street
Wednesday, October 7	Langley Events Centre, West Gym	7888 – 200 Street
Thursday, October 8	Langley Events Centre, West Gym	7888 – 200 Street
Thursday, October 8	George Preston Recreation Centre	20699 – 42 Avenue
Friday, October 9	Aldergrove Community Centre	27032 Fraser Highway
Saturday, October 10	Langley Regional Airport	5385 – 216 Street
Saturday, October 10	James Kennedy Elementary School	9060 – 212 Street

General Election Information

The Township of Langley will be utilizing voting machines which optically read and count the ballot as the elector inserts it. The List of Registered Electors is in electronic format (rather than on paper) and Voter Notification Cards will be mailed out to Registered Resident Electors. These Voter Notification Cards feature a barcode, which election officials will scan to bring the voter's name up on the computer at each voting place.

Election Signs/Banners

Candidates are not permitted under the Township of Langley Bylaw, to erect election signs outside buildings or on properties before 9:00am Saturday, September 26, 2026, and all election signs are required to be removed by Wednesday, October 21, 2026. Township Bylaw No. 6118 (Election and Political Signs Bylaw) regulates the erection of election signs on private and public property.

Neither the Township of Langley nor School District No. 35 permits the use of its logos, heraldic emblems or similar corporate identifiers for the purpose of any candidate's campaign activities. No election signs are permitted on Township or School District property.

Candidate, Elector Organization Campaign Financing and Third Party Sponsors

Candidate campaigning financing, Electoral Organization campaign financing and Third Party Sponsors are administered by Elections BC and not by the Township of Langley. The requirements for campaign financing and third-party sponsors can be found within the "Local Elections Campaign Financing Act" or by contacting Elections BC at 1-855-952-0280 or www.elections.bc.ca/lecf.

Contact Information

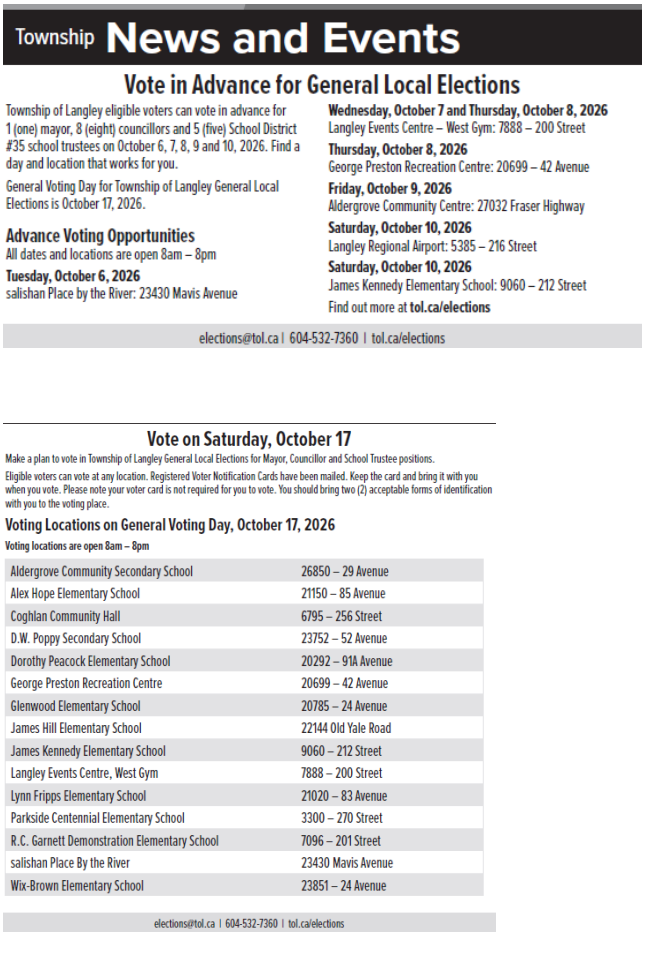
For further information, contact:

Wendy Bauer
Deputy Chief Election Officer: 604-533-6101

Kim Stepto
Deputy Chief Election Officer: 604-533-6003
Email: elections@tol.ca

Find election information any time at **www.tol.ca/elections**

Township of Langley | 20338 – 65 Avenue, Langley BC V2Y 3J1 | 604-534-3211 | After-Hours Emergency: 604-543-6722 | tol.ca/elections



Township News and Events

Vote in Advance for General Local Elections

Township of Langley eligible voters can vote in advance for 1 (one) mayor, 8 (eight) councillors and 5 (five) School District #35 school trustees on October 6, 7, 8, 9 and 10, 2026. Find a day and location that works for you.

General Voting Day for Township of Langley General Local Elections is October 17, 2026.

Advance Voting Opportunities

All dates and locations are open 8am – 8pm

Tuesday, October 6, 2026
salishan Place by the River: 23430 Mavis Avenue

Wednesday, October 7 and Thursday, October 8, 2026
Langley Events Centre – West Gym: 7888 – 200 Street

Thursday, October 8, 2026
George Preston Recreation Centre: 20699 – 42 Avenue

Friday, October 9, 2026
Aldergrove Community Centre: 27032 Fraser Highway

Saturday, October 10, 2026
Langley Regional Airport: 5385 – 216 Street

Saturday, October 10, 2026
James Kennedy Elementary School: 9060 – 212 Street

Find out more at **tol.ca/elections**

elections@tol.ca | 604-532-7360 | tol.ca/elections

Vote on Saturday, October 17

Make a plan to vote in Township of Langley General Local Elections for Mayor, Councillor and School Trustee positions.

Eligible voters can vote at any location. Registered Voter Notification Cards have been mailed. Keep the card and bring it with you when you vote. Please note your voter card is not required for you to vote. You should bring two (2) acceptable forms of identification with you to the voting place.

Voting Locations on General Voting Day, October 17, 2026

Voting locations are open 8am – 8pm

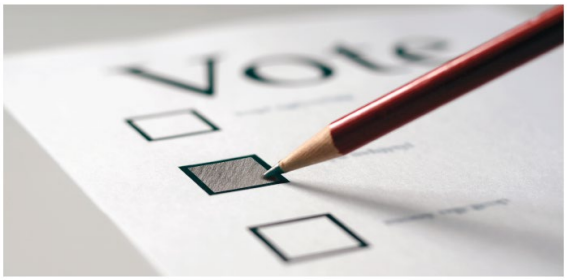
Aldergrove Community Secondary School	26850 – 29 Avenue
Alex Hope Elementary School	21150 – 85 Avenue
Coghlan Community Hall	6795 – 256 Street
D.W. Poppy Secondary School	23752 – 52 Avenue
Dorothy Peacock Elementary School	20292 – 91A Avenue
George Preston Recreation Centre	20699 – 42 Avenue
Glenwood Elementary School	20785 – 24 Avenue
James Hill Elementary School	22144 Old Yale Road
James Kennedy Elementary School	9060 – 212 Street
Langley Events Centre, West Gym	7888 – 200 Street
Lynn Fripps Elementary School	21020 – 83 Avenue
Parkside Centennial Elementary School	3300 – 270 Street
R.C. Garnett Demonstration Elementary School	7096 – 201 Street
salishan Place By the River	23430 Mavis Avenue
Wix-Brown Elementary School	23851 – 24 Avenue

elections@tol.ca | 604-532-7360 | tol.ca/elections

Print Material Examples

2026 General Local Elections

Saturday, October 17, 2026



For more information about candidates, voting and more, visit **tol.ca/elections**.

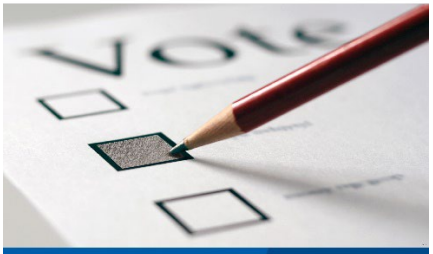
Find details at

Township of Langley | Langley Schools | tol.ca/elections

2026 Local General Elections

Vote in Advance
October 6 – 10, 2026

For locations and more details, visit **tol.ca/elections**.



Township of Langley | Langley Schools | tol.ca/elections

Township of Langley

Langley Schools

JOHN SAMPLE
123 ANY STREET

barcode here
E847235376

Resident Voter Notification Card

2026 General Local Elections
Saturday, October 17, 2026
8am to 8pm

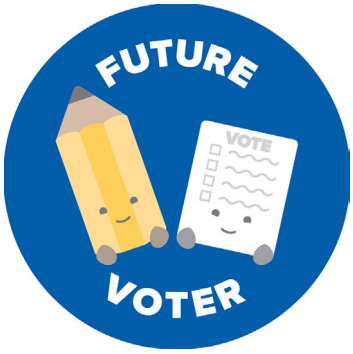
To vote on Saturday, October 17, follow these instructions.

1. **Bring this Resident Voter Notification Card with you to the voting location.**
2. **For new registration or changes to your voter information, please bring two (2) acceptable forms of identification with you to the voting location.**
   For a list of acceptable documents proving elector identity, see the included information card or visit **tol.ca/elections**.

Unable to vote on October 17?
See reverse for advance voting information.

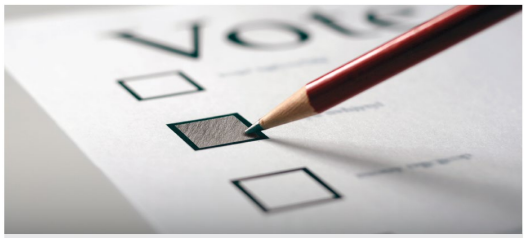
3. **Vote at one of these voting locations**

Aldergrove Community Secondary School	26850 – 29 Avenue
Alex Hope Elementary School	21150 – 85 Avenue
Coghlan Community Hall	6795 – 256 Street
D.W. Poppy Secondary School	23752 – 52 Avenue
Dorothy Peacock Elementary School	20292 – 91A Avenue
George Preston Recreation Centre	20699 – 42 Avenue
Glenwood Elementary School	20785 – 24 Avenue
James Hill Elementary School	22144 Old Yale Road
James Kennedy Elementary School	9060 – 212 Street
Langley Events Centre, West Gym	7888 – 200 Street
Lynn Fripps Elementary School	21020 – 83 Avenue
Parkside Centennial Elementary School	3300 – 270 Street
R.C. Garnett Demonstration Elementary School	7096 – 201 Street
salishan Place by the River	23430 Mavis Avenue
Wix-Brown Elementary School	23851 – 24 Avenue



General Local Elections

Saturday, October 17, 2026



Advance voting October 6 – 10

Township of Langley | Langley Schools | tol.ca/elections

2026 General Local Elections Voting Places

October 17, 2026

All voting locations are open 8am – 8pm.
For advance voting information, visit **tol.ca/elections**.

1	Aldergrove Community Secondary School	26850 – 29 Avenue
2	Alex Hope Elementary School	21150 – 85 Avenue
3	Coghlan Community Hall	6795 – 256 Street
4	D.W. Poppy Secondary School	23752 – 52 Avenue
5	Dorothy Peacock Elementary School	20292 – 91A Avenue
6	George Preston Recreation Centre	20699 – 42 Avenue
7	Glenwood Elementary School	20785 – 24 Avenue
8	James Hill Elementary School	22144 Old Yale Road
9	James Kennedy Elementary School	9060 – 212 Street
10	Langley Events Centre, West Gym	7888 – 200 Street
11	Lynn Fripps Elementary School	21020 – 83 Avenue
12	Parkside Centennial Elementary School	3300 – 270 Street
13	R.C. Garnett Demonstration Elementary School	7096 – 201 Street
14	salishan Place by the River	23430 Mavis Avenue
15	Wix-Brown Elementary School	23851 – 24 Avenue



Township of Langley | Langley Schools | tol.ca/elections

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	APRIL 27, 2026
FROM:	PERMITS, LICENCES & INSPECTIONS DIVISION	**FILE NO:**	6300-01
SUBJECT:	TREE REMOVAL REQUEST – 20355 - 36B AVENUE		

The purpose of this memorandum is to provide Mayor and Council with additional information further to the delegation by Mr. Bob Langston at the April 13, 2026 Regular Council Meeting. Mr. Langston appeared before Council regarding a tree removal permit application that was denied by Township staff.

Please refer to the attached addendum for the chronological summary of the events related to the application and the subsequent denial of the request to remove one tree from the property. (Attachment A)

On January 28, 2026, a tree removal permit application was submitted to the Permits, Licences and Inspections Department requesting approval to remove one oak tree located in the front yard of the property due to it being in an inappropriate location.

The Tree Protection Bylaw 2019 No. 5478 states:

> 5.4 Not including trees in a Streamside Protection and Enhancement Area, a *permit* to *cut or remove* a *protected tree* may be issued by the *Municipality* on in the following circumstances:
>
> g) Where the *protected tree*, by virtue of its size and species, is inappropriate for its location, supported by an *Arborist report* which documents the reasons that the *protected tree*, by virtue of its size, species and location is inappropriate, all to the satisfaction of the *Municipality*.

The applicant's rationale for removing the tree is concern that the tree's roots may affect the water service line. The owner has indicated a desire to proactively remove the tree before any potential damage occurs.

In September 2024, the Township received a service request asking staff to review the water service and the potential for damage from the tree roots. Township historical records show a *Water and Service Connection* form from 1973 that indicates the pipe is a ¾ inch copper line (Attachment B). The property owners advised staff at that time that they were in the process of removing the tree and their arborist had suggested they contact the Township regarding the proximity of the water service. Township staff attended the property and advised the owners that the Township had no concerns regarding the tree roots damaging the water service line.

Following receipt of the tree removal application, the Township's Tree Inspector who is an ISA Certified Arborist, conducted a site inspection and assessed the tree. The following observations were made:

- The tree was located on private property (not a TOL street tree).
- The oak tree was planted around 2009.
- The owners have been lightly topping the tree on a regular basis to maintain a small, rounded form.
- Tree root depth cannot be precisely calculated due to the wide range of site variables; however, research indicates that most oak species have the majority of their roots within 1-2 feet of the surface at maturity.
- The tree has a diameter of approximately 33cm and is considered a small to medium sized tree. Combined with the impacts of topping, which is a known practice that suppresses root growth, it is most likely that the tree roots do not extend beyond 1.5-2 feet. At this depth, these roots are unlikely to be large structural roots capable of damaging water service pipes.

Based on this assessment, staff determined that the tree is not located in an inappropriate location as defined in the Tree Protection Bylaw. As such, the application to remove the tree was denied.

Township staff advised the homeowner that they could consult with an independent arborist to provide additional comments or recommendations. The owner advised staff that they contacted three arborists who indicated they could not assist, as the tree is healthy and they would not provide comments regarding the water service line.

Staff further advised the owners that if they believe the tree poses an imminent risk to the water service line, they may submit additional information for review. This would need to include a report prepared by a qualified professional, such as a plumbing engineer, confirming that there is an imminent risk that the tree roots are likely to damage the water service line. Should this information be provided, staff would be prepared to review the report and reconsider the request to remove the tree.

Attachment A	Addendum of events
Attachment B	Historical (1973) Service Card
Attachment C	Photos
Attachment D	Township of Langley Tree Protection Bylaw 2019 No. 5478

ADDENDUM

Chronology of Correspondence and Events Regarding a
Request to Remove one Tree at 20355 - 36B Ave

Date	Event
September 3, 2024	A Service Request is submitted to the Township's Engineering Department. The owner was in the process of having an oak tree in the front yard removed from his property and his arborist advised him to contact the Township to see if they have any concerns with the location of the water service line.
September 5, 2024	Township staff attend the site and speak with the owner. Staff report that they *"talked to the owner on site and explained to him about his large tree and his water service and that it should be ok".*
January 28, 2026	An application to remove one tree from the property at 20355 36B Avenue is submitted to the PLI Department. The applicant deems the tree to be in an inappropriate location due to the tree roots potentially damaging the water service line.
January 29, 2026	Staff attend the site to assess the tree. The owner stated that a Township employee from the engineering department who was inspecting the water service told him that the tree roots could potentially damage the waterline. Staff believe the waterline may be within the critical root zone; however, the homeowner did not have any documentation showing the location of the waterline. Based on aerial images, the Township's Tree Inspector who is an ISA Certified Arborist determined that the oak tree was planted around 2009, and the homeowners have been lightly topping it to maintain a small, rounded form. The Tree Inspector's opinion is that it's possible that less roots have developed, which usually do not grow very deep.
January 30, 2026	Staff email the applicant to advise that staff are unable to determine whether the tree roots would impact the waterline. Staff recommend the owner consult with a certified arborist to get their opinion.
February 6, 2026	Owner requests an update. Staff respond, advising that the file is under review.
February 9, 2026	Staff discussed the property with the engineering department who confirmed that they did not tell the homeowner the tree needed to be removed.
February 11, 2026	Staff send an email to the owner advising that the file has been discussed with engineering department who do not believe the tree needed to be removed. Staff advise that the permit will not be approved. This is based on the fact that the water service line is installed approximately 2 feet underground or deeper and tree roots grow more horizontally than vertically. When they do reach an underground object, they tend to move around it rather than through it. Also, the oak tree was topped over the years, and as a result, a reduced root system was developed. The owner responds, stating that Township (engineering) staff told him there is no way of telling if the pipe is impacted and they have seen instances where roots have damaged a pipe. The pipe is 18 inches from the tree where the largest roots are.
February 12, 2026	Staff have an email exchange with the owner:

	Staff note the type and size of tree along with the consistent topping which is a known practice that suppresses root growth. It is most likely that the tree roots do not extend beyond 1.5-2 feet. At this depth, these roots are unlikely to be big roots and would not cause damage to the pipes. Staff again recommend contacting an ISA Certified Arborist who may provide additional comments and recommendations. The owner responds - "*So what you are really saying unless there is a leak there is no way you will approve a permit.is that correct. I cannot be pro active".* Staff state that based on the evidence currently available, we are unable to approve the removal of the tree. The owner states that he does not agree with the Township's decision, and he finds it "*abuse of the township telling me a cannot even look at a potential problem until there is an actual problem is an abuse of what I can or cannot do on my own property. I am requesting to meet with your bosses."*
February 13, 2026	The owner attends the PLI counter. He doesn't agree with staff's decision because he wants to be proactive and remove the tree before there are any issues with the water service line. Staff advised that the Tree Inspector who is a certified arborist determined that the risk is low and therefore we will not approve the tree removal permit. Staff again recommend the owner consult with an independent arborist.
February 14, 2026	Staff receive an email from the owner thanking PLI for listening to his concerns. He understands that a water leak may not happen, but the possibility is there and he would like to be proactive. He will be getting a second opinion from an arborist.
February 25, 2026	Staff speak with the owner on the phone. He is unable to hire an arborist because they all say nothing is wrong with the tree and they don't want to comment on the water service line. Staff advise that they will consult with upper management for their comments.
March 9, 2026	Upon consulting with TOL lawyers, staff prepare an email to the owner. The email states that if the owners believe the tree poses an imminent risk to the water service line, they may submit additional information for review. This would need to include a report prepared by a qualified professional, such as a plumbing engineer, confirming there is an imminent risk that the tree roots are likely to damage the waterline. Should this information be provided, staff would be happy to review and reconsider the request to remove the tree. The owner responds, stating that he would dig up the area by hand to see if the roots are impacting the pipe. Staff reply noting that a qualified professional may ask that the area be dug up in order to make an assessment. However, the risk would need to be determined by them by way of a report for Township staff to review and comment.
March 10, 2026	The owner emails with questions regarding the bylaw and who made the decision regarding the request for a qualified professional to make an assessment. Staff advise that we consulted with our lawyers and provided him with the relevant bylaw information.

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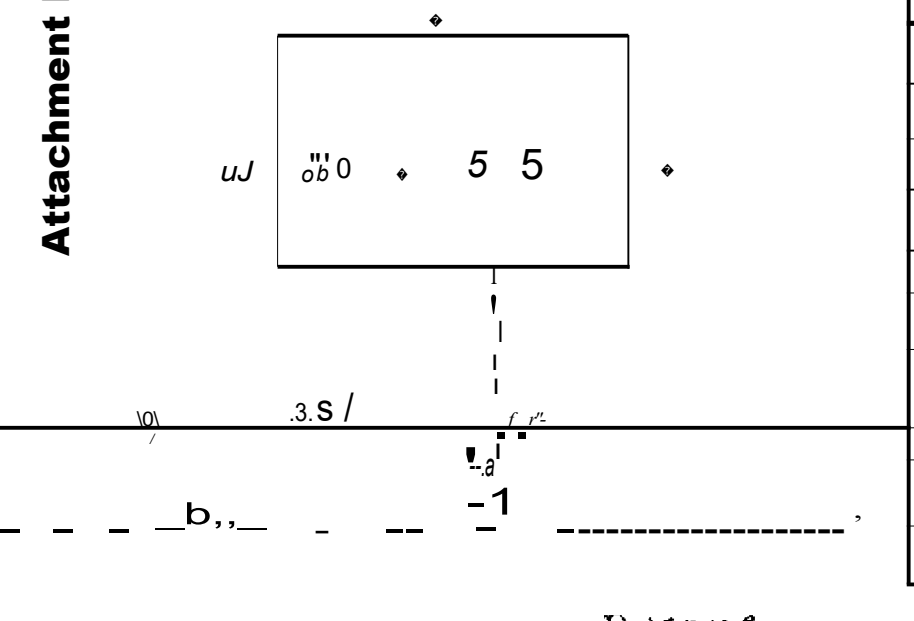
Attachment B



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Attachment C

20355 36B Avenue - Photos







Municipal Waterline Connection

2025 Aerial



THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TREE PROTECTION BYLAW 2019 NO. 5478

CONSOLIDATED FOR CONVENIENCE ONLY

EXPLANATORY NOTE

Bylaw 2019 No. 5478 is to regulate, prohibit and impose requirements for tree cutting and tree protection.

Amending Bylaw 2021 No. 5712 – adopted July 26, 2021
Bylaw 2021 No. 5712 amends Tree Protection Bylaw 2019 No. 5478 by setting forth new inspection and enforcement provisions for tree conservation on private property and on land owned or in the possession of the Municipality, and to protect and enhance tree canopy coverage throughout the lifecycle of trees by: regulating tree protection, prohibiting and penalizing damage to protected trees, prohibiting and penalizing the removal of protected trees without a permit, and regulating and imposing requirements for protected tree preservation, removals, and replacements through a permit process.

Amending Bylaw 2023 No. 5838 – adopted March 13, 2023
Bylaw 2023 No. 5838 amends Tree Protection Bylaw No. 5478 by providing for exemptions within building envelopes, driveway locations, for dead and dying trees, removing the requirement for replacement trees by providing provisions for cash-in-lieu, and removing the requirement to demonstrate undue hardship. Amendments through Bylaw 5838 will be in effect for all in-stream, unissued permits and all new applications received on or after March 14, 2023.

Amending Bylaw 2024 No. 5987 – adopted February 26, 2024
Bylaw No. 5987 amends Tree Protection Bylaw No. 5478 by updating language related to cash-in-lieu and transferring the calculation of cash-in-lieu fees to Fees and Charges Bylaw 2006 No. 4616, as amended.

THIS IS A CONSOLIDATED BYLAW PREPARED BY THE CORPORATION OF THE TOWNSHIP OF LANGLEY FOR CONVENIENCE ONLY. THE TOWNSHIP DOES NOT WARRANT THAT THE INFORMATION CONTAINED IN THIS CONSOLIDATION IS CURRENT. IT IS THE RESPONSIBILITY OF THE PERSON USING THIS CONSOLIDATION TO ENSURE THAT IT ACCURATELY REFLECTS CURRENT BYLAW PROVISIONS.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TREE PROTECTION BYLAW 2019 NO. 5478

WHEREAS the Community Charter, S.B.C. 2003 c. 26 authorizes Council to regulate, prohibit or impose requirements in relation to Trees;

AND WHEREAS Council deems it desirable to regulate, prohibit, and impose requirements for tree cutting and tree protection;

NOW THEREFORE, the Council of the Corporation of the Township of Langley in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. Title

This Bylaw may be cited for all purposes as "Tree Protection Bylaw 2019 No. 5478."

2. Definitions

For the purpose of this Bylaw the following words have the following meanings:

#5712 26/07/21 **"Arborist"** means a person, currently certified by the International Society of Arboriculture (ISA).

#5712 26/07/21 **"Arborist Report"** means a technical report prepared by an *Arborist*, which shall include the following:

#5838 13/03/23

a) information relevant to the purpose for which the report is to be submitted to the *Municipality*, including, but not limited to, surveyed location, species, size, and condition of the subject *protected tree* or *protected tree*s;
b) the reasons for any proposed removal of a *protected tree* or *protected trees*;
c) clear photographs of the *protected trees*, illustrating reason for proposed removal; and
d) description of the recommended tree protection and mitigation measures for any trees being retained, including trees on neighbouring properties.

"Council" means the municipal Council of the Township of Langley.

#5712 26/07/21 **"Critical Root Zone"** means the area of land surrounding the trunk of a *protected tree* contained within a circle of radius equal to the *dbh* of the *protected tree* multiplied by 6.

#5838 13/03/23

#5712 26/07/21 **"Cutting or Removal or Cut or Remove"** means to kill, remove or substantially destroy a *protected tree* by any means, including without limitation, knocking down or cutting into the *protected tree*, the *topping* of a *protected tree* and the cutting of any main stem or other leader or trunk.

#5712 26/07/21 **"DBH or dbh (Diameter Breast Height)"** means the diameter of the trunk of a *protected tree* measured at a point 1.4 metres above the natural grade, except where the diameter of a *protected tree* having multiple trunks 1.4 metres above the natural grade shall be the sum of 100% of the diameter of the largest trunk and 60% of the diameter of each additional trunk.

#5838 13/03/23 *"General Manager" deleted by Bylaw #5838*

#5712 26/07/21 *"Drip Line" deleted by Bylaw #5712*

#5712 26/07/21 *"Hazard Tree" deleted by Bylaw #5712*

#5712 26/07/21 #5838 13/03/23 **"Hedge"** means a row of three or more *protected trees*, where the distance between the outside of one trunk and the next is 2 metres or less adjacent to the next tree, that are pruned and maintained for the purpose of forming a continuous dense screen for privacy, fencing and/or boundary definition that is no more than 10 metres in height.

"Highway" includes a street, road, lane, bridge, viaduct and any other way open to public use, other than a private right-of-way on private property.

#5712 26/07/21 **"Imminent Failure"** means the failure of a *protected tree* has started and is most likely to occur in the near future, even if there is no wind or increased load. Immediate action may be required to protect people from harm.

#5838 13/03/23 **"Municipality"** means the Corporation of the Township of Langley including its staff authorized by Council to carry out the powers and duties outlined in this Bylaw.

#5712 26/07/21 **"Owner"** has the meaning set out in the *Community Charter*, and includes a strata corporation as defined in the *Strata Corporation Act*.

"Parcel" means any lot, block or other area in which land is held or into which land is subdivided but does not include a *highway*.

#5712 26/07/21 **"Permit"** means a *permit* issued by the *Municipality* under authority of this bylaw to *cut or remove* a *protected tree* or *protected tree*s.

#5712 26/07/21 #5838 13/03/23 #5987 26/02/24 **"Protected Tree"** means:

a) any tree, including multi-stemmed trees, within the Township, regardless of species, having a *dbh* of 20 centimetres or more or, where measurement of the *dbh* at 1.4 metres from the ground is impossible or impractical, the *dbh* shall be measured at the natural grade of the ground;

b) a *replacement tree* previously planted as required by the Subdivision and Development Servicing Bylaw 2019 No. 5382, as amended or replaced from time to time;

c) a tree with evidence of nesting or use by:
   i. raptors, as defined in the Wildlife Act, R.S.B.C. 1996, c. 488;
   ii. osprey;
   iii. pileated woodpecker
   iv. heron colony; or
   v. a hummingbird; and

d) any tree, regardless of height or *dbh*, where located on land that is in the ownership or possession of the *Municipality*.

#5712 26/07/21 **"Pruning"** means the selective removal of branches, according to arboricultural techniques in "ISA Best Management Practices: Pruning" to improve quality, or to remove dead or diseased wood, or to correct undesirable growth patterns.

"Public Utility" means the *Municipality*, B.C. Hydro Authority, Telus, FortisBC, and any other utility company or its contractors providing a public service or utility.

#5712 26/07/21 *"Qualified Tree Risk Assessor" deleted by Bylaw #5712*

#5838 13/03/23 *"Replacement Tree" deleted by Bylaw #5838*

#5712 26/07/21 **"Sound Horticultural and Arboricultural Practices"** means planting, *pruning*, and practices as defined by Best Practices of the International Society of Arboriculture (ISA), and the standards put forth in the most recent edition of the "Canadian Landscape Standard as published by the CSLA/CNLA".

#5838 13/03/23 *"Specimen Tree" deleted by Bylaw #5838.*

#5712 26/07/21 **"Stream"** includes any of the following that provides fish habitat:

a) any "Fish Bearing" Class "A", or "Non-Fish Bearing", Class "B" and "C" watercourse based on the Township of Langley's Watercourse Classification Map, or other current information from the Federal Department of Fisheries and Oceans, and/or the Provincial Ministry of Forest, Lands, and Natural Resources Operations;
b) a watercourse, whether it usually contains water or not;
c) a pond, lake, river, creek or brook; or
d) a ditch, spring, or wetland that is connected by surface flow to something referred to in paragraph b) or c) of this definition.

The *Municipality* will ask for further environmental site evaluation by a Qualified Professional, in order to satisfy Township policies and procedures related to environmental sustainability goals and climate change mitigation policies.

#5712 26/07/21 **"Topping"** means the removal of major portions of a tree crown by cutting branches to stubs or to the trunk or cutting of the main leader or branches, and includes *re-topping* of previously *topped protected trees* as defined by the International Society of Arboriculture.

#5712 26/07/21 *"Tree" deleted by Bylaw #5712*

#5712 26/07/21 **"Tree Protection Barrier"** means a sturdy protection barrier or temporary fence at least 1.2 metres in height, installed around the *critical root zone* of a *protected tree* that is to be retained as per Schedule "A".

#5838 13/03/23

"Tree Retention Area" means those areas within the Municipal boundary of the Township of Langley.

#5712 26/07/21 **"Tree Risk Assessment Qualification" (TRAQ)** means an *Arborist* with additional training and qualified by the International Society of Arboriculture as proven proficient in basic tree risk assessment as defined in the "ISA Best Management Practices: Tree Risk Assessment".

#5838 13/03/23

#5838 13/03/23 *"Undue Hardship" deleted by Bylaw #5838.*

#5712 26/07/21 *"Watercourse" deleted by Bylaw #5712*

3. Application of Standards

Except as otherwise set out in this bylaw, the standards and requirements for property prescribed in this bylaw apply to *protected trees* which are:

#5712 26/07/21

a) On land owned or in the possession of the *Municipality*

b) On a privately-owned *parcel* of land in the *Municipality*

c) within a development permit area;

d) within a *tree retention area*; or

e) identified for retention and protection as part of a subdivision, development permit or building permit approval process.

This bylaw does not apply to:

#5712 26/07/21

f) private land used for the production or *cutting* of *protected trees* under a valid, existing licence for a tree farm, nursery or Christmas trees; or

g) land that is currently designated as Agricultural Land Reserve as defined under the Agricultural Land Commission Act; or

h) land that is subject of a development application.

4. Schedule and Severability

If any section, subsection, sentence, clause or phrase of this bylaw is for any reason held to be invalid by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this bylaw.

This Bylaw is cited as “Tree Protection Bylaw No. 5478”.

RESTRICTIONS AND EXEMPTIONS

#5712 26/07/21

5. Restrictions

#5838 13/03/23

5.1. A person must not cut or remove any *protected tree*, or cause, suffer or permit any *protected tree* to be *cut or removed*, except in accordance with the terms and conditions of a valid *permit* issued under this bylaw.

5.2. A person must comply with the terms and conditions of a *permit* issued under this bylaw.

#5838 13/03/23

5.3. Except to the extent permitted by a *permit*, or as provided for in Section 6 and Section 8, a person must not damage a *protected tree* by carrying out any of the following activities:

a) *cutting* or damaging the roots of a *protected tree* growing within the *critical root zone*;

b) operating trucks, backhoes, excavators or other heavy equipment within the *critical root zone* of any *protected tree*;

c) storing or placing fill, building materials, asphalt or a building or structure on land inside the *critical root zone* of a *protected tree*;

d) denting, gouging, tearing, girdling, piercing or otherwise damaging the trunk or removing bark from a *protected tree*;

e) depositing concrete washout or other liquid or chemical substances harmful to the health of a *protected tree*, or burying garbage or debris on land inside the *critical root zone* of a *protected tree*;

f) adding or removing soil from inside the *critical root zone* of a *protected tree*;

g) blasting or burning inside the *critical root zone* of a *protected tree*;

h) *cutting* back a *protected tree*'s branches contrary to *sound horticultural and arboricultural practices* so as to significantly alter the form of the tree canopy consistent with the typical form of the species, except if the *protected tree* forms part of a *hedge*;

i) trenching utilities or irrigation lines, or otherwise undermining the roots of a *protected tree* growing inside the *critical root zone*; or

j) altering the ground water or surface water level within the *critical root zone* of a *protected tree*.

#5838
13/03/23

5.4. Not including trees in a Streamside Protection and Enhancement Area, a *permit* to *cut or remove* a *protected tree* may be issued by the *Municipality* only in the following circumstances:

a) Where the *Municipality*, or an engineer employed by any *public utility*, certifies that in their opinion a tree is impairing, interfering with, or presents a risk or hazard to the operation of *public utility* equipment and appurtenances and that the impairment, interference or risk cannot be reduced or removed in any way other than the removal of the *protected tree*;

b) Where a *protected tree* is situated on a lot outside the Agricultural Land Reserve, which is zoned to permit agricultural use and the application is accompanied by an *Arborist report* and by a sworn declaration of the *owner* declaring that the *protected tree* is to be *cut or removed* to permit agricultural use, that the agricultural use cannot be located elsewhere on that lot so as to accommodate the *protected tree*, and where the *owner* enters into a restrictive covenant registered on the title of the lot documenting that the *owner* has agreed not to make application for development of the lot for a period of ten (10) years, and that all applicable provisions of this bylaw, as determined by the *Municipality*, will apply should the development application be considered for the lot within the ten (10) year period.

c) Where the *Owner* submits an application for tree removal supported by photographic evidence that the tree(s) are dead, dying, damaged, diseased or in decline beyond expectations of recovery;

d) Where the *Owner* submits an application for tree removal for a *protected tree* in *imminent failure;*

e) Where the *Owner* submits an application for tree *removal* related to a building permit application permitted by Zoning Bylaw 1987 No 2500 as amended or replaced from time to time, or amended by an approved Board of Variance application, and where the building envelope or septic field layout, location, or shape will impact the viability of the *protected tree;*

f) Where the *Owner* submits an application for tree *removal* related to a driveway application permitted by the Highway and Traffic Bylaw 2020 No 4758, as amended or replaced from time to time, where the driveway layout, location, or shape will impact the viability of the *protected tree*; or

g) Where the *protected tree*, by virtue of its size and species, is inappropriate for its location, supported by an *Arborist report* which documents the reasons that

the *protected tree*, by virtue of its size, species, and location is inappropriate, all to the satisfaction of the *Municipality.*

5.5. Deleted by Bylaw #5838

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6. Exemptions

6.1. A *permit* is not required to *cut or remove* a *protected tree* where:

a) a development permit, rezoning and/or subdivision has been approved which addresses the removal of the *protected tree*;

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b) the *tree cutting or removal* is in respect of a *protected tree* situated on a lot within the Agricultural Land Reserve and is necessary for the purposes of active farm operations as defined in the Farm Practices Protection (Right to Farm) Act, as amended from time to time, or farm operations which will be commenced within 30 days or within a longer time period if deemed reasonable by the *Municipality*, in its sole discretion. Properties not located within the ALR are subject to section 5.4 b) of this Bylaw;

c) the tree *cutting or removal* is for the installation of roads or services shown on an engineering drawing approved by the *Municipality* in respect of a building permit or subdivision approval;

d) the tree *cutting or removal* is carried out by the *Municipality* or its agents on public property;

e) the *tree cutting or removal* is carried out using standard arboricultural practices for the maintenance of above ground utility conductors by a *public utility* or its contractors;

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f) the *tree cutting or removal* is of a *protected tree* less than 20 centimetres *dbh* by a British Columbia Land Surveyor when cutting survey lines of a width of less than 2 metres;

g) the *cutting or removal* constitutes normal *pruning* of *protected trees*, including *pruning* by a *public utility* in accordance with *sound horticultural and arboricultural practices* or as required for the safe operation of overhead transmission lines; or

h) the *protected tree* is less than 20 centimetres *dbh*.

6.2. A *permit* is not required for the *pruning* of a *hedge*.

PERMIT APPLICATION PROCESS

7. General Conditions of Permit

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7.1. A *permit* for the *cutting or removal* of any *protected tree* to which this bylaw applies shall be in the form issued by the *Municipality*.

7.2. A *permit* issued under this bylaw is non-transferable.

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7.3. The *permit* shall be displayed in an accessible and visible location on the *parcel* to which it pertains during *protected tree cutting or removal* operations.

8. Application Requirements

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8.1. Every application for a *permit* shall be made in writing to the *Municipality* and shall include:

a) a non-refundable application fee in the amount set in the Fees and Charges Bylaw 2007 No. 4616, as amended or replaced from time to time;

b) a *tree cutting* plan drawn to approximate scale identifying:

A. the boundaries of the subject *parcel*;

B. any abutting streets, lanes or public access rights of way;

C. the location of existing buildings and structures;

D. the location, species and *dbh* of those *protected trees* proposed to be *cut or removed*;

E. the location, species and *dbh* of those *protected trees* proposed to be retained and protected; and

F. the location of significant topographic and hydrographic features and other pertinent site information;

c) the street location and legal description;

d) the consent in writing of the registered owner of the property, if different from the applicant, authorizing the applicant to act as the owner's agent;

e) the methods proposed for control of drainage and erosion impacts during and after the *protected tree cutting or removal*;

f) the proposed methods for disposal of wood waste and other debris;

g) the proposed methods of noise and dust control during the *protected tree cutting or removal* operation;

h) the proposed completion dates for *protected tree cutting or removal*;

i) the following documents, plans and information relating to the proposed *cutting or removal* of a *protected tree*:

i. In *imminent failure,* dead, dying, damaged, diseased, or in decline beyond expectations of recovery:

A. photographic evidence;

ii. *Inappropriate* for its species, size, or location:

A. *an Arborist report*

j) Upon submission and review of any application that requires an *Arborist report,* the *Municipality* may ask for further and specific information as deemed necessary and at their sole discretion, in order to evaluate the *Arborist report* and/or the rationale for proposed *removal* of any *protected tree* or *protected trees* for its species, size and location; and

k) The *Municipality* may also request, as applicable:

i. a report prepared by a professional engineer, professional biologist or certified *Arborist* with experience in, as the circumstances require, geotechnical engineering, hydrology or tree management, certifying that the proposed *cutting or removal* of the *protected tree* will not create an adverse impact including flooding, erosion, land slip or contamination of a *stream;*

ii. where the site of the *tree cutting or removal* is on a *parcel* adjacent to or containing any part of a *stream,* a survey prepared by a BC Land Surveyor or professional engineer showing the top-of-bank of such *stream*; and

iii. any applicable Federal or Provincial submissions for approvals, including a Bird Nesting Survey if removing *protected tree* between March 15 and August 1 as per the Wildlife Act (British Columbia) and its regulations.

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9. Cash-In-Lieu

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9.1. As a condition of issuing a *permit* issued under Sections 5.4 e), and f) of this bylaw, it is required that a cash-in-lieu payment, as outlined in Fees and Charges Bylaw 2007 No. 4616, as amended or replaced from time to time, shall be paid to the *Municipality*. Such funds will be utilized by the Municipality to plant trees at a future date on a Municipally owned property, in a location designated by the *Municipality*.

9.2. through 9.7 deleted by Bylaw #5838.

10. Permit Issuance or Refusal

10.1. The *Municipality* may issue a *permit* if:

a) an application for a *permit* complies with the requirements of this bylaw; and

b) the proposed tree *cutting or removal* complies with this bylaw and all other applicable Municipal bylaws.

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c) the Permit Fee to Remove Protected Trees, as outlined in Township of Langley Fees and Charges Bylaw 2007 No. 4616, as amended or replaced from time to time, has been paid.

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10.2. The *Municipality* may refuse to issue a *permit* if the proposed *protected tree cutting or removal* is within a *tree retention area*.

11. Expiry

11.1. Every *permit* shall expire 12 months from the date of issue or upon such earlier date as may be specified in the *permit*.

12. Renewal, Extension or Modification

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12.1. If the tree *cutting or removal* operations authorized by a *permit* are not completed before the *permit* expires, or it becomes necessary to alter or deviate from the particulars of the *permit* application or the *tree cutting* plan submitted for a *permit*, the *Municipality* may renew, extend or modify the *permit* upon written request of the *permit* holder, subject to the following:

a) a *permit* holder has no vested right to receive an extension, renewal or modification and the *Municipality* may require that a new *permit* be obtained;

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b) the *permit* holder shall pay a non-refundable fee in the amount set from time to time in the Fees and Charges Bylaw 2007 No. 4616, as amended or replaced from time to time;

c) the *Municipality* may not renew or extend a *permit* for a period of more than two (2) years from the date of issuance of the original *permit*;

d) the *Municipality* may require that the *permit* holder provide additional information authorized by this bylaw as a pre-condition to considering an application for a *permit* renewal, extension or modification; and

e) all terms and conditions set out in the original *permit* shall apply to each renewal, extension or modification of the *permit* except as amended or modified by the renewal, extension or modification.

REGULATIONS

13. Tree Cutting or Removal

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13.1. Every *cutting or removal* of a *protected tree* shall comply with, and every *permit* issued under this bylaw is subject to, the observance or fulfilment of the following requirements, restrictions and regulations, to the satisfaction and approval of the *Municipality*:

a) tree parts and woodwaste shall be properly disposed of by chipping or removal from site in accordance with all applicable Municipal bylaws and Provincial regulations;

b) each *protected tree* to be *cut or removed* shall be clearly identified with a flag, paint, survey tape or other such method;

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c) a *tree protection barrier*, as shown on Schedule “A”, shall be placed around any *protected tree* or *protected trees* which are not to be *cut or removed*, in such a manner to ensure that the trunk, branches and root system are not damaged by the *cutting or removal* operations. The *tree protection barrier* must be constructed prior to the issuance of the *permit* and must remain intact for any construction or demolition site throughout the entire period of construction or demolition;

d) precautions shall be taken to ensure that *protected trees* which are not to be *cut or removed* are not subject to any of the damaging activities prohibited by subsection 5.3;

e) tree *cutting or removal* activities may be carried out between the hours of 7:00 am and 8:00 pm on weekdays and 9:00 am and 5:00 pm on Saturdays, except in the event of an *imminent failure*. No *tree cutting or removal* activities may be carried out on Sundays or statutory holidays;

f) all damage to drainage facilities, *streams*, *highways* or other public or private property arising from the *removal* of a *protected tree* shall be promptly and properly repaired to the satisfaction of the *Municipality* at the expense of the *permit* holder, failing which the Municipality may undertake the necessary repairs and invoice the *permit* holder for immediate payment;

g) all *streams*, groundwater aquifers, waterworks, ditches, drains, sewers or other established drainage facilities shall be kept free of all wood waste arising from or caused by the tree *cutting or removal* operations;

h) all hazards or potential hazards arising from the tree *cutting or removal* operation shall be adequately fenced or otherwise protected for the safety of the public;

i) tree *cutting or removal* operations must not encroach upon, undermine, damage or endanger any adjacent property or any setback area prescribed in the *permit* or a bylaw; and

j) tree *cutting or removal* operations shall be limited only to the area specified in the *permit* which shall be clearly marked at the site and such markings maintained for the duration of the *permit*.

13.2. The *Municipality* may issue a *permit* subject to the observance or fulfilment of any additional conditions specified in the *permit* which in the opinion of the *Municipality* are necessary to achieve the purposes of this bylaw.

ADMINISTRATION

14. Inspection

14.1. The *Municipality* is hereby authorized at all reasonable times to enter upon and inspect any lands to determine whether the requirements, restrictions, regulations, terms, conditions and directions of this bylaw or a *permit* issued under this bylaw are being observed.

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14.2. The *Municipality* may, at all reasonable times, assess or inspect, or cause an assessment or inspection to be made of any *protected trees* to which this bylaw applies, including an assessment of the location, size, species and condition of such *protected trees*, in the following circumstances:

a) where land is subject to an application for subdivision, approval of a servicing plan prior to subdivision, a development permit, a development variance permit, a temporary commercial or industrial use permit or a building permit; or

b) when an application for a *permit* to carry out tree *cutting or removal* operations has been made under this bylaw.

14.3. No person shall prevent or obstruct or attempt to prevent or obstruct the *Municipality* from entering upon lands as authorized by subsections 14.1 and 14.2.

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14.4 Deleted by Bylaw #5838

15. Notice of Non-compliance

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15.1. The *Municipality* may give notice, in the form established in Schedule “B”, to any person of a breach of, or non-compliance with, any of the provisions of this bylaw or a *permit* issued under this bylaw, and such person shall immediately cease all tree *cutting or removal* activities until such breach or non-compliance is remedied to the satisfaction of the *Municipality*, and every *owner* of land shall refuse to suffer or permit further tree *cutting or removal* operations upon the *owner’s* land until such time as the breach or non-compliance is remedied to the satisfaction of the *Municipality*.

16. Failure to Remedy Non-compliance

16.1. In the event that a person having received notice under Section 15 fails within the time specified therein to remedy such breach, the *Municipality* or its appointed agents may enter upon the lands or any part thereof and carry out the works required to remedy the breach, and the expense of doing so shall be paid by the person in breach and, if not paid within 90 days, the expense, with interest at the prescribed rate and costs, shall be recovered from the *owner* of the lands in the same manner as municipal taxes.

17. Suspension or Cancellation of Permit

17.1. Without limiting the application of Part 19 (Offences and Penalties), if:

a) there is a contravention of any term, condition, requirement or restriction of this bylaw or a *permit* issued under this bylaw; or

b) a *permit* was issued under this bylaw on the basis of statements made in the *permit* application or a report, declaration or record required under this bylaw, that were false or misleading with respect to a material fact or that omitted to state a material fact, the omission of which made the statement false or misleading;

the *Municipality* may:

i. suspend in whole or in part the rights of the *permit* holder under the *permit*;

ii. cancel the *permit*; or

iii. amend or attach new conditions to a *permit* with the consent of the *permit* holder.

18. Right of Reconsideration

18.1. Where an applicant or *owner* of property is subject to a requirement or a decision made by the *Municipality* under this bylaw and is dissatisfied with the requirement or decision, the applicant or owner may apply to the Municipal *Council* for reconsideration of the matter within 30 days of the requirement or decision being communicated to them.

18.2. An application for reconsideration must be delivered in writing to the Municipal Clerk and must set out the grounds upon which the applicant considers the requirement or decision of the *Municipality* is inappropriate and what, if any, requirement or decision the applicant or *owner* considers the *Council* ought to substitute.

18.3. At the meeting of *Council*, *Council* may hear from the applicant and any other person interested in the matter under reconsideration who wishes to be heard and may either confirm the requirement or decision of the *Municipality* or substitute its own requirement or decision.

OFFENCES AND PENALTIES

19.1. Any person who contravenes or violates any provision of this bylaw or of any *permit* issued under this bylaw, or who suffers or allows any act or thing to be done in contravention or violation of this bylaw or any *permit* issued under this bylaw, or who fails or neglects to do anything required to be done under this bylaw or any *permit* issued under this bylaw, including a bylaw notice issued pursuant to the Bylaw

Notice Enforcement Bylaw 2008, No. 4703, as amended from time to time, commits an offence; and where the offence is a continuing one, each day that the offence is continued shall constitute a separate offence.

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19.2. Where one (1) or more *protected trees* is *cut or removed* or damaged, other than as authorized by this bylaw, a separate offence is committed in respect of each such *protected tree*.

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19.3. Every person who violates any of the provisions of this bylaw or an offence against this bylaw:

a) is liable on summary conviction to a fine not exceeding ten thousand dollars ($10,000); and

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b) may be subject to penalties specified in the “Township of Langley Bylaw Notice Enforcement Bylaw 2008 No. 4703” as amended from time to time per *protected tree*. Every day a violation or offence continues shall be deemed a new offence.

19.4. In addition to the penalties imposed under section 19.3, by order of the court, a person convicted of an offence under this bylaw may be directed to:

a) not do any act or engage in any activity that may result in the continuation or repetition of the offence;

b) pay the costs incurred by the *Municipality* in investigating and prosecuting the offence;

c) pay compensation to the *Municipality* for any damage or loss sustained by the *Municipality* because of the commission of the offence to a maximum of $25,000 or higher monetary limit as may be specified under the Small Claims Act in force at the time of the offence; or

d) take any action the court considers appropriate to remedy any harm that resulted from the commission of the offence.

19.5. Pursuant to section 19.4 (d) the *Municipality* may seek an order directing a person convicted of an offence under this bylaw to complete an education or training program for instruction in appropriate care and management of trees to a standard established by a provincial, national or international body for professional arboriculture, landscaping, or nursery practice.

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19.6. A person who removes a *protected tree* as *imminent failure* without a *permit,* must provide documentation (photos, etc.) or, an *Arborist report*, within 24 hours of the date of *removal*, or in the case of a *removal* which takes place on a weekend or holiday, on the next business day after the date of *removal*, apply for a *permit* for such *removal*, and take all action necessary to obtain issuance of such tree *permit*.

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19.7 In addition to any other penalty which may be imposed under this bylaw, where a person *cuts, removes* or damages, or causes, suffers or permits any *protected tree* to be *cut, removed*, or damaged in contravention of this bylaw or in violation of any term or condition of a *permit* issued under this bylaw, that person, within 30 days of receiving notice of such requirement from the *Municipality*, shall provide a cash-in-lieu payment as outlined in Fees and Charges Bylaw 2007 No. 4616 as amended or replaced from time to time.

19.7 a) and b) deleted by Bylaw #5838.

20. Repeal

20.1. Brookswood-Fernridge Tree Protection Bylaw 2017 No. 5301 is hereby repealed.

READ A FIRST TIME the	27	day of	May	, 2019
READ A SECOND TIME the	27	day of	May	, 2019
PUBLIC INPUT OPPORTUNITY	10	day of	June	, 2019
READ A THIRD TIME the	24	day of	June	, 2019
RECONSIDERED AND ADOPTED the	08	day of	July	, 2019

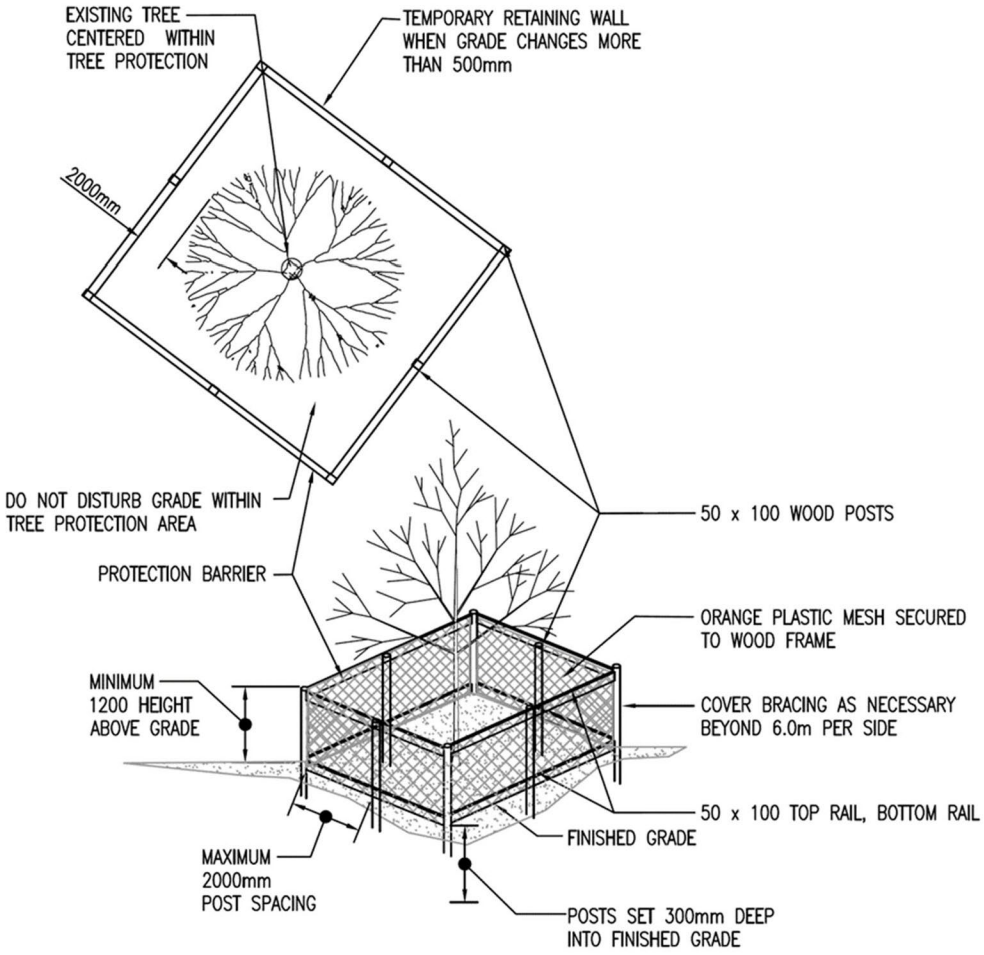
"JACK FROESE" Mayor "WENDY BAUER" Township Clerk

#5712
26/07/21

#5838
13/03/23

SCHEDULE A to BYLAW NO. 5478

Tree Protection Detail



Notes

1. Install *tree protection barrier* before site clearing and initiation of construction.
2. Maintain *tree protection barrier* during clearing and site construction.
3. Keep area within or against protection barrier clear of building materials, litter and standing water.
4. Do not disturb existing grades within tree protection area for protected retained trees.
5. The *Owner* is responsible for maintenance within *tree protection barrier*. Damaged trees will be replaced at *Owner's* cost.
6. Tree Protection Bylaw prescribes penalties for non-compliance with bylaw.
7. Any disruption or planting within the tree protection area is to be supervised by the Municipality.
8. Retained trees to be watered to ensure tree health.
9. Where the *critical root zone* of a tree is within 4m from any excavation, demolition, construction, fill or engineering works proposed on a lot, the *Owner* shall install a *tree protection barrier* around the *critical root zone*.
10. Where the *critical root zone* of a tree on an adjacent lot is within 4m from any excavation, demolition, construction, fill, or engineering works proposed on a lot, the *Owner* shall install a *tree protection barrier* around the *critical root zone* to the property line of the *Owners'* lot.

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13/03/23

SCHEDULE B to BYLAW NO. 5478

NOTICE OF NON-COMPLIANCE
and
STOP WORK ORDER

YOU ARE HEREBY NOTIFIED that the Township of Langley considers activity on this property to be in breach of its ***Tree Protection Bylaw Number 5478***,

AND ALL PERSONS SHALL IMMEDIATELY CEASE the following activity on this property:

_____

_____

_____

_____

_____

_____

EVERY PERSON WHO FAILS TO COMPLY WITH THIS ORDER MAY, UPON CONVICTION FOR AN OFFENCE AGAINST THE SAID BYLAW, BE LIABLE TO A PENALTY AS STIPULATED IN THE BYLAW.

Persons affected by this Order may seek further information at the Bylaws Department, Township of Langley Civic Facility at 20338 - 65 Ave, Langley, British Columbia V2Y 3J1.

_____
ADDRESS of PROPERTY

_____
DATE FOR THE TOWNSHIP of LANGLEY

NO PERSON MAY REMOVE REVERSE, ALTER, DEFACE, COVER, OR IN ANY WAY TAMPER WITH THIS NOTICE WITHOUT AUTHORIZATION BY THE TOWNSHIP OF LANGLEY.

Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	NOVEMBER 16, 2026
FROM:	PERMITS, LICENCES & INSPECTIONS DIVISION	**FILE NO:**	4300-01
SUBJECT:	SECONDARY SUITE FEES – 8361 - 203A ST		

The purpose of this memorandum is to provide Mayor and Council with the information following the delegation by Mr. David Lapierre at the July 27, 2026, Regular Council Meeting. Mr. Lapierre who is the owner of 8361-203A Street, appeared before Council requesting that the Annual Secondary Suite Infrastructure Fee be waived for having a non-occupied secondary suite that is not rented and was previously exempt from the Township's Secondary Suite Licence requirements.

On November 4, 2024, Council adopted Fees and Charges Bylaw 2007 No. 4616 Amendment Bylaw No. 6047, replacing the Secondary Suite Licence program with an Annual Secondary Suite Infrastructure Fee effective in 2025. Under the amended bylaw, all properties containing a secondary suite are subject to the infrastructure fee, regardless of whether the suite is occupied or rented. Existing properties that had previously received an exemption under the licence program were transitioned to the Existing Secondary Suite Family category for 2025, resulting in a reduced fee of $145 and a two-year grace period before additional water and sewer utility charges would apply, where applicable.

Following Council's adoption of the bylaw amendments, affected property owners, including Mr. Lapierre, were provided written notice explaining the changes to the program and the new fee requirements.

The correspondence advised property owners that:

- the previous secondary suite exemptions for non-occupied suites would no longer apply under the new bylaw.
- all properties containing secondary suites would be subject to the annual secondary suite infrastructure fee.
- property owners wishing to avoid future secondary suite fees have the option to decommission the suite as in accordance with the Township’s secondary suite removal and decommissioning requirements.
- Furthermore, that property owners connected to municipal water and sewer may have the option to opt into the Township's voluntary residential water metering program, which would be introduced in early 2025 to promote water conservation and provide a more equitable method of paying for water consumption.

In 2022, Mr. Lapierre submitted a Statutory Declaration confirming that his secondary suite was not occupied. This exempted him from obtaining a Secondary Suite Licence under the former licensing program; however, it did not change the status of the secondary suite. With the adoption of Amendment Bylaw No. 6047, the previous exemption is no longer applicable, as the infrastructure fee applies to all secondary suites regardless of occupancy.

Mr. Lapierre's previous exemption applied only to the former Secondary Suite Licence program. Under the current bylaw, all properties containing a secondary suite are subject to the Annual Secondary Suite Infrastructure Fee, regardless of whether the suite is occupied. Property owners who choose to permanently decommission and remove a secondary suite in accordance with Township requirements will no longer be subject to the Annual Secondary Suite Infrastructure Fee.

Following the delegation to Council, the property owner enrolled in the Township’s voluntary residential water metering program, and a water meter has since been installed. As a result, the flat-rate utility fee associated with the secondary suite no longer applies, as the property is now billed on a user-pay basis according to actual water consumption.

Accordingly, the only remaining fee specifically associated with the secondary suite is the annual Secondary Suite Infrastructure Fee of $145.

Township of Langley

Est. 1873

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

September 9, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
S. Cook, Community Co-Chair

M. Brar, T. Louie, L. Stepney, and J. Watson

Staff:
W. Cook, Recreation Programmer, Recreation, Arts, and Culture
L. Desantis, Recreation Programmer, Recreation, Arts, and Culture
K. Young, Deputy Director, Recreation, Arts, and Culture
V. Burnett, Council and Committee Clerk

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

S. Cook acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Recreation, Culture, and Parks Advisory Committee – September 9, 2026

Moved by J. Watson,
Seconded by M. Brar,
That Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the September 9, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Recreation, Culture, and Parks Advisory Committee – May 13, 2026

Moved by J. Watson,
Seconded by M. Brar,
That Recreation, Culture, and Parks Advisory Committee adopt the Minutes of the May 13, 2026 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

1. Adult Programs and Services

W. Cook and L. Desantis provided information about Adult Programs and Services in the Township of Langley. They led a brief game of trivia for the committee.

Recreation Programs

An overview of adult recreation programs was presented, including offerings in 2025. Highlights for 2025 included 21 registered courses, 253 registrations, and 99 waitlist placements. Overall, the adult drop-in programs offered 532 sessions and recorded 9,032 attendances. The current and future program offerings were displayed.

Future Recreation Program Offerings for 2027:

- Additional pickleball lessons at beginner and intermediate levels
- Continued registered and drop-in Adult Ball Hockey
- Possibility of Outdoor Learn to Play Beach Volleyball for 2027
- Possible Adult Dance Program
- New registered adult sport and recreational opportunities based on trends, demand, and instructor availability

Arena Programs

Arena programs in 2025 included registered and drop-in programs. Highlights for 2025 were shown for registered and drop-in programs with statistics. Current offerings include registered programs and drop-in programs, including Private Lessons, Public Skate, and more.

Future Arena Offerings for 2027:

- Learn to Skate – Adult Beginner
- Learn to Skate – Adult Intermediate
- More ice at GPC and ACC

Fitness Programs

An overview of fitness programs was provided, which included weight room access, drop-in classes, registered classes, registered weight room programs, personal training, and special events. 134 registered fitness programs were offered, with 1,110 registrations. Some of the highlights of these programs were shared, including a success story. Current fitness offerings were displayed.

Future Fitness Offerings for 2027:

- Expand on the “Something for Everyone” philosophy
- Increase specialized program options
- Maximize space
- In-house instructor training options

C. DELEGATIONS AND PRESENTATIONS

- Build on successes by keeping popular current programming
- Winter personal training promotion / fall fitness challenge

Aquatic Programs

Aquatic programs for adults include Adult Swimming Lessons, Adult and Tot Lessons, Advanced Aquatics, and Drop-in Aquafit Classes. Over 49 courses offered, with 259 people registered for adult swim lessons in 2025.

Future Aquatic Offerings for 2027:

- Expanded scheduling
- More time slots to increase accessibility
- Create a pathway between different aquatic programs to encourage lifelong aquatic involvement
- Increase adult swim lesson availability

salishan Place by the River

Staff are in the process of developing adult art and culture programs as future offerings. Many adults have been enjoying the space and the free events being offered by the Fraser Valley Regional Library.

Discussion ensued and the following comments were provided:

- Are there any art classes for adults being offered?
  Not currently as there have been issues finding instructors. There have been classes in the past.

- Is affordability a factor in many of these programs?
  In fitness specifically, it is a draw for many people. The courses offered by the Township can be more cost effective than alternative options.

- There was discussion of classes focused on cooking and meal prepping for seniors.

- Are cycling classes being offered?
  Yes, they are quite popular. There are also themed cycling classes occasionally.

D. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. BCRPA Symposium

L. Stepney provided a pamphlet from the British Columbia Recreation and Parks Association (BCRPA) Symposium with information about advocacy. She detailed the importance of early and frequent community involvement in decision making. She provided information about the conference and the topics discussed.

E. REPORTS

1. Co-Chairperson's Report

S. Cook reported that she explored many Township parks over the summer. She noted that Forest Fest is on September 26, 2026.

2. Museum Advisory Group Report

No report.

F. CORRESPONDENCE

G. WORK PROGRAM

1. Terms of Reference

The Terms of Reference will be sent to the committee for review and discussed at the next meeting.

H. COUNCIL REFERRALS

I. NEXT MEETING

Date: October 14, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00 pm

J. TERMINATE

Moved by T. Louie,
Seconded by J. Watson,
That the meeting terminate at 8:01pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley

Est. 1873

RECREATION, CULTURE, AND PARKS ADVISORY COMMITTEE

October 14, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
S. Cook, Community Co-Chair
Councillor M. Pratt, Council Co-Chair

E. Barbour, M. Brar, A. Castro, and J. Clegg

Staff:
A. Arboleda, Education Programs Curator, Arts and Culture Programs and Services
V. Burnett, Council and Committee Clerk
K. Young, Deputy Director, Recreation, Arts, and Culture

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

S. Cook acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Recreation, Culture, and Parks Advisory Committee – October 14, 2026

Moved by A. Castro,
Seconded by M. Brar,
That Recreation, Culture, and Parks Advisory Committee approve the agenda and receive the agenda items of the October 14, 2026 meeting.
CARRIED

B. DELEGATIONS AND PRESENTATIONS

1. Cultural Programs

A. Arboleda provided information about Arts and Culture programs within the Township of Langley, including updates on facilities and museum displays.

salishan Place by the River

- A team of museum assistants helped to bring boxes of photographs, documents, artifacts, and oral history recordings from Langley Centennial Museum to salishan Place by the River.

- Each of the 16,000 items requires a condition report before being placed into an exhibit.

B. DELEGATIONS AND PRESENTATIONS

- The first exhibit was opened on June 27, 2026. It is titled *Langley: Many Voices, Shared Place*. It highlights stories from the communities of the Township, such as Indigenous History, the World Wars, and the Langley Speedway. The exhibit is currently on display.

Rentals at salishan Place by the River are consistently being booked. There are two program rooms that can be rented, as well as a banquet hall, kitchen, presentation theatre, and outdoor deck. Various groups and events have booked the space, such as weddings and conferences.

Events have been held at the museum, including the Ukelele Festival. The Salish Weavers Gathering will be held in November.

Docents and Ambassadors

salishan Ambassador Volunteers: Volunteers provide customer service to guests visiting the museum.

Docent Led Programs: Volunteers provide museum tours and programs for children.

The museum is currently accepting volunteer applications.

Fort Langley Library

The Fort Langley Library holds a variety of successful events and programs. There are weekly programs and special events. Popular programs include Baby Time, Sit N' Stitch, and Bingo.

School Programs

2025/2026 Programs:

- 1920's Lochiel Schoolhouse Program (Grade 3-6)
- Archaeology Adventure (Grades 6-7)
- Colonization in the Fraser Valley (Grades 4-7)
- Nature Exploration self-guided tour (All ages)
- Community History self-guided tour (All ages)

Feedback has been positive on these programs.

School Programs Fall 2026:

- Archeology Adventure (Grades 6-7)
- Fraser Valley Families (Kindergarten to Grade 2) – exploring settler and indigenous artifacts with games.

There have been many school bookings for the year, and there has been an increase from last year. Langley Heritage Society has helped by subsidising program costs for schools, which has led to increased bookings.

B. DELEGATIONS AND PRESENTATIONS

School Programs Spring 2027:

- Colonization of the Fraser Valley (Grades 4-7)
- Toys and Traditions (Grades 1-3) – children explore traditional indigenous games and comparing historical toys to modern toys.

Seasonal programs were held last year for Family Day, Easter, National Indigenous History Month, and Halloween. These will continue this year as well as added tours exploring stories of local veterans of World War I and World War II.

There are currently spring break camps, summer camps, and winter camps. In 2026, the summer camp programming was expanded to offer four different camps offered over 11 weeks. A new camp will be implemented next year.

Instructor led programs will be launched, primarily for the public. These serve to fill gabs that the school programs can not offer. The programs are led by three Arts and Cultural instructors with different artistic backgrounds. Recruitment of instructors for new programs is ongoing.

Discussion ensued and the following comments were provided:

- With many programs being full, priority registration for residents is in place, including for school programs.

- There is a possibility of running Pro-D Day programs, this is currently being explored.

C. REPORTS

1. Co-Chairperson's Report

S. Cook reported that Forest Fest was a success.

Councillor Pratt reported that the arena opening at LEC was a success. The playground at Noel Booth has opened. He noted that it is his last meeting of the council term, and he thanked the committee for their service.

2. Museum Advisory Group Report

No report.

D. CORRESPONDENCE

E. WORK PROGRAM

1. Terms of Reference

The Committee reviewed its Terms of Reference and considered feedback received from members, including feedback submitted by email. Members discussed opportunities to enhance their participation and provide meaningful community input within the committee's existing mandate, including through staff-led engagement opportunities and discussion of matters relevant to recreation, culture, and parks.

The committee noted the value of continued dialogue, asking questions, and sharing community perspectives. No amendments to the Terms of Reference were identified at this time.

F. COUNCIL REFERRALS

G. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Committee Application Process 2027

Members of the Recreation, Culture, and Parks Advisory Committee whose terms are expiring in December 2026 are welcome to re-apply at www.tol.ca/committee. Application deadline is October 23, 2026.

2. Guest Discussion

A member of the public attended the meeting and was offered the opportunity to ask questions. There was a brief discussion about what it is like serving on the committee. Members noted that it provides an opportunity to advocate for the community.

H. NEXT MEETING

Date: November 10, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00 pm

I. TERMINATE

Moved by A. Castro,
Seconded by M. Brar,
That the meeting terminate at 7:57pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

Township of Langley

Est. 1873

AGRICULTURAL ADVISORY COMMITTEE

Wednesday, October 28, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

M I N U T E S

Present:
J. Caldarella, Community Co-Chair
Councillor M. Pratt, Council Co-Chair

C. Allison, J. Green, A. Hamer, S. Janzen, R. Ross, O. Smid, A. Smith, B. Venechuk, and J. Walker

Ministry of Agriculture and Food:
R. Liu, Regional Agrologist, BC Ministry of Agriculture and Food

Staff:
V. Burnett, Council and Committee Clerk
M. Gunn, Planner, Community and Policy Planning

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

J. Caldarella acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Agricultural Advisory Committee – October 28, 2026

Moved by J. Green,
Seconded by O. Smid,
That the Agricultural Advisory Committee approve the agenda and receive the agenda items of the October 28, 2026 meeting.
CARRIED

B. ADOPTION OF MINUTES

1. Agricultural Advisory Committee – May 27, 2026

Moved by B. Venechuk,
Seconded by J. Walker,
That the Agricultural Advisory Committee adopt the minutes of the May 27, 2026 meeting.
CARRIED

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Council Co-Chair Report

Councillor Pratt welcomed the committee back from their break.

E. CORRESPONDENCE

F. WORK PROGRAM

1. Agricultural Bylaw Review Task Force

The Task Force gave a summary of its work to date, including bylaws that had been identified for review.

It was noted that the Task Force may need more time due to the volume of work needing to be done. This includes looking at bylaws to ensure the language lines up with what is needed for farmers and having these updates done in a timely manner.

The role of the Task Force and the framework it operates within were considered. The Task Force works within the current Provincial acts and regulations. When recommending changes to bylaw, it is important to use language that supports future changes to Provincial acts and regulations. The identified role of the Task Force is to provide guidance, to represent what is important to farmers in the community, and to identify how rural plans and bylaws can add value.

Discussion included size of farm parcels, and permitted farm and non-farm uses. There is a need for both big and small farms, but larger parcels have a higher likelihood of being farmed. The Township has a high number of small parcels, so this needs to be considered within the Rural Plan and Zoning Bylaw. It was noted that there appears to be significant non-farm use in the ALR including truck parking. Also, there is farmable land within the Township that is not being farmed, and this is also an issue throughout the province. Subdivision was discussed in regard to the Rural Plan update.

The Township should look at ways to prioritize farm building applications, including the review of applications by individuals with more experience with agriculture. The Board of Variance was discussed, including the value of having a member with experience in agricultural land regulations participate in discussions involving agricultural matters.

F. WORK PROGRAM

COUNCIL
Moved by B. Venechuk,
Seconded by R. Ross,
That the Agricultural Advisory Committee requests that Council extend the term of the Agricultural Bylaw Review Task Force (expiring November 30, 2026) to March 31, 2027 to allow a review of existing bylaws and policies that regulate farming, and recommend policy and regulatory changes to support the agricultural industry.
CARRIED

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Farmers' Institute Update

A. Smith reported that the Farmers' Institute's All-Candidates meeting was held. The Board of Variance, the Agricultural Advisory Committee, truck parking, and water were discussed at the meeting. She thanked the AAC members that attended.

The issue of truck parking and the challenges it presents was discussed. She reported that she will be making a delegation to Council at an upcoming meeting.

The next Farmers' Institute Meet and Greet will be in February 2027.

2. Ministry of Agriculture and Food Update

R. Liu provided an update on various programs and events.

- The Lower Mainland Horticulture Conference will be held on January 21 – 23, 2027. Sessions will be held for the public, with local speakers presenting.

- The Enhanced Replant Program is currently available. More information can be found online at iafbc.ca.

- The BC e-Bulletin South Coast Edition is available online, it will also be distributed to the committee.

- AgriService BC has a phone number for public complaints related to agriculture 1-888-221-7141 or email at AgriServiceBC@gov.bc.ca

- Documents from the Ministry regarding updated Minister's Bylaw Standards and Farm Bylaw Standards will be available online soon.

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

- The land use planning team is working on presentations.Events and workshops are being discussed, possibly in the Township if there is high enough demand.

3. AAC Meetings – Improving Communications and Accountability

S. Janzen provided a document regarding the Agricultural Advisory Committee Terms of Reference. The document focused on Sections 3.4 and 3.6. There was interest in obtaining information about how many agricultural permitapplications are in process, what the wait time is, and what the permits are requesting.

He felt that the committee could provide better advice if it was provided with more information. . The information requested included permits, year to date approvals, year over year comparisons, purpose of permits, approval timelines, and flagged or delayed applications.

Discussion ensued and the following comments were provided:

- Agriculture permits can be viewed on the Township of Langley website.

- There was discussion about receiving referrals from Council and the expectation when something is referred.

4. Let's Talk Farming Event

B. Venechuk reported that the Langley Sustainable Agriculture Foundation's "Let's Talk Farming" event was held on October 27, 2026, and it was a success. There were many people from different areas and age demographics. It served as an opportunity to transfer knowledge between generations and to collaborate.

5. Farm Tour 2026

Feedback on the 2026 Farm Tour was requested. The committee was appreciative of the tour and the recognition it brought to floral farmers. It served as an opportunity to hear from farmers about the difficulties they face. The food and hospitality provided was also appreciated.

I. NEXT MEETING

Date: Wednesday, November 25, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

J. TERMINATE

Moved by S. Janzen,
Seconded by R. Ross,
That the meeting terminate at 8:50pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

From: CFD Info CFD:EX <MCF.Info@gov.bc.ca>
Sent: Thursday, October 22, 2026 4:26 PM
To: INFO <info@tol.ca>
Subject: E-mail from Cory Heavener, Assistant Deputy Minister for Children and Family Development

External email. Verify sender and confirm content is safe.

VIA E-MAIL
Ref: 313596

Mayor-Elect Jay Lundgren
Township of Langley
E-mail: info@tol.ca

Dear Mayor-Elect Lundgren:

As Assistant Deputy Minister and Provincial Director of Child Welfare, I am honoured to once again acknowledge November as Adoption and Permanency Awareness Month. This month of recognition encourages us to reflect on those families in our province who have opened their hearts and lives to children and youth as permanent members of their family, and I ask that you help promote awareness for children and youth who are still waiting for permanent homes.

Permanency is transformational for everyone involved. Adoption and Permanency Awareness Month is about celebrating the devoted families created when people open their hearts and commit to sharing their lives with a vulnerable child or youth. They offer a welcoming stability, ensuring children and youth have the foundation they need to build the lives they dream of. That is why Adoption and Permanency Awareness Month is also about recognizing the children and youth who are still waiting for permanent, stable, and nurturing homes.

I encourage you to share the following resources with your community members who are interested in becoming an adoptive or permanent family in British Columbia:

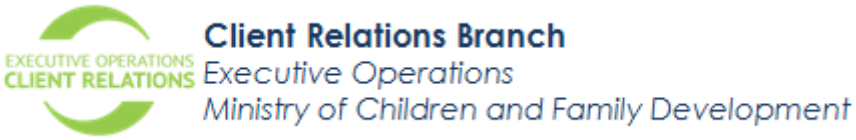
- Adopt BC Kids - Province of British Columbia - an online portal that provides British Columbians wishing to adopt children and youth from foster care with information and guidance throughout their adoption application.
- Ways to Adopt in BC - Province of British Columbia provides information on adoption in British Columbia, such as infant adoption, relative and step-parent adoption, and adopting a child or youth from another country.
- Belonging Network (formerly Adoptive Families Association of BC) provides information and support services for families who wish to adopt now or in the future.

Please join us in celebrating November as Adoption and Permanency Awareness Month to recognize all the families that have provided children and youth with the care, compassion, and lifelong commitment of a permanent home, and to honor those who may choose to do so in the future. On behalf of the Government of British Columbia, thank you for your continued leadership in supporting adoptive families in your community.

Sincerely,

Cory Heavener
Assistant Deputy Minister
Provincial Director of Child Welfare

Sent on behalf of the Assistant Deputy Minister by:



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