



**REGULAR COUNCIL MEETING
AGENDA**

**Monday, June 15, 2026
7:00 P.M.
Council Chambers, Langley City Hall
20399 Douglas Crescent**

Public meetings held in Council Chambers are livestreamed and recorded. The video recordings are available on the City's website for public viewing.

1. LAND ACKNOWLEDGEMENT

The land on which we gather is on the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

**2. ADOPTION OF AGENDA
RECOMMENDATION:**

THAT the June 15, 2026, regular agenda be adopted as circulated.

3. COMMITTEE OF THE WHOLE

A Committee of the Whole meeting provides Council a greater opportunity to speak to and debate specific agenda items.

RECOMMENDATION:

THAT Council commence Committee of the Whole.

3.a Bylaw 3340 - 2026-2030 Financial Plan Bylaw Amendment

Introduction from:

Alex Chang, Director of Financial Services

Opportunity for Public Input

**Please refer to item 4.b.1 "Consent Agenda - Bylaws" to view the Bylaw 3340 - 2026-2030 Financial Plan Amendment bylaw document.*

RECOMMENDATION:

THAT the Committee rise and report.

4. CONSENT AGENDA

Before the motion is made to approve the Consent Agenda, a Council member may request that an item be removed from the Consent Agenda and dealt with separately; additionally, a Council member may request that one or more items on the Regular Council Agenda be included on the Consent Agenda, and if no one objects, it will be so listed and considered.

Where no recommendation is noted, the agenda item is deemed to be received for information.

RECOMMENDATION:

THAT the following items be approved:

4.a Adoption of Minutes

4.a.1 Special Meeting Minutes from May 25, 2026

RECOMMENDATION:

THAT the minutes of the special meeting held on May 25, 2026 be adopted as circulated.

4.a.2 Regular Meeting Minutes from May 25, 2026

RECOMMENDATION:

THAT the minutes of the regular meeting held on May 25, 2026 be adopted as circulated.

4.a.3 Special (Pre-Closed) Meeting Minutes from June 1, 2026

RECOMMENDATION:

THAT the minutes of the special (pre-closed) meeting held on June 1, 2026 be adopted as circulated.

4.b Bylaws

4.b.1 Bylaw 3340 - Financial Plan 2026-2030 Bylaw Amendment Final reading of a bylaw to amend the 2026-2030 Financial Plan Bylaw.

RECOMMENDATION:

THAT the bylaw cited as "Financial Plan 2026 – 2030 Bylaw, 2026, No. 3340, Amendment No. 1, Bylaw No. 3340" be read a final time.

5. ADOPTION OF THE MINUTES

See Consent Agenda

6. COUNCIL MEMBER REPORTS

6.a Upcoming Regular Meetings

June 29, 2026

July 13, 2026

6.b Council Advisory Bodies Update

7. BYLAWS

7.a Election and Assent Voting Procedure Bylaw Amendment

7.a.1 Evaluation of Change of Special Voting Opportunity at the Seniors Centre to an Advance Voting Opportunity in the 2022 Local Government Election

Report dated: June 3, 2026

From: Chief Election Officer

RECOMMENDATION:

THAT Council receive the report of the Chief Election Officer dated June 3, 2026, entitled "Evaluation of Change of Special Voting Opportunity at the Seniors Centre to an Advance Voting Opportunity in the 2022 Local Government Election" for information.

7.a.2 Bylaw 3341 - Election and Assent Voting Procedure Bylaw Amendment First, second and third reading of a bylaw to amend the Election and Assent Voting Procedure Bylaw

RECOMMENDATION:

THAT the bylaw cited as "Election & Assent Voting Procedure Bylaw, 2014, No. 2942, Amendment No. 3, 2026, No. 3341" be read a first, second and third time.

7.b Bylaw 3342 - City of Langley Sign Bylaw Amendment

First, second and third reading of a bylaw to amend the City of Langley Sign Bylaw.

RECOMMENDATION:

THAT the bylaw cited as "City of Langley Sign Bylaw, 1996, No. 2125, Amendment No. 8, 2026, No. 3342" be read a first, second and third time.

8. COMMITTEE REPORTS

8.a Arts, Recreation, Culture & Heritage Committee - Retired Mark 1 Skytrain Upcycle

Report dated: June 1, 2026

From: Councillor Wallace, Chair

RECOMMENDATION:

1. THAT Council support, in principle, the concept of acquiring and installing a retired Mark 1 Skytrain rail (Expo) car from Translink as a community heritage and public engagement project within Langley City; and
2. THAT the Volunteer Rail Car Sub-Committee continue assisting City staff by gathering additional information, identifying potential partners and donors, and developing fundraising opportunities.

8.b Arts, Recreation, Culture & Heritage Committee - 2026 Annual Work Plan

Report dated: May 15, 2026

From: Councillor Wallace, Chair

RECOMMENDATION:

THAT Council approve the Arts, Recreation, Culture and Heritage Committee 2026 Annual Work Plan.

8.c Accessibility Advisory Committee - 2026 Annual Work Plan

Report dated: June 5, 2026

From: Councillor Mack, Chair

RECOMMENDATION:

THAT Council approve the Accessibility Advisory Committee 2026 Annual Work Plan.

8.d Community Safety Awareness Committee - 2026 Annual Work Plan

Report dated: June 1, 2026

From: Councillor Albrecht, Chair

RECOMMENDATION:

THAT Council approve the Community Safety Awareness Committee 2026 Annual Work Plan.

8.e Environmental Sustainability Committee - 2026 Annual Work Plan

Report dated: June 15, 2026

From: Councillor Albrecht, Chair

RECOMMENDATION:

THAT Council approve the Environmental Sustainability Committee 2026 Annual Work Plan.

8.f Socio-Cultural and Economic Development Advisory Committee - 2026 Annual Work Plan

Report dated: June 9, 2026

From: Councillor Albrecht, Chair

RECOMMENDATION:

THAT Council approve the Socio-Cultural and Economic Development Advisory Committee 2026 Annual Work Plan.

9. ADMINISTRATIVE REPORTS

9.a Glover Road Innovation District Plan - Amendments

Report dated: June 5, 2026

From: Roy Beddow, Deputy Director of Development Services

RECOMMENDATION:

1. THAT Council receive the report dated June 5, 2026 titled "Glover Road Innovation District Plan - Amendments" for information; and
2. THAT Council endorse the Glover Road Innovation District Plan; and
3. THAT Council direct staff to prepare a related Official Community Plan amendment bylaw for consideration.

10. OTHER BUSINESS

10.a Motions/Notices of Motion

11. CORRESPONDENCE

See Consent Agenda

12. ADJOURNMENT

RECOMMENDATION:

THAT the meeting adjourn.



MINUTES OF THE SPECIAL COUNCIL MEETING

Monday, May 25, 2026
3:15 pm
Council Chambers, Langley City Hall
20399 Douglas Crescent

- Present: Mayor Pachal
Councillor Albrecht
Councillor James
Councillor Mack
Councillor Solyom
Councillor Wallace
Councillor White
- Staff Present: F. Cheung, Chief Administrative Officer
G. Flack, Deputy Chief Administrative Officer
A. Chang, Director of Financial Services
K. Hilton, Director of Recreation, Culture and Community Services
C. Johannsen, Director of Development Services
S. Kennedy, Fire Chief
P. Kusack, Deputy Corporate Officer
A. Metalnikov, Senior Planner
D. Pollock, Director of Engineering, Parks and Environment
B. Zeller, Manager of Human Resources
- Guests Present: S. Ross, TransLink
K. Latchford, TransLink
A. Koehn, Arcadis Professional Services
-

1. **LAND ACKNOWLEDGEMENT**

The Mayor acknowledged that the land on which we gather is the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

2. **ADOPTION OF AGENDA**

It was MOVED and SECONDED

THAT the May 25, 2026 special meeting agenda be adopted as circulated.

CARRIED

3. COMMITTEE OF THE WHOLE

A Committee of the Whole meeting provides Council a greater opportunity to speak to and debate specific agenda items.

It was MOVED and SECONDED

THAT Council commence Committee of the Whole.

CARRIED

Councillor Mack entered the meeting at 3:17pm.

a. Haney Place Bus Rapid Transit Update

Presentation from:

Sara Ross, Vice President of Transportation Planning and Policy,
TransLink

Kyle Latchford, Senior Advisor, Public Affairs, TransLink

It was MOVED

THAT Committee of the Whole receive the May 25, 2026 presentation titled "Langley-Haney Place Bus Rapid Transit Update" from TransLink, for information.

Ms. Ross presented a TransLink update including:

- expanded service to address overcrowding
- service improvements underway in Langley City
- South of Fraser East Area Transport Plan
- Langley Haney Place BRT
 - Project milestones
 - Public engagement to gauge support for BRT to Langley City
 - Top priorities

Ms. Ross answered questions from Council.

CARRIED

b. Glover Road Innovation District Plan

Introduction from:

Carl Johannsen, Director of Development Services

Roy Beddow, Deputy Director of Development Services

Presentation from:

Alyssa Koehn, Associate Principal, Arcadis Professional Services
(Canada) Inc.

It was MOVED

THAT Committee of the Whole receive the presentation titled "Glover Road Innovation District Plan" from Arcadis Professional Services, for information.

Staff introduced the Glover Road Innovation District Plan noting that the intent of the Plan is to guide the City in the development of the area to create a dynamic mixed-use community supported by transit.

Ms. Koehn presented the Glover Innovation District Plan noting the following:

- What makes an Innovation District
 - Economy shaping
 - Place making
 - Social Networking
- Key themes
- Land use policies
- Open space policies
- Transportation policies
- Precincts
- Design guidelines
- Next steps

Council provided feedback about the planning document, and staff and the consultant responded to questions.

It was MOVED

THAT Committee of the Whole receive the May 19, 2026 report titled, "Glover Road Innovation District Plan" for information.

CARRIED

4. COMMITTEE OF THE WHOLE - RISE AND REPORT

It was MOVED and SECONDED

THAT Committee of the Whole rise and report.

CARRIED

5. BUSINESS ARISING FROM COMMITTEE OF THE WHOLE

It was MOVED and SECONDED

THAT the following recommendation from the Committee of the Whole be ratified:

THAT Council receive the May 25, 2026 presentation titled "Langley-Haney Place Bus Rapid Transit Update" from TransLink, for information.

THAT Council receive the presentation titled "Glover Road Innovation District Plan" from Arcadis Professional Services, for information.

THAT Council receive the May 19, 2026 report titled, "Glover Road Innovation District Plan" for information.

CARRIED

6. MOTION TO HOLD A CLOSED MEETING

It was MOVED and SECONDED

THAT the Council Meeting immediately following this meeting be closed to the public as the subject matter being considered relates to items which comply with the following closed meeting criteria specified in Section 90 of the Community Charter:

1 (c) labour relations or other employee relations;

(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public.

CARRIED

7. ADJOURNMENT

It was MOVED and SECONDED

THAT the meeting adjourn at 4:16pm.

CARRIED

Signed:

MAYOR

Certified Correct:

DEPUTY CORPORATE OFFICER



MINUTES OF THE REGULAR COUNCIL MEETING

Monday, May 25, 2026

7:00 p.m.

Council Chambers, Langley City Hall
20399 Douglas Crescent

- Present: Mayor Pachal
Councillor Albrecht
Councillor James
Councillor Mack
Councillor Solyom
Councillor Wallace
- Absent: Councillor White
- Staff Present: F. Cheung, Chief Administrative Officer
G. Flack, Deputy Chief Administrative Officer
A. Chang, Director of Financial Services
K. Hilton, Director of Recreation, Culture and Community Services
C. Johannsen, Director of Development Services
S. Kennedy, Fire Chief
P. Kusack, Deputy Corporate Officer
T. Macrae, Manager of Engineering and Parks Operations
A. Metalnikov, Senior Planner
D. Pollock, Director of Engineering, Parks and Environment
B. Zeller, Manager of Human Resources

1. **LAND ACKNOWLEDGEMENT**

The Mayor acknowledged that the land on which we gather is the traditional unceded territory of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.

2. **ADOPTION OF AGENDA**

It was MOVED and SECONDED

THAT the May 25, 2026 regular agenda be adopted as circulated.

CARRIED

3. **COMMITTEE OF THE WHOLE**

It was MOVED and SECONDED

THAT Council commence the Committee of the Whole.

CARRIED

a. Bylaw 3339 - 2025-2029 Financial Plan Bylaw Amendment

The Director of Financial Services introduced the bylaw amendment noting financial details related to the 2025 consolidated financial statements.

The Mayor invited members of the public to comment on Bylaw 3339 – 2025 – 2029 Financial Plan Bylaw Amendment.

There were no speakers.

It was MOVED and SECONDED

THAT the Committee rise and report.

CARRIED

4. CONSENT AGENDA

It was MOVED and SECONDED

THAT the following item(s) be approved:

a. Adoption of Minutes

1. Regular Meeting Minutes from May 11, 2026

THAT the minutes of the regular meeting held on May 11, 2026 be adopted as circulated.

2. Special (Pre-Closed) Meeting Minutes from May 4 and 11, 2026

THAT the minutes of the special (pre-closed) meetings held on May 4 and 11, 2026 be adopted as circulated.

3. Special Meeting Minutes from May 19, 2026

THAT the minutes of the special meeting held on May 19, 2026 be adopted as circulated.

b. Bylaws

See also "Bylaws" section below

1. Bylaw 3339 - Financial Plan 2025-2029 Bylaw Amendment

Final reading of a bylaw to amend the Financial Plan for 2025-2029.

THAT the bylaw cited as "Financial Plan 2025 – 2029 Bylaw, 2025, No. 3308, Amendment No. 2, Bylaw No. 3339" be read a final time.

CARRIED

5. ADOPTION OF THE MINUTES

See Consent Agenda

6. DELEGATIONS

- a. Langley Bee Club - Consider Becoming a Certified Bee City

Celene Hoag, Langley Bee Club

Ms. Hoag advised that May 20 was “Bee Day”. She provided Council with a presentation titled “Becoming a Certified Bee City” and promoted sustainable beekeeping through honey bee health and education. Certification creates a formal framework for the City’s Parks Department to continue using pollinator-friendly practices in the future and allows Langley City to be recognized for these efforts.

It was noted that the Environmental Sustainability Committee has a work plan objective to explore becoming a Bee City in their 2026 workplan.

The Chair invited Ms. Hoag to present to the Environmental Sustainability Committee.

7. COUNCIL MEMBER REPORTS

- a. Upcoming Regular Meetings

June 15, 2026

June 29, 2026

- b. Council Advisory Bodies Update

Mental Health Awareness Day event is on May 27, 11am-3pm at Timms Community Centre.

8. BYLAWS

- a. Bylaw 3340 - Financial Plan 2026-2030 Bylaw Amendment

First, second and third reading of a bylaw to amend the 2026-2030 Financial Plan Bylaw.

It was MOVED and SECONDED

THAT the bylaw cited as “Financial Plan 2026 – 2030 Bylaw, 2026, No. 3340, Amendment No. 1, Bylaw No. 3340” be read a first, second, and third time.

BEFORE THE QUESTION WAS CALLED a point of order was raised that staff were divulging information from a confidential meeting.

The Chair did not sustain the point of order because the information in question was previously made public through a formal court petition

process against the City. Council subsequently released the information from the closed meeting to respond to the petition.

THE QUESTION WAS CALLED and same was

CARRIED

b. Bylaw 3310 - Zoning Bylaw Amendment No. 220

Final reading of a bylaw to rezone the properties located at 4505-4535 200A Street from RS1 Single Family Residential Zone to CD109 Comprehensive Development Zone to permit a 27-unit townhome development.

It was MOVED and SECONDED

THAT the bylaw cited as "Zoning Bylaw 1996, No. 2100 Amendment No. 220, 2025, No. 3310" be read a final time.

CARRIED

1. Approval of Development Permit DP 08-24
4505-4535 200A Street

It was MOVED and SECONDED

THAT Development Permit No. 08-24 to permit the development of a 27-unit townhome development at 4505-4535 200A Street be approved.

CARRIED

9. COMMITTEE REPORTS

a. Arts, Recreation, Culture and Heritage Committee - Bat House at Michaud House

Report dated: May 15, 2026
From: Chair Wallace

It was MOVED and SECONDED

1. THAT Council approve the purchase of a bat house at a cost of \$250 for installation at the Michaud House;
2. THAT the funding to support the purchase of a bat house at a cost of \$250 be allocated from the Enterprise Fund.

CARRIED

10. ADMINISTRATIVE REPORTS

a. Final Public Parking Strategy – Technical Report

Report dated: May 25, 2026

From: Director of Engineering, Parks & Environment

Presentation from: Victor Ngo, Senior Transportation Planner, Watt Consulting Group

It was MOVED and SECONDED

THAT Council receive the May 25, 2026 presentation titled "Public Parking Strategy" from Watt Consulting Group, for information.

BEFORE THE QUESTION WAS CALLED Mr. Ngo presented the final public parking strategy to Council including:

- Strategy Overview – goals and objectives
- Strategy Actions – downtown parking and residential parking
- Open house feedback

Council members provided feedback about the strategy and staff answered questions.

It was clarified that any implementation strategy would require Council approval.

THE QUESTION WAS CALLED and same was

CARRIED

It was MOVED and SECONDED

THAT the "Public Parking Strategy Technical Report" be received.

BEFORE THE QUESTION WAS CALLED it was noted that the motion is to receive the strategy for information.

THE QUESTION WAS CALLED and same was

CARRIED

Opposed: Councillor Mack

b. Streetscape Garbage and Dog Waste Strategy

Report dated: May 25, 2026

From: Manager of Engineering and Parks Operations

It was MOVED and SECONDED

THAT Council receive the May 25, 2026 presentation titled "Streetscape Garbage & Dog Waste Strategy" from the Manager of Engineering and Parks Operations.

BEFORE THE QUESTION WAS CALLED staff provided an overview of the proposed streetscape garbage and dog waste strategy including:

- Waste audit statistics
- Background of current streetscape and dog waste collection practices
- Placement strategy
- Next steps
 - Updated waste audit
 - Review the feasibility of organics and recyclables
 - Evaluate staffing and fleet implications
 - Consider expansion of dog waste in parks

THE QUESTION WAS CALLED and same was

CARRIED

It was MOVED and SECONDED

THAT the Streetscape Garbage and Dog Waste Strategy be received for information.

CARRIED

11. OTHER BUSINESS

a. Motions/Notices of Motion

1. Save the Bees - Councillor Mack

It was MOVED and SECONDED

WHEREAS pollinators play a vital role in supporting healthy ecosystems, biodiversity, and local food systems; and

WHEREAS protecting pollinator habitats through native planting, habitat restoration, and environmentally responsible practices supports long-term environmental stewardship and community resilience;

THAT Council direct staff to work with the Langley Bee Club to determine next steps for the City of Langley to pursue certification as a Bee City through Bee City Canada.

BEFORE THE QUESTION WAS CALLED it was

MOVED and SECONDED

THAT the motion be referred to the Environmental Sustainability Committee for consideration.

THE QUESTION WAS CALLED and same was

CARRIED

12. CORRESPONDENCE

See Consent Agenda

13. ADJOURNMENT

It was MOVED and SECONDED

THAT the meeting adjourn at 7:56pm.

CARRIED

Signed:

MAYOR

Certified Correct:

DEPUTY CORPORATE OFFICER



MINUTES OF THE SPECIAL (PRE-CLOSED) COUNCIL MEETING

Monday, June 1, 2026

5:30 p.m.

Remote Video / Teleconference

Present: Mayor Pachal
Councillor Albrecht
Councillor James
Councillor Mack
Councillor Solyom
Councillor Wallace
Councillor White

Staff Present: G. Flack, Deputy Chief Administrative Officer
P. Kusack, Deputy Corporate Officer
D. Pollock, Director of Engineering, Parks and Environment

1. MOTION TO HOLD A CLOSED MEETING

It was MOVED and SECONDED

THAT the Council Meeting immediately following this meeting be closed to the public as the subject matter being considered relates to items which comply with the following closed meeting criteria specified in Section 90 of the *Community Charter*:

1(i) the receipt of advice that is subject to solicitor-client privilege, including communications necessary for that purpose

1(k) negotiations and related discussions respecting the proposed provision of a municipal service that are at their preliminary stages and that, in the view of the council, could reasonably be expected to harm the interests of the municipality if they were held in public

2(b)(i) negotiations between the municipality and a provincial government or the federal government, or both, or between a provincial government or the federal government, or both, and a third party.

CARRIED

2. ADJOURNMENT

It was MOVED and SECONDED

THAT the Special (pre-closed) Council meeting adjourn at 5:31pm.

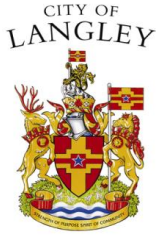
CARRIED

Signed:

MAYOR

Certified Correct:

DEPUTY CORPORATE OFFICER



EXPLANATORY NOTE

BYLAW No. 3340

The purpose of Bylaw No. 3340 is to amend the 2026 – 2030 Capital Improvement Plan.

1. Computer Workstation Upgrades (#65023)

The additional \$57,000 is requested to replace aging computer workstations, ensuring staff have reliable, secure, and efficient technology to support current software requirements and maintain productivity. This project will be funded from Office Equipment Reserve.

2. Portage Park Picnic Shelter (#63216)

The additional \$70,000 is requested due to increased cost of labour and materials required for the replacement of the picnic shelter which was damaged due to fire. This project will be funded from Capital Works Reserve.

3. Turnout Gear (#65241)

The additional \$180,000 is requested for the purchase of new turnout gear (PSAF free) to provide a new set of turnouts for everyone in the department. Funded through savings from other Fire capital projects.

4. Unit 307 (new)

\$82,288 is requested towards our second line Engine (unit 307) for repairs/repaint. This truck was heat damaged during a fire last summer. ICBC will be looking after the heat related damage and repainting a portion of the truck. Funded through savings from other Fire capital projects.

5. Efficiency and Effectiveness Review (new)

\$125,000 is requested to undertake an efficiency and effectiveness review to identify opportunities to improve service delivery, optimize processes, and support informed decision-making. This project will be funded from Capital Works Reserve.

6. Social, Cultural, and Economic Development Catalyst Fund (new)

\$20,000 is requested to help Langley City secure and leverage external funding opportunities, partnerships, and shared resources to support community safety, well-being, resilience, and broader social, cultural, and economic development priorities. By providing early investment support, the Fund helps attract senior government funding, strengthen partnerships, encourage community innovation, and expand projects that create long-term benefits for the community beyond what municipal funding and mandates alone could achieve. This project will be funded from the 2025 operating surplus which currently resides in the Capital Works Reserve.

7. Workforce Succession, Strategic Capacity and Temporary Coverage (new)

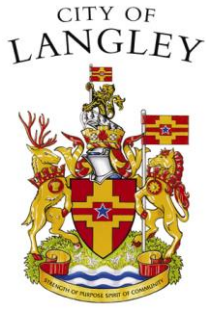
\$600,000 is requested to support workforce succession planning in advance of anticipated retirements; provide temporary staffing capacity to cover long-term leaves and unplanned absences; and enable the completion of special one-time projects or regulatory requirements. This project will be funded from the 2025 operating surplus which currently resides in the Capital Works Reserve.

8. Legal Fees – Labour Matters

This \$500,000 budget amendment provides for unanticipated legal and professional costs related to labour, employment and investigation matters. The adjustment ensures the City can respond appropriately to complex issues while meeting its legal and governance responsibilities. This project will be funded from the 2025 operating surplus which currently resides in the Capital Works Reserve.

9. Policing Arbitration and Mediation

\$900,000 is requested to support the costs related to the negotiation, arbitration and mediation of policing partnership agreements. This project will be funded using Future Police Cost Reserve.



**FINANCIAL PLAN 2026 – 2030 BYLAW, 2025, No. 3318
AMENDMENT NO. 1,
BYLAW No. 3340**

A Bylaw to amend the Financial Plan for 2026 – 2030.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

This bylaw shall be cited as the “Financial Plan 2026 – 2030 Bylaw, 2025, No. 3318, Amendment No. 1, Bylaw No. 3340”.

2. Amendment

(1) Financial Plan 2026 – 2030 Bylaw, 2026, No. 3318 is hereby amended by deleting Schedule “B” and substituting a new Schedule “B” attached to and forming part of this bylaw.

READ A FIRST, SECOND AND THIRD TIME this twenty-fifth day of May, 2026.

OPPORTUNITY FOR PUBLIC INPUT this ____ day of ____, 2026.

ADOPTED this ____ day of ____, 2026.

MAYOR

CORPORATE OFFICER

Schedule "B"

CAPITAL IMPROVEMENT PLAN - SUMMARY

	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Capital Projects										
General Government	2,274,180	115,000	305,000	95,000	245,000	270,000	165,000	285,000	265,000	265,000
Protective Services	1,575,000	31,196,440	42,050,000	50,000	50,000	50,000	50,000	50,000	50,000	50,000
Engineering Operations	22,052,965	6,509,234	6,250,000	8,483,593	11,812,229	7,297,000	6,342,000	9,320,578	4,125,000	5,085,000
Parks	2,030,000	1,942,500	1,581,811	1,857,715	2,059,153	667,500	1,357,500	1,395,363	1,851,188	722,250
Recreation	246,015	126,000	60,500	50,000	150,000	20,000	-	20,000	-	-
Sewer & Drainage Utility	1,412,120	2,210,000	1,810,000	1,580,000	2,544,474	2,350,000	2,150,000	2,940,113	1,700,000	1,350,000
Water Utility	1,480,000	2,909,400	2,771,776	1,715,895	2,128,037	2,124,365	2,025,000	1,250,000	2,893,000	1,950,000
Total Projects	31,070,280	45,008,574	54,828,887	13,832,003	18,988,893	12,778,865	12,089,500	15,261,054	10,884,188	9,402,250
Available funding										
Capital Works Reserve	11,728,018	2,580,245	2,276,990	65,000	215,000	818,795	140,000	692,261	240,000	240,000
Casino Revenues	7,372,897	6,712,435	6,867,435	4,711,965	6,191,776	6,707,435	5,682,898	6,707,435	5,875,863	5,442,613
Community Amenity Funds	1,381,028	-	20,000	1,397,090	20,000	20,000	20,000	20,000	20,000	-
Community Works (Gas Tax)	157,060	163,340	163,340	163,340	163,340	163,340	163,340	163,340	163,340	163,340
DCC's	4,370,739	2,097,018	3,122,503	4,152,922	9,339,373	2,173,981	1,499,033	5,431,607	1,186,807	1,316,405
Fire Department Equipment	-	-	-	-	-	-	-	-	-	-
Future Police Cost Reserve	900,000	181,440	181,440	35,000	35,000	35,000	35,000	35,000	35,000	35,000
Grants	2,968,667	31,000	10,040,500	30,000	150,000	-	-	-	-	-
Growing Community Fund	-	-	-	-	-	-	-	-	-	-
Machinery Replacement	500,000	300,000	400,000	230,000	300,000	230,000	450,000	150,000	150,000	150,000
Major P&R Reserve	-	-	-	-	-	-	-	-	-	-
Municipal Road Network Reserve	-	750,000	100,000	750,000	500,000	500,000	1,000,000	500,000	500,000	300,000
Office Equipment	57,000	47,301	43,801	40,301	41,801	43,301	40,000	40,000	40,000	40,000
Parks & Recreation	67,300	142,970	67,724	143,026	2,712	74,571	503,504	144,754	321,749	14,892
Prosperity Fund	-	-	-	-	-	-	-	-	-	-
Sewer Future Capital	1,187,573	938,225	1,010,000	970,902	1,015,411	950,000	978,225	726,657	1,100,000	750,000
Special Bond Reserve	-	-	-	-	-	-	-	-	-	-
Water Future Capital	380,000	1,061,900	528,955	937,758	1,011,280	1,060,744	1,577,500	650,000	1,251,430	950,000
Total Funding	31,070,280	15,005,875	24,822,688	13,627,304	18,985,694	12,777,166	12,089,500	15,261,054	10,884,188	9,402,250
Project Specific Borrowing	-	30,000,000	30,000,000	-	-	-	-	-	-	-
Unfunded Projects	-	2,699	6,199	4,699	3,199	1,699	-	-	-	-
Debt Require to Fund Projects	-	30,002,699	30,006,199	4,699	3,199	1,699	-	-	-	-
Debt Cost										
Repayment @ 4% over 20 yrs	-	2,261,036	2,261,300	354	241	128	-	-	-	-
Cumulative Repayment	-	2,261,036	4,522,335	4,522,689	4,522,930	4,523,058	4,523,058	4,523,058	4,523,058	4,523,058
Cumulative Tax Impact Percentage	0.0%	5.4%	10.8%	10.8%	10.8%	10.8%	10.8%	10.8%	10.8%	10.8%

Figures impacted by Financial Plan Amendment No 1, Bylaw No. 3340



REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: Evaluation of Change of Special Voting
Opportunity at the Seniors Centre to an Advance
Voting Opportunity in the 2022 Local Government
Election

File #: 3900.01

Doc #:

From: Kelly Kenney
Chief Election Officer

Date: June 3, 2026

RECOMMENDATION:

THAT Council receive the report of the Chief Election Officer dated June 3, 2026, entitled, Evaluation of Change of Special Voting Opportunity at the Seniors Centre to an Advance Voting Opportunity in the 2022 Local Government Election, for information.

PURPOSE:

The purpose of this report is to report back to Council on results of staff's evaluation of the change of the special voting opportunity at the seniors centre to an advance voting opportunity in the 2022 local government election and provide a recommendation whether to continue with having an Advance Voting Opportunity at the Langley Seniors Resources Society, rather than a Special Voting Opportunity.

POLICY:

Excerpts from Local Government Act:

Additional advance voting opportunities

108 (1) A local government may, by bylaw,

(a) establish, or authorize the chief election officer to establish, dates for additional voting opportunities in advance of general voting day, and

(b) designate, or authorize the chief election officer to designate, the voting places and set the voting hours for these voting opportunities.

(2) The chief election officer must give notice of an additional advance voting opportunity in any manner the chief election officer considers appropriate.

(3) The notice under subsection (2) must include the date, place and voting hours for the voting opportunity.

Special voting opportunities

109 (1) In order to give electors who may otherwise be unable to vote an opportunity to do so, a local government may, by bylaw, establish one or more special voting opportunities under this section.

(2) A bylaw under subsection (1) may do one or more of the following for each special voting opportunity:

(a) for the purpose referred to in subsection (1), establish restrictions on persons who may vote at the special voting opportunity;

(b) establish procedures for voting and for conducting the voting proceedings that differ from those established under other provisions of this Part;

(c) limit, or authorize the chief election officer to limit, the number of candidate representatives who may be present at the special voting opportunity;

(d) establish, or authorize the chief election officer to establish, the date and voting hours when and the place where the special voting opportunity is to be conducted.

(3) At least one candidate representative is entitled to be present at a special voting opportunity for the election, with that candidate representative chosen by agreement of the candidates for that election or, failing such agreement, by the chief election officer.

(4) The voting hours established under subsection (2) (d) for a special voting opportunity must not extend later than 8 p.m. on general voting day.

(5) A special voting opportunity may be conducted at a location outside the boundaries of the municipality or electoral area for which the election is being held.

(6) The chief election officer must give notice of a special voting opportunity in any manner the chief election officer considers will give reasonable notice to the electors who will be entitled to vote at it.

(7) The notice of a special voting opportunity must include the following:

- (a) the date, the location and the voting hours for the special voting opportunity;
- (b) any restrictions on who may vote at the special voting opportunity;
- (c) any special procedures involved.

Mail ballot voting

110 (1) Subject to this section and any regulations under section 168 [*election regulations*], a local government may, by bylaw, permit voting to be done by mail ballot and, in relation to this, may permit elector registration to be done in conjunction with this voting.

(2) and (3)[Repealed 2021-16-5.]

(4) A bylaw under subsection (1) may

- (a) establish procedures for voting and registration that differ from those established under other provisions of this Part, and
- (b) establish, or authorize the chief election officer to establish, time limits in relation to voting by mail ballot.

(5) The chief election officer must give notice of an opportunity to vote by mail ballot in any manner the chief election officer considers appropriate.

(5.1) The chief election officer may specify one or more locations at which persons voting may return mail ballot packages and, if this is done, the notice under subsection (5) must include the location and office hours of each specified location.

(6) The procedures for voting by mail ballot must require the chief election officer to keep sufficient records so that challenges of an elector's right to vote may be made in accordance with the intent of section 126 [*challenge of elector*].

(7) Mail ballot packages must contain the following:

- (a) the ballot or ballots to which an elector is entitled;
- (b) a secrecy enclosure that has no identifying marks, in which the ballots are to be returned;

(c) a certification envelope on which is printed the information referred to in subsection (8) for completion by the person voting, in which the secrecy enclosure is to be placed;

(d) an outer envelope on which is printed the address of the chief election officer at the local government offices and in which the secrecy enclosure under paragraph (b), the certification envelope under paragraph (c) and, if applicable, the registration application under paragraph (e) are to be returned;

(e) if permitted by the bylaw under subsection (1), an application for registration as an elector, to be completed if necessary and returned in the outer envelope;

(f) instructions as to how to vote by mail ballot.

(8) The certification envelope must be printed

(a) with spaces in which the person voting is to record the person's full name and residential address, and

(b) with a statement to be signed by the person voting declaring that the person

(i) is entitled to be registered as an elector for the election, and

(ii) [Repealed 2025-7-27.]

(iii) has not previously voted in the election and will not afterwards vote again in the election.

(8.1) An elector voting by mail ballot must return the elector's mail ballot package to

(a) the address printed on the outer envelope included in the mail ballot package, or

(b) an authorized drop-off location, if any.

(9) In order to be counted for an election, a mail ballot must be received at the address referred to in subsection (8.1) (a) or an authorized drop-off location, if any, before the close of voting on general voting day, and it is the obligation of the person voting by mail ballot to ensure that the mail ballot is received within this time limit.

Persons unable to enter a voting place

132 (1) This section applies to electors who come to a voting place to vote but who are unable to enter the voting place because of physical disability or impaired mobility.

(2) An elector referred to in subsection (1) may request to vote at the nearest location to the voting place to which the elector has access.

(3) If a request is made, the presiding election official or another election official designated by the presiding election official must attend the elector at the nearest location to the voting place for the purpose of allowing the elector to meet the requirements under section 125 [*requirements before elector may be given a ballot*] to obtain a ballot.

(4) The election official must ensure that the elector's marked ballot is placed in the appropriate ballot box, taking whatever steps the official considers necessary to maintain the secrecy of the ballot.

(5) The presiding election official may temporarily suspend voting proceedings in order to allow an elector to vote under this section.

(6) The presiding election official may have separate ballot boxes available for the purposes of this section, and these ballot boxes are not to be considered to be ballot boxes in use for the purposes of determining the number of candidate representatives who may be present at a voting place under section 120 [*persons who may be present at voting place*].

Excerpts from current Election and Assent Voting Procedure Bylaw No. 2942:

7. Additional Advance Voting Opportunities

(1) The following days shall be established as additional advance voting opportunities for elections and assent voting:

(a) on the 11th day before general voting day between the hours of 1:00 p.m. to 8:00 p.m.;

(b) on the 9th day before general voting day between the hours of 8:30 a.m. and 4:30 p.m.; and

(2) As authorized under section 108 of the Local Government Act, the council authorizes the chief election officer to designate voting places for the additional advance voting opportunities.

8. Special Voting Opportunity

(1) As authorized under section 109 of the Local Government Act, a special voting opportunity will be provided and the chief election officer is hereby authorized to establish the date, location and voting hours within the limits set out in section 109 of the Local Government Act, for the special voting opportunity.

(2) The following restrictions apply as to who may vote at the special voting opportunity:

(a) The only electors who may vote are electors who, on the date on which the special voting opportunity is held and before the end of the voting hours for that special voting opportunity, are residents of the Langley Lions Senior Citizens Housing Facility located within the City of Langley.

(3) The following procedures for voting and for conducting the voting proceedings apply to the special voting opportunity:

- (a) All voting procedures are as per normal.
- (b) Upon completion of the marking of the ballot it is to be deposited by the elector in the ballot box supplied by the presiding election official.
- (c) Upon completion of the special voting the ballot box is to be sealed until the time of counting.
- (d) The chief election officer is authorized to limit the number of candidate representatives who may be present at the special voting opportunity.

COMMENTS/ANALYSIS:

The following motion was passed by Council at the May 13, 2019 Regular council meeting:

“THAT, prior to the 2022 City of Langley local government and school trustee elections, staff be directed to amend the Election and Assent Voting Procedures Bylaw to change the Special Voting Opportunity at the Langley Seniors Resources Society to an Additional Advance Voting Opportunity and determine the number of hours and day on which to hold the Additional Advance Voting Opportunity;

AND THAT following the 2022 City of Langley local government and school trustee elections, staff evaluate the success of this change and provide a report to Council with the results of the evaluation and recommendation on whether to continue with having an Advance Voting Opportunity at the Langley Seniors Resources Society rather than a Special Voting Opportunity.”

Accordingly, the Election and Assent Voting Procedures Bylaw was amended to facilitate this change for the 2022 Election.

In order to evaluate the success of the change of the Special voting opportunity at the Langley Seniors Resources Society Centre to an Advance voting opportunity in the 2022 election, staff compared voter turn out, logistics, staff time and cost for the 2022 election and 2018 election with respect to the advance voting opportunity held on the ninth day before General voting day at the Seniors Centre in 2022 and at the Timms Centre in 2018. Additionally, voter turnout statistics for the Special voting opportunities held at Evergreen Timbers and the Seniors Centre in past elections and access to mail ballot voting and curbside voting were considered.

Voter Turnout

Below is a comparison of number of votes cast at all the advance voting opportunities held for the 2022 and 2018 elections:

	2018		2022	
	Votes Cast	Location	Votes Cast	Location
11th Day before General Voting	187	Timms	234	Timms
10th Day before General Voting	237	Timms	319	Timms
9th Day before General Voting	229	Timms	214	LSRS
3rd Day before General Voting	715	Timms	675	Timms
	<u>1,368</u>		<u>1,442</u>	

The voter turn out for the advance voting opportunity held on the 9th day before General Voting Day at the Seniors Centre in the 2022 election was a little less than the same advance voting opportunity held at Timms community Centre in the 2018 election.

Below is a comparison of the combined voter turn out at the special voting opportunities held at Evergreen Timbers Assisted Living and Langley Seniors Centre locations for several past elections, with the exception of the 2022 election, when the special voting opportunity at the Seniors Centre was changed to an advance voting opportunity:

Special Voting Opportunities Turnout for Evergreen Timbers and LSRS locations combined:

2008 – 47

2011- 37

2014 - 40

2018 - 46

2022 – 8 (voter turnout reflects Evergreen Timbers location only)

As indicated in the *Local Government Act*, the purpose of having special voting opportunities is to give electors who may otherwise be unable to vote an opportunity to do so, a local government may, by bylaw, establish one or more special voting opportunities under this section. Voter turn out for these special opportunities has been declining.

Beginning in 2022, the province made mail ballot voting available to all electors, and for the first time, the City provided mail ballot voting as another voting opportunity for electors.

In accordance with Section 132 of the Local Government Act - Persons unable to enter a voting place, curbside voting has always been available outside of voting locations to electors who may not be able to make their way into the voting location because of physical disability or impaired mobility.

Logistics

The Local Government Act requires that during each voting opportunity, election staff ensure:

- the integrity of the vote
- the secrecy of ballots
- accurate counting procedures

A key component to ensuring this happens is maintaining, and being able to demonstrate, consistent chain of custody of the vote tabulators, voted ballots in ballot boxes, unvoted ballots, voting books and other election-related material that is used during each voting opportunity.

In the 2022 election, when one of the four advance voting opportunities was held offsite at the seniors centre instead of at Timms, maintaining consistent chain of custody was made more challenging. Election staff needed to begin their shift earlier in order to gather the above-referenced election materials from the secure room designated for storing election materials at City Hall, transfer it by dolly downstairs by elevator to the underground staff parking area, where the material was transferred into election staff vehicles, taken off-site to the seniors centre, unpacked from the vehicles in the parking lot and transferred to the room rented for the voting opportunity.

Following the close of voting, all the material had to be packed up and transferred back to the vehicles in the seniors centre parking lot, driven back to City Hall and transferred from the vehicles from the underground staff parking area, upstairs by elevator to the secure room designated for storing election materials. By comparison, because the other three advance voting opportunities were held in one of the multipurpose rooms in Timms, staff were able to transfer the election materials to the voting location and back to the secure storage room at City Hall quickly and easily following the close of voting each day, which in turn made it easier to demonstrate consistent chain of custody. Given the extensive logistics involved in holding one of the four advance voting opportunities off-site, it is of note that the Langley Seniors Resources Society Centre and Timms Community Centre are less than a km from each other so it would likely be easy for voters who voted at the seniors centre in 2022 to instead vote at the Timms Community Centre voting location for the 2026 election.

BUDGET IMPLICATIONS:

Local governments typically try to use schools and municipally owned facilities for advance and general voting opportunities as there is usually no cost to the local government for their use.

As voting at a special voting opportunity is typically limited to residents, patients, or members of a specific facility, voter turn out for the City's special voting opportunities over the years has always been significantly less than advance voter turn out where anyone may vote. With fewer voters at the City's special voting opportunities, election staff have usually set up in a small area at each facility for fewer hours (3 hours each) than the City's other voting opportunities; however, changing the special voting opportunity at the Seniors Centre to an advance voting opportunity in the 2022 election meant longer voting hours, per the Election and Assent Voting Procedure Bylaw, (8:30 am to 4:30 pm), and required a larger space to accommodate more potential voters. The City was required to pay a facility rental fee of \$500 to compensate for cancellation of several paid programs scheduled in the space during that time period. Other cost considerations include rental of a separate vote tabulator for special voting opportunities (approx. \$1,000), and additional staff hours to facilitate off-site voting opportunities (advance and special).

SUMMARY:

Given voter turnout statistics, logistics and cost considerations, under the authority granted to the chief election officer under the Election and Assent Voting Procedures Bylaw to designate voting places for the additional advance voting opportunities, it's my intention to hold all required and additional advance voting opportunities for the 2026 Election in the Timms Community Centre.

Additionally, based on evaluation of statistics, logistics, staff time, and cost to hold special voting opportunities, and given the availability of mail ballot voting and curbside voting, when amendments to the current Election & Assent Voting Procedure Bylaw are brought forward to Council, staff will be recommending special voting opportunities be removed from the Bylaw.

ALTERNATIVES:

Council may provide alternate direction through amendments to the Election & Assent Voting Procedure Bylaw No. 2942 amendment bylaw after it receives first and second reading.

To: Mayor and Councillors

Date: June 3, 2026

Subject: Evaluation of Change of Special Voting Opportunity at the Seniors Centre to an Advance Voting Opportunity in the 2022 Local Government Election

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Respectfully Submitted,



Kelly Kenney
Chief Election Officer

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendation.



Francis Cheung, P. Eng.
Chief Administrative Officer



Explanatory Note

Election and Assent Voting Procedure Bylaw, 2014, No. 2942, Amendment No. 3, 2026, No. 3341

The purpose of this bylaw is to amend Election & Assent Voting Procedure Bylaw, 2014, No. 2942 as follows:

- under Access to Nomination and Endorsement Documents section, as per provincial legislative changes for 2026 election, remove reference to separate elector organization documentation as documentation will now form part of candidate nomination documents;
- under Required Advance Voting Opportunities section, reflect authority of chief election officer under the *Local Government Act* to designate voting places for required advance voting opportunities;
- under Additional Advance Voting Opportunities section, update wording to more clearly reflect establishment by council of the dates and times for Additional Advance Voting Opportunities and the authority granted by council to the chief election officer to establish the locations of Additional Advance Voting Opportunities;
- with respect to the Special Voting Opportunity section, based on evaluation of voter turnout statistics, logistics, staff time and cost to hold special voting opportunities, and the availability of mail ballot voting and curbside voting, (see report dated June 3, 2026 entitled, "Evaluation of Change of Special Voting Opportunity at the Seniors Centre to an Advance Voting Opportunity in the 2022 Local Government Election"), remove Special Voting Opportunity section;
- under Mail Ballot Voting section, remove redundant clauses already stated in provincial legislation as requirements and add reference to Mail Ballot Voting Procedures Bylaw, which establishes the procedures for mail ballot voting and registration; and
- apply various housekeeping amendments.



**ELECTION AND ASSENT VOTING PROCEDURE BYLAW
No. 2942,
AMENDMENT BYLAW No. 3, 2026
No. 3341**

A Bylaw to amend the Election & Assent Voting Procedure Bylaw.

1. Title

- (1) This bylaw shall be cited as the “Election and Assent Voting Procedure Bylaw, 2014, No. 2942, Amendment No. 3, 2026, No. 3341”.

2. Amendments

- (1) Election & Assent Voting Procedure Bylaw, 2014, No. 2942 is hereby amended:
 - (a) by replacing the ampersand (&) in the name of the bylaw with the word “and” wherever it appears in the bylaw;
 - (b) by replacing the capital letter “S” in the word “Section” with a lowercase “s” wherever it appears in the bylaw;
 - (c) by replacing the words “in section” with the words “under section” wherever it appears in the bylaw;
 - (d) under section 4(2) Nomination Deposits, by replacing the reference “3.1” with the reference “4.1”;
 - (e) by replacing section 5. Access to Nomination and Endorsement Documents, which reads as follows:

“5. Access to Nomination and Endorsement Documents

 - (1) As authorized under section 89(8) of the *Local Government Act*, public access to nomination documents will be provided via the Internet or by other electronic means from the time of

delivery until 30 days after the declaration of the election or other assent voting results.

- (2) As authorized under sections 89 and 93 of the Local Government Act, public access to elector organization endorsement documents will be provided via the Internet or by other electronic means from the time of delivery until 30 days after the declaration of the election or other assent voting results.”

with the following:

“5. Access to Nomination Documents

- (1) As authorized under section 89(8) of the *Local Government Act*, public access to nomination documents will be provided at City Hall during regular business hours and via the Internet or by other electronic means from the time of delivery until 30 days after the declaration of the election or other assent voting results.
 - (2) Public access to nomination documents is subject to requirements under section 89 of the *Local Government Act*.”;
- (f) by replacing section 6. Required Advance Voting Opportunities which reads as follows:

“6. Required Advance Voting Opportunities

- (1) As provided under Section 107 of the *Local Government Act*, required advance voting opportunities will be held for elections and assent voting as follows:
 - (a) on the 10th day before general voting day; and
 - (b) on the 3rd day before general voting day.
 - (c) voting hours for these advance voting opportunities are from 8:00 a.m. to 8:00 p.m.
- (2) The chief election officer will designate voting places for the required advance voting opportunities.”

with the following:

“6. Required Advance Voting Opportunities

(1) In accordance with and as authorized under section 107 of the *Local Government Act*, required advance voting opportunities will be held for elections and assent voting as follows:

- (a) on the 10th day before general voting day; and
- (b) on the 3rd day before general voting day;
- (c) voting hours for these advance voting opportunities will be from 8:00 a.m. to 8:00 p.m.; and

(2) The chief election officer will designate voting places for the required advance voting opportunities.”;

(g) by replacing section 7. Additional Advance Voting Opportunities which reads as follows:

“7. Additional Advance Voting Opportunities

(1) The following days shall be established as additional advance voting opportunities for elections and assent voting:

- (a) on the 11th day before general voting day between the hours of 1:00 p.m. to 8:00 p.m.;
- (b) on the 9th day before general voting day between the hours of 8:30 a.m. and 4:30 p.m.; and

(2) As authorized under section 108 of the *Local Government Act*, the council authorizes the chief election officer to designate voting places for the additional advance voting opportunities.”

with the following:

“7. Additional Advance Voting Opportunities

(1) As authorized under section 108, the following shall be established as additional advance voting opportunities for elections and assent voting:

- (a) on the 11th day before general voting day from 1:00 p.m. to 8:00 p.m.; and
- (b) on the 9th day before general voting day from 8:30 a.m. to 4:30 p.m.; and

(2) The chief election officer is authorized to designate voting places for the additional advance voting opportunities.”;

(h) by deleting section 8. Special Voting Opportunity which reads as follows:

“8. Special Voting Opportunity

- (1) As authorized under section 109 of the *Local Government Act*, a special voting opportunity will be provided and the chief election officer is hereby authorized to establish the date, location and voting hours within the limits set out in section 109 of the *Local Government Act*, for the special voting opportunity.
- (2) The following restrictions apply as to who may vote at the special voting opportunity:
 - (a) The only electors who may vote are electors who, on the date on which the special voting opportunity is held and before the end of the voting hours for that special voting opportunity, are residents of the Langley Lions Senior Citizens Housing Facility located within the City of Langley.
 - (3) The following procedures for voting and for conducting the voting proceedings apply to the special voting opportunity:
 - (a) All voting procedures are as per normal.
 - (b) Upon completion of the marking of the ballot it is to be deposited by the elector in the ballot box supplied by the presiding election official.
 - (c) Upon completion of the special voting the ballot box is to be sealed until the time of counting.
 - (d) The chief election officer is authorized to limit the number of candidate representatives who may be present at the special voting opportunity.”

(i) by renumbering remaining sections of the bylaw accordingly;

(j) by replacing section 10. Mail Ballot Voting which reads as follows:

“10. Mail Ballot Voting

- (1) As authorized under section 110 of the *Local Government Act*, voting may be done by mail ballot and registration of electors may be done by mail in conjunction with mail ballot voting.
- (2) The following procedures for voting and registration must apply:

- (a) Sufficient records shall be kept by the chief election officer so that challenges of the elector’s right to vote may be made in accordance with the intent of section 126 of the *Local Government Act*;
- (b) The time limits in relation to voting by mail ballot shall be determined by the chief election officer.
- (c) A mail ballot must be received by the chief election officer before the close of voting on general voting day in order to be counted for an election and it is the obligation of the person applying to vote by mail ballot to ensure that the mail ballot is received by the chief election officer within this time limit.”

with the following:

“10. Mail Ballot Voting

- (1) As authorized under section 110 of the Local Government Act, voting may be done by mail ballot and registration of electors may be done by mail in conjunction with mail ballot voting.
 - (2) Procedures for voting and registration by mail are established in City of Langley’s Mail Ballot Voting Procedures Bylaw, as amended from time to time.
 - (3) The chief election officer is authorized to establish time limits in relation to voting by mail ballot.”; and
- (k) under section 11, Resolution Of Tie Votes After Judicial Recount, by changing the uppercase “O” in the word “Of” to a lowercase “o”.

READ A FIRST, SECOND AND THIRD TIME this day of , .

ADOPTED this day of , .

MAYOR

CORPORATE OFFICER

**ELECTION & ASSENT VOTING PROCEDURE BYLAW, 2014, No. 2942,
AMENDMENT No. 3, 2026, No. 3341**

Prepared by:



Kelly Kenney, Corporate Officer

Reviewed by:



Francis Cheung, Chief Administrative Officer



ELECTION ~~&~~ **AND** ASSENT VOTING PROCEDURE BYLAW

NO. 2942

A Bylaw to provide for the determination of various procedures for the conduct of local government elections and other voting.

WHEREAS under the *Local Government Act*, Council may, by bylaw, determine various procedures and requirements to be applied to the conduct of local government elections and assent voting;

AND WHEREAS Council wishes to establish voting procedures and requirements under that authority;

NOW THEREFORE the Council of the City of Langley in an open meeting assembled enacts as follows:

1. **Title**

This bylaw shall be cited as the "Election ~~&~~ **and** Assent Voting Procedure Bylaw, 2014, No. 2942".

2. **Use of Provincial List of Voters as the Register of Resident Electors**

As authorized under section 76 of the *Local Government Act*, for the purposes of all local elections and assent voting under Parts 3 and 4 of the *Local Government Act*, the most current available Provincial list of voters prepared under the *Election Act*, shall become the register of resident electors on the 52nd day prior to the general voting day for such elections and submissions to the electors.

3. **Minimum Number of Nominators**

- (1) As authorized ~~in~~ ~~under~~ ~~s~~Section 86 of the *Local Government Act*, the minimum number ~~of~~ qualified nominators for the offices of ~~mayer~~ **Mayor** and ~~C~~ouncillor shall be ten (10).

4. Nomination Deposits

- (1) As authorized ~~in~~under section 88 of the *Local Government Act*, nominations for Mayor or Councillor must be accompanied by a nomination deposit.
- (2) The amount of the nomination deposit required under section ~~43~~.1 of this bylaw shall be \$100.00 (One Hundred Dollars).

5. Access to Nomination ~~and Endorsement~~ Documents

- (1) As authorized under section 89(8) of the *Local Government Act*, public access to nomination documents will be provided at City Hall during regular business hours and via the Internet or by other electronic means from the time of delivery until 30 days after the declaration of the election or other assent voting results.

~~As authorized under sections 89 and 93 of the Local Government Act, public access to elector organization endorsement documents will be provided via the Internet or by other electronic means from the time of delivery until 30 days after the declaration of the election or other assent voting results.~~

(1) Public access to nomination documents is subject to requirements under section 89 of the Local Government Act.

6. Required Advance Voting Opportunities

- (1) ~~In accordance with and as authorized~~ As provided under ~~Section section~~ 107 of the *Local Government Act*, required ~~advance~~ voting opportunities will be held for elections and assent voting as follows:
 - (a) on the 10th day before general voting day; and
 - (b) on the 3rd day before general voting day;
 - (c) vVoting hours for these advance voting opportunities will be are from 8:00 a.m. ~~to~~ to 8:00 p.m.; and
- (2) ~~As authorized under section 107 of the Local Government Act,~~ The ~~council authorizes the~~ chief election officer ~~will to~~ designate voting places for the required ~~advance~~ voting opportunities.

7. Additional Advance Voting Opportunities

- (1) As authorized under section 108, ~~t~~The following days shall be established as additional advance voting opportunities for elections and assent voting:
 - (a) on the 11th day before general voting day from between the hours of 1:00 p.m. to 8:00 p.m.; and
 - (b) on the 9th day before general voting day from between the hours of 8:30 a.m. ~~and to~~ to 4:30 p.m.; and; and

- (2) ~~As authorized under section 108 of the *Local Government Act*, the council authorizes~~ the chief election officer is authorized to designate voting places for the additional advance voting opportunities.

8. ~~Special Voting Opportunity~~

- (1) ~~As authorized under section 109 of the *Local Government Act*, a special voting opportunity will be provided and the chief election officer is hereby authorized to establish the date, location and voting hours within the limits set out in section 109 of the *Local Government Act*, for the special voting opportunity.~~
- (2) ~~The following restrictions apply as to who may vote at the special voting opportunity:~~
- ~~(a) The only electors who may vote are electors who, on the date on which the special voting opportunity is held and before the end of the voting hours for that special voting opportunity, are residents of the Langley Lions Senior Citizens Housing Facility located within the City of Langley.~~
- (3) ~~The following procedures for voting and for conducting the voting proceedings apply to the special voting opportunity:~~
- ~~(a) All voting procedures are as per normal.~~
 - ~~(b) Upon completion of the marking of the ballot it is to be deposited by the elector in the ballot box supplied by the presiding election official.~~
 - ~~(c) Upon completion of the special voting the ballot box is to be sealed until the time of counting.~~
- (4) ~~The chief election officer is authorized to limit the number of candidate representatives who may be present at the special voting opportunity.~~

9.8. Additional General Voting Opportunities

As authorized under section 106 of the *Local Government Act*, additional voting opportunities for general voting day may be provided, and the chief election officer is ~~hereby~~ authorized to designate the voting places and set the voting hours ~~within the limits in accordance with set out in~~ section 106 of the *Local Government Act*, for the additional general voting opportunities.

10.9. Mail Ballot Voting

- (1) As authorized under section 110 of the *Local Government Act*, voting may be done by mail ballot and registration of electors may be done by mail in conjunction with mail ballot voting.

~~(2) The following procedures for voting and registration by mail are established in City of Langley's Mail Ballot Voting Procedures Bylaw, as amended from time to time.~~

~~(2)(3) must apply: The chief election officer is authorized to establish time limits in relation to voting by mail ballot.~~

~~(a) Sufficient records shall be kept by the chief election officer so that challenges of the elector's right to vote may be made in accordance with the intent of section 126 of the Local Government Act;~~

~~(b) The time limits in relation to voting by mail ballot shall be determined by the chief election officer.~~

~~A mail ballot must be received by the chief election officer before the close of voting on general voting day in order to be counted for an election and it is the obligation of the person applying to vote by mail ballot to ensure that the mail ballot is received by the chief election officer within this time limit. _____~~

41.10. Resolution of Tie Votes After Judicial Recount

In the event of a tie vote after a judicial recount, the tie vote will be resolved by conducting a lot in accordance with section 151 of the *Local Government Act*.

42.11. Repeal

The "Election Procedure Bylaw, 1993, No. 1942" and all amendments thereto are repealed.

READ A FIRST, SECOND AND THIRD time this 7th day of July, 2014.

ADOPTED this 21st day of July, 2014.

MAYOR

CORPORATE OFFICER

CITY OF
LANGLEY



EXPLANATORY MEMO

CITY OF LANGLEY SIGN BYLAW, 1996, No. 2125 AMENDMENT No. 8, 2026 No. 3342

The purpose of this bylaw is to amend the City's Sign Bylaw with respect to Political Signs to correct the imperial measurement of allowable sign size, which currently reads 4 feet by 4 feet, to read 3 feet by 3 feet to correctly reflect the allowable sign size in imperial measurement to match the metric measurement.



CITY OF LANGLEY SIGN BYLAW, 1996,
No. 2125
AMENDMENT NO. 8, 2026
No. 3342

A Bylaw to amend the City's Sign Bylaw.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

This bylaw shall be cited as the "City of Langley Sign Bylaw, 1996, No. 2125, Amendment No. 8, 2026, No. 3342".

2. Amendments

(1) Sign Bylaw, 1996, No. 2125 is hereby amended as follows:

Under Section C – General Provisions, in section 4. Signs Permitted in all Zones, by replacing subsection section 4(h)v) which reads as follows:

"4. Signs Permitted in all Zones

(h) *Political Signs* provided that such *signs*:

- v) are no larger than .91 metres by .91 metres (4 feet by 4 feet) and, if attached to the ground, will not extend more than 3 metres (9.84 feet) above ground;

with the following:

"4. Signs Permitted in all Zones

(h) *Political Signs* provided that such *signs*:

- v) are no larger than .91 metres by .91 metres (3 feet by 3 feet) and, if attached to the ground, will not extend more than 3 metres (9.84 feet) above ground;"

READ A FIRST, SECOND AND THIRD TIME this day of , .

FINALLY ADOPTED this day of , .

MAYOR

CORPORATE OFFICER

**CITY OF LANGLEY SIGN BYLAW, 1996, No. 2125,
AMENDMENT No. 8, 2026, No, 3342**

Prepared by:



Kelly Kenney, Corporate Officer

Reviewed by:



Francis Cheung, Chief Administrative Officer



COMMITTEE REPORT

To: **Mayor and Councillors**

Subject **Arts, Recreation, Culture and Heritage: Retired
Mark 1 Skytrain Upcycle**

File #: 0110.00

Doc #: 206966

From: Councillor Rosemary Wallace, Chair
Arts, Recreation, Culture and Heritage Committee

Date: June 1, 2026

RECOMMENDATION:

1. THAT Council support in principle the concept of acquiring and installing a retired Mark 1 Skytrain rail (Expo) car from Translink as a community heritage and public engagement project within Langley City; and
2. THAT the Volunteer Rail Car Sub-Committee continue assisting city staff by gathering additional information, identifying potential partners and donors, and developing fundraising opportunities.

SUMMARY:

The Mark 1 SkyTrain was introduced in Vancouver in 1985 as Canada's first fully automated rapid transit vehicle. These trains served Metro Vancouver for decades and provided reliable transportation to millions of passengers, symbolizing a forward-thinking approach to urban connectivity.

TransLink has begun to retire the Mark 1 SkyTrain cars, and they initiated a proposal project for the relocation and repurposing of the vehicles. Proposals for the first set of cars were accepted until December 6, 2024, and subsequent applications will be made available as more vehicles are retired. There are 150 Mark 1 SkyTrain cars being retired. Successful bidders are responsible for funding the transport and repurposing of the cars.

To: Mayor and Councillors

Date: June 1, 2026

Subject: Arts, Recreation, Culture and Heritage: Retired Mark 1 Skytrain Upcycle

Page 2

A proposal was made by Committee Member Andrew Palmer to the ARCH Committee in 2025 to consider exploring the possibility of acquiring and repurposing a retired vehicle as a public art and engagement project. The vision of the project is to celebrate the history of our region's transit heritage, enhance our community identity, attract tourism and support our local economy, align with our wayfinding strategy and urban accessibility, and bridge the old with the new as we prepare to open the Langley City Centre SkyTrain station.

The 2025 Workplan of the Arts, Recreation, Culture and Heritage Committee (ARCH) endorsed that a SkyTrain car upcycle project be explored. A Sub-Committee was formed to research potential uses of the Skytrain, preferable locations, budget considerations including potential funding sources, as well as a project timeline.

At the March 24, 2026, ARCH meeting, the Sub-Committee brought forth the motion before you which was unanimously carried.

Respectfully Submitted,



Rosemary Wallace
Chair

Attachment:

1. Skytrain Public Art Proposal

Skytrain Public Art Proposal

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Executive Summary

Overview of the project purpose and goals

The City of Langley is presented with a unique opportunity to transform a retired TransLink Mark I SkyTrain vehicle into an iconic public art installation, designed to celebrate the region's transit history and enrich Langley's Downtown core. This project aligns with the City's strategic vision, as outlined in both the Downtown Langley Master Plan¹ and the Wayfinding Strategy², which seek to foster a vibrant, accessible, and culturally resonant downtown environment.

The installation will serve as a distinctive landmark that embodies Langley's commitment to sustainability, historical preservation, and community engagement. Strategically located in a prominent downtown area, the repurposed SkyTrain car will act as a beacon for locals and visitors alike, drawing foot traffic and creating new opportunities for social connection. By linking with the city's wayfinding objectives, the installation will also contribute to improved urban navigation, helping people explore the heart of Langley with ease and enjoyment.

Key goals for this project include:

- **Celebrating Regional Heritage:** The installation will pay homage to Metro Vancouver's transit evolution, bridging past and future with an engaging, visually impactful display.
- **Enhancing Community Identity:** As a memorable public art piece, the SkyTrain car will contribute to Langley's unique sense of place, reflecting local pride and strengthening community ties.
- **Attracting Tourism and Supporting Local Economy:** By establishing an eye-catching landmark, the project is expected to boost visitor interest in Downtown Langley, creating spillover benefits for nearby businesses and cultural sites.
- **Aligning with Wayfinding and Urban Accessibility:** Incorporating the SkyTrain car into the city's wayfinding network will help create a more navigable, welcoming urban space, inviting exploration and facilitating smoother movement through the city.

This proposed installation not only revitalizes an iconic piece of transit history but also marks Langley as a city that values innovation, community, and sustainability. The project stands as an invitation to residents and visitors to experience Langley's evolution while honoring its rich history. This executive summary encapsulates the transformative potential of the installation to elevate Langley's public spaces, inspire community engagement, and enhance the city's profile as a culturally rich, forward-thinking destination.

¹ City of Langley. (2010). *Downtown Langley Master Plan*. Page 7. Available at: www.cityoflangley.ca/master-plan

² City of Langley. (2011). *Wayfinding Strategy*. Page 8. Available at: www.cityoflangley.ca/wayfinding

Background and Context

TransLink's Mark I SkyTrain vehicles and historical significance

The Mark I SkyTrain vehicles, introduced in 1985³, hold a unique place in the history of Metro Vancouver's transit evolution. As Canada's first fully automated rapid transit cars, they represent a significant step in the region's public transportation development. These trains have served the area for decades, providing millions of passengers with reliable transit across the Metro Vancouver region and symbolizing a forward-thinking approach to urban connectivity.

With TransLink now retiring these cars, the vehicles are being offered to communities for creative repurposing. By incorporating a retired Mark I car into a public art installation, Langley has the opportunity to preserve and honor this vital aspect of regional heritage. The SkyTrain car would act as both a historic artifact and an artistic focal point, inviting residents and visitors to connect with a piece of the past while celebrating Langley's place within the broader Metro Vancouver story.

Downtown Langley Public Realm Plan and its alignment with this project

The Downtown Langley Public Realm Plan⁴, along with the Wayfinding Strategy, outlines a vision for a connected, vibrant, and pedestrian-friendly downtown. The city aims to transform the downtown core into an inviting urban landscape that prioritizes accessibility, walkability, and aesthetic appeal. This plan encourages creating dynamic public spaces that serve as gathering points, enhance local identity, and foster a sense of community.

The proposed installation of a Mark I SkyTrain car directly supports this vision. As a unique public art piece, it would serve as a landmark, enhancing wayfinding efforts and acting as a recognizable point within the city's walking network. Its presence would encourage exploration, provide a gathering space, and act as a cultural anchor that highlights Langley's commitment to blending historical elements with modern urban design.

Aligning with the goals of the Downtown Public Realm Plan, the repurposed SkyTrain car would bring together art, history, and community within a single installation. By situating this project within the downtown area, Langley can strengthen its cultural and historical identity, attract visitors, and support a vibrant, accessible downtown experience for all.

³ TransLink. History of SkyTrain – Mark I Vehicles. Retrieved from www.translink.ca/history

⁴ City of Langley. (2010). Downtown Langley Master Plan. Page 10. Available at: www.cityoflangley.ca/master-plan

Project Objectives

Primary goals and objectives for the installation

The primary goal of the Mark I SkyTrain car installation is to create a distinctive public art piece that celebrates Langley's connection to regional history, while enhancing the city's downtown experience and supporting the principles of the Downtown Langley Public Realm Plan and Wayfinding Strategy. Key objectives for the project include:

Preserve and Celebrate Regional Transit Heritage:

By repurposing the SkyTrain car as a public art piece, Langley can honor a significant chapter in Metro Vancouver's transit history. The installation will allow residents and visitors to engage with a physical piece of this heritage, fostering a sense of pride in the city's role within the larger region.

Enhance Wayfinding and Accessibility in Downtown Langley:

Strategically placed, the installation will function as both a cultural landmark and a wayfinding aid, making it easier for visitors and residents to navigate the downtown area. The installation will act as a memorable point along pedestrian pathways, supporting the Wayfinding Strategy's aim of creating a connected, walkable downtown⁵.

Promote Cultural Identity and Community Connection:

This installation aims to serve as a gathering space and conversation starter, reflecting Langley's commitment to creating spaces that blend history, art, and community. The design and surrounding features will reflect the unique character of Langley, strengthening the downtown area as a place that resonates with both locals and visitors.

Support Sustainable Urban Development Goals:

Repurposing a retired transit vehicle aligns with sustainable practices by reusing an existing resource, reducing waste, and lowering environmental impact. This approach supports Langley's broader commitment to environmentally conscious development, promoting sustainability as a core community value.

⁵ City of Langley. (2010). Downtown Langley Master Plan. Page 17. Available at: www.cityoflangley.ca/master-plan

Expected outcomes for community engagement, heritage preservation, and public space enhancement

The installation of the SkyTrain car is expected to bring several positive outcomes that will contribute to Langley's cultural, social, and urban landscape:

1. **Community Engagement and Pride:**

- The project offers a platform for community involvement from planning through unveiling, including opportunities for residents to provide input on the installation's design and surrounding amenities. This engagement process fosters a sense of ownership and pride, as residents see their ideas and values reflected in a project that celebrates Langley's unique heritage.

2. **Enhanced Heritage Preservation:**

- By making a retired SkyTrain vehicle a permanent fixture in downtown Langley, the city preserves a piece of regional history that might otherwise be lost. The installation will include interpretive elements, such as plaques or digital displays, offering historical context and insights into the vehicle's role within Metro Vancouver's transit story. This educational aspect will allow visitors of all ages to connect with the past in a meaningful way.

3. **Strengthened Public Spaces:**

- The installation will transform a downtown location into a lively public space, providing a focal point for community gatherings, events, and pedestrian interaction. Its presence will invite people to spend time in the area, supporting local businesses and encouraging exploration of nearby attractions. The installation's design will also incorporate elements that enhance the aesthetic appeal of the surrounding space, aligning with the Downtown Langley Public Realm Plan's commitment to vibrant, well-designed public areas.

4. **Increased Tourism and Economic Benefits:**

- As a one-of-a-kind landmark, the SkyTrain installation is anticipated to attract visitors from beyond Langley, boosting tourism and supporting the local economy. By offering an engaging attraction that emphasizes Langley's cultural and historical appeal, the installation can create spillover effects, benefiting nearby businesses and fostering economic vitality within the downtown core.

5. **Support for Future Cultural Initiatives:**

- Successful completion of the SkyTrain installation can build momentum for future public art and cultural projects. This installation will serve as an example of Langley's commitment to integrating arts and heritage into urban development, laying a foundation for ongoing investment in cultural initiatives that enhance quality of life and community connection.

Proposed Concept

Description of the envisioned design and artistic direction

The SkyTrain vehicle will be positioned in a prominent location within Downtown Langley, such as Innes Corners, and reimagined as an interactive art piece. This could include visual art, historical displays, or even seating. The design will reflect Langley's heritage while encouraging community interaction and exploration.

Possible uses (e.g., interactive exhibit, educational space, community art piece)

- Boutiques and Shops: Artisans' Market Space
- Restaurants and Cafes: Artisan Coffee Shop
- Museums and Exhibit Space: Pop-Up Art Gallery

Summary of Benefits

- **City Ownership and Revenue:** In all scenarios, Langley retains ownership of the SkyTrain car, ensuring long-term control and maintenance while generating revenue through leasing.
- **Community Engagement and Economic Growth:** Each concept supports local business, artisans, and community members, fostering engagement and economic activity in a memorable, heritage-rich setting.
- **Flexibility Across Uses:** With options to adapt the space for retail, dining, or event purposes, this single train car becomes a versatile asset, capable of evolving with community needs.

General Risks

1. **Increased Crime and Vandalism:** The train car may attract crime or vandalism, particularly if the area experiences an influx of individuals due to its location at the end of the SkyTrain line.
2. **Homelessness and Loitering:** The station's terminus status could draw homeless individuals seeking shelter, leading to potential loitering around the installation and impacting visitors' comfort.
3. **Public Perception and Safety Concerns:** Safety issues or negative perceptions of the area may deter visitors, artisans, or event renters, reducing engagement with the train car and affecting its success as a public space.
4. **Maintenance and Wear:** High traffic, whether from visitors or unauthorized individuals, could lead to wear and tear or damage to the train car and surrounding plaza.

Overall Mitigation Strategies

1. **Enhanced Security Measures:** Install security cameras, improve lighting, and consider regular police or security patrols to maintain a safe and welcoming environment around the installation.
2. **Community Partnerships:** Collaborate with local businesses, transit staff, social services, and law enforcement to address safety and social issues, promoting a shared sense of responsibility for the area.
3. **Design for Safety:** Incorporate Crime Prevention Through Environmental Design (CPTED) principles, ensuring open sightlines, strategic lighting, and minimal hiding spots to deter crime and loitering.
4. **Community Engagement:** Host regular community events or activities around the train car to encourage a positive, active presence that deters loitering and fosters a sense of community ownership.
5. **Regular Maintenance:** Conduct periodic maintenance checks and security audits to keep the area well-maintained and address emerging issues promptly.

Site Selection: Innes Corner Plaza

Rationale for Innes Corner: Innes Corner Plaza is an ideal location for the repurposed SkyTrain car installation, as it holds historical significance within Langley's railway heritage⁶. This site was once home to an old train station, part of Langley's interurban railway network, making it a fitting tribute to place the installation in a location steeped in transit history.

Alignment with Heritage Initiatives: The ARCH committee recently installed three heritage signs in Innes Plaza, commemorating Langley's past train stations and the interurban railway⁷. The placement of the SkyTrain installation here would build on these efforts, providing a visual, physical reminder of Langley's railway history while enhancing public engagement with these heritage markers.

Integration with Langley's Railway Theme Goals: Langley City has an established goal to celebrate its railway history and integrate railway-themed elements in public spaces. By placing the SkyTrain car at Innes Corner, the city would honor this commitment, creating a meaningful link to the former BC Electric train station that once operated at this location. The installation would not only serve as a visual landmark but also contribute to the city's broader narrative of honoring and preserving its transportation heritage.

⁶ City of Langley. (2010). Downtown Langley Master Plan. Page 27. Available at: www.cityoflangley.ca/master-plan

⁷ City of Langley. (2010). Downtown Langley Master Plan. Page 15. Available at: www.cityoflangley.ca/master-plan

Community and Tourism Impact: Innes Corner is a central, high-traffic location⁸, ideal for attracting both locals and tourists. The SkyTrain car installation would serve as a unique focal point for the plaza, encouraging people to visit, learn about Langley's history, and engage with the heritage signage and railway theme. This placement is expected to enhance foot traffic and support nearby businesses, enriching the cultural and economic landscape of Downtown Langley.

Conclusion: Selecting Innes Corner for the SkyTrain installation offers multiple benefits: it pays homage to Langley's railway past, aligns with current heritage projects, and meets the city's goal of integrating railway-themed elements in public spaces. This site not only provides historical context but also positions the installation as a key attraction in the downtown core, promoting community pride and historical awareness.

Logistical Considerations

Transportation and Placement of the Train Car:

Transportation Logistics: Moving the 41 ft, 8.1 ft wide SkyTrain car to Innes Corner requires specialized transport services, including route planning, timing to avoid traffic disruptions, and permits for oversized loads.

Cranes and Heavy Equipment for Placement: A crane or similar equipment will be needed to place the train car on its pedestal. This also includes ensuring minimal disruption to traffic and pedestrian access.

Infrastructure and Site Preparation:

Foundation and Stability: Construct a solid foundation or pedestal to support the weight of the train car, which may involve assessing soil stability and using reinforced concrete to ensure long-term safety.

Utility Access: Ensure access to necessary utilities, especially if lighting or electrical features are included, while ensuring safety and adherence to local codes.

Maintenance and Durability:

Weatherproofing and Long-Term Durability: Protect the train car from elements such as rain, sun, and snow through weatherproofing, anti-corrosion coatings, and UV-resistant paint.

Scheduled Maintenance and Upkeep: Establish a maintenance schedule for the car and surrounding plaza to ensure the installation's appearance and safety, with regular inspections and cleaning of informational plaques, landscaping, and lighting features.

Accessibility and Safety:

Public Accessibility: Ensure the installation is fully accessible, with clear pathways, ramps, and signage meeting ADA or equivalent standards so people of all abilities can enjoy the installation.

Safety and Security: Install lighting around the installation for nighttime visibility and consider security cameras or periodic patrols to address potential safety concerns. Clear signage

⁸ City of Langley. (2010). Downtown Langley Master Plan. Page 14. Available at: www.cityoflangley.ca/master-plan

Skytrain Public Art Proposal

highlighting the installation's historical significance may also deter vandalism by fostering respect for the site.

Community and Traffic Impact During Installation:

Minimizing Disruptions: Schedule installation activities to minimize disruptions to traffic, pedestrians, and nearby businesses, possibly by planning work during off-peak hours.

Public Communication: Inform the community about the installation timeline, any potential disruptions, and the long-term benefits of the installation to foster public support and manage expectations.

Design and Technical Specifications

While detailed structural modifications and safety requirements will need thorough review and assessment by the City of Langley, this proposal highlights key design principles and considerations to ensure the installation aligns with Langley's goals for safety, accessibility, and durability.

Structural Stability and Safety:

Ensure a secure foundation or pedestal that can support the weight and height of the SkyTrain car installation.

Include safety features such as anti-slip coatings for any accessible surfaces, reinforced locking systems, and protective coatings to withstand weather exposure.

Weatherproofing and Durability:

Protect the car's exterior with weatherproof and anti-corrosion coatings to maintain its appearance over time.

Use UV-resistant paints and materials that can withstand temperature fluctuations and precipitation typical to Langley's climate.

Accessibility and Compliance:

Design accessible pathways around the installation, including ramps and clear, level surfaces, ensuring compliance with accessibility standards so that all community members can engage with the installation.

Security and Lighting:

Plan for security lighting to illuminate the installation at night, improving visibility and deterring vandalism.

Integrate options for security measures, such as cameras or periodic security patrols, to ensure the installation remains safe and well-maintained.

Budget and Funding

While a detailed cost analysis has not been prepared for this initial proposal, the city can expect key budget considerations across the project's three potential uses, including:

Primary Budget Categories

Delivery and Transportation: Costs associated with transporting the 41-foot SkyTrain car to Langley, requiring specialized equipment and permits for oversized loads.

Site Preparation: Expenses for creating a stable foundation or pedestal, ensuring accessibility, and integrating any landscaping or infrastructure needed to accommodate the installation at Innes Corner.

Refurbishment and Modifications: Restoration and adaptation costs to repurpose the SkyTrain car for its chosen use, including weatherproofing, safety upgrades, and any interior changes.

Ongoing Maintenance: Estimated annual costs for cleaning, inspections, security, and upkeep of the installation, ensuring it remains in good condition over time.

Potential Funding Sources

Grants and Public Art Funds: The city could explore grants related to heritage preservation, public art, and cultural enhancement, available through provincial and federal programs.

Corporate Sponsorships and Partnerships: Engage local businesses or corporate sponsors interested in supporting the arts and heritage, potentially contributing funds or resources in exchange for branding or recognition.

Community Crowdfunding and Donations: Launching a crowdfunding campaign or accepting community donations could help raise additional funds, fostering a sense of community ownership and involvement.

Lease Revenue: For the Artisan Market or Coffee Shop options, lease revenue from vendors could offset a portion of the installation and maintenance costs, creating a sustainable funding model over time.

Preliminary Cost Considerations:

Given the unique nature of the project, cost estimates may vary significantly depending on factors such as the extent of refurbishment required, design complexity, and long-term maintenance needs. An initial budget assessment could be undertaken once the city determines the preferred use of the SkyTrain car and completes a feasibility review.

Project Timeline

As this proposal is submitted in response to TransLink's Request for Interest (RFI⁹), the following timeline outlines key milestones from the initial interest phase through to the proposed installation, pending approval and further planning:

October 22, 2024: TransLink issued the RFI for potential recipients of retiring SkyTrain cars.

December 6, 2024: The first round of the RFI closes, with the city expected to express interest by this date to secure consideration for a SkyTrain car.

2025-2026: Design and Planning Phase

Design Development: Conduct detailed design planning, including community and stakeholder consultations if required.

Budget and Funding Assessment: Prepare detailed cost analysis and explore funding options, securing grants, partnerships, or sponsors.

2026-2027: Approval Process

City Council and ARCH Committee Review: Present the finalized design, budget, and implementation plan for council and committee approvals.

Permits and Compliance: Obtain necessary permits and ensure design compliance with safety, accessibility, and environmental standards.

2027-2028: Site Preparation and Installation

Site Preparation: Complete foundational and site work at Innes Corner, including pedestal construction and landscaping.

Transportation and Installation: Coordinate the transport and secure placement of the SkyTrain car at the site, followed by refurbishment and final modifications.

Mid-2029: Unveiling and Opening

Unveiling Ceremony: Host a public unveiling event to introduce the installation as a cultural landmark, timed with the opening of the Langley City Centre Station to maximize visibility and community engagement.

This timeline provides a preliminary outline of key phases from securing interest to final installation and celebration, accommodating design, approvals, and preparation in line with the scheduled opening of the Langley City Centre Station in 2029.

⁹ TransLink. (2024). *TransLink seeking proposals for future uses of retiring SkyTrain cars*. Available at: <https://www.translink.ca/news/2024/november/translink%20seeking%20proposals%20for%20future%20uses%20of%20retiring%20skytrain%20cars> (accessed November 13, 2024).

Governance and Key Stakeholders

Project Management Structure and Roles: The project will be managed under the leadership of Langley's city planners, who will oversee the coordination, design, and implementation stages. Their responsibilities will include securing necessary permits, ensuring compliance with safety and accessibility standards, and coordinating site preparation and installation logistics.

Oversight and Strategic Direction: Langley City Council will provide strategic oversight and approval throughout the project's phases. Council's role will be pivotal in approving designs, funding allocations, and final project timelines. The ARCH committee¹⁰, as an advisory body, may contribute recommendations on design elements and historical context, supporting efforts to honor Langley's heritage.

Collaboration with TransLink: TransLink's involvement will be essential during the early stages, particularly concerning the transfer of the SkyTrain car and logistics around transportation. TransLink may also provide guidance on preservation and refurbishment options to ensure the car's historical integrity is maintained.

Key Stakeholders

Langley's Local Businesses: As potential partners, local businesses stand to benefit from increased foot traffic and tourism. Some businesses may also be involved as sponsors, offering resources or funding to support the project.

Community Groups and Residents: Local community groups and residents are central to the project's long-term success. Their input, particularly in design elements, will help ensure the installation resonates with Langley's cultural identity.

Tourism Representatives: Organizations involved in tourism promotion, such as Tourism Langley, will play a role in highlighting the SkyTrain car installation as a local attraction, drawing both residents and visitors to Downtown Langley.

Downtown Langley Business Association (DLBA): The DLBA can provide input on the installation's potential impact on local businesses and support the promotion of the site as a key downtown attraction. Their involvement could also include participation in events or promotional efforts surrounding the unveiling.

By engaging these stakeholders, Langley can ensure that the project aligns with community interests, supports local economic development, and contributes to a cohesive vision for the downtown area. This collaborative structure will be integral to the project's success, enhancing its role as both a cultural landmark and an economic asset.

¹⁰ City of Langley. *Arts, Recreation, Culture, and Heritage (ARCH) Committee Terms of Reference*.

Next Steps

1. Submission of Interest to TransLink:

Due to the proximity of this proposal's submission date to the December 6, 2024, deadline for the first round of TransLink's Request for Interest (RFI), prompt action will be necessary to express Langley's intent to participate in this initial round.

If approval is not possible within this timeframe, TransLink has stated that additional rounds may be available in the future. Pending council approval, the city will seek to secure a SkyTrain car in a subsequent round if necessary.

2. Project Approval and Initial Planning:

Following approval from city council, Langley's city planners and the ARCH committee would move forward with initial project planning, including site assessments, preliminary design concepts, and budget considerations.

3. Stakeholder Engagement and Funding Exploration:

Begin outreach to potential funding partners, including local businesses and heritage grants, and initiate early stakeholder engagement to build community interest and gather feedback on proposed design options.

4. Coordination with TransLink for Transfer Logistics:

Establish a working relationship with TransLink to finalize transfer logistics, including transportation arrangements, technical assessments, and refurbishment recommendations.



Conclusion and Acknowledgment

This project holds deep personal significance for me. Born and raised in Langley, I grew up hearing that one day the SkyTrain would connect to our city along Fraser Highway. More than 20 years later, that vision is finally becoming a reality, and I am excited to propose a project that honors this historic milestone while enhancing our community space.

Since joining the Langley City ARCH committee in 2023, I've had the privilege of contributing to meaningful projects like the Interurban Heritage Signs, Centennial Park Murals, and the Langley City Film Festival. Now, I am proud to put forth this proposal, which reflects my strong values of public transportation, community heritage, and enriching Langley's cultural landscape.

Thank you to the City of Langley Council and the ARCH committee for considering this proposal. I am grateful for the opportunity to bring this vision to life and look forward to the potential of creating a landmark that all Langley residents can take pride in.

Thank you,

Andrew Palmer

C: 604-309-9229

E: Andrewpalmer@live.ca

Appendices

Proposal Concepts

1. Artisan Market Space (Blank Canvas for Makers)

Concept: The SkyTrain car will serve as a rental space for local artisans and makers, providing a versatile, blank canvas they can adapt to showcase and sell their products. This setup allows each vendor to bring their own furniture, displays, and decorations without making permanent alterations to the interior.

Design and Layout: The interior would remain mostly untouched, with minimal built-in fixtures, allowing artisans to easily move in and set up their booths. The space could accommodate small, temporary displays, shelf units, or hanging fixtures brought in by vendors. This approach would make it flexible for different types of makers and rotating displays.

Usage and Impact: Artisans can rent the space on a weekly or monthly basis, bringing a fresh array of local products and crafts to the community. This flexibility makes it appealing for short-term, pop-up style markets and encourages a dynamic marketplace.

Revenue Model: The city retains ownership and leases the space to artisans, collecting rental fees based on short-term arrangements (e.g., weekly or monthly rates). This setup supports small businesses and entrepreneurs, fosters local pride, and attracts visitors to Langley's unique artisan market.



¹¹ *Daily Hive*. (2024). Image of Good Things Pop-up at Junction Market. Available at: <https://dailyhive.com/vancouver/sneak-peek-junction-market> (accessed November 13, 2024)

2. Artisan Coffee Shop (Leasable Space)

Concept: The train car would be converted into an artisan coffee shop, following similar regulations and design requirements as food trucks or repurposed shipping containers. The interior would be retrofitted to meet food service standards, with a small coffee bar and seating where possible, while maintaining the historic charm of the train.

Design and Modifications: Modifications would focus on creating a functional, compact coffee shop layout, including a counter space, small preparation area, and limited seating. Compliance with local bylaws for food trucks and mobile eateries would be essential, such as meeting health and safety standards, having accessible entry, and possibly incorporating outdoor seating around the train car to expand customer space.

Usage and Impact: As a coffee shop, the train car would provide a unique gathering spot for locals and visitors. This café concept would add to the local dining options, create a community hub, and add to the charm of the downtown area by attracting foot traffic and enhancing the urban landscape.

Revenue Model: The city would lease the space to a local coffee business, generating steady rental income. This arrangement supports Langley's small business sector and aligns with food and beverage trends, creating a memorable and profitable attraction.



¹² *Daily Hive*. (2024). *Batch on Plaza*. Available at: <https://dailyhive.com/vancouver/batch-on-plaza> (accessed November 13, 2024).

¹³ *Victoria News*. (2024). *Colwood approves pop-up coffee shop made of shipping containers*. Available at: <https://www.vicnews.com/business/colwood-approves-pop-up-coffee-shop-made-of-shipping-containers-67623> (accessed November 13, 2024).

3. Multi-Purpose Event Space (Venue for Small Events and Exhibits)

Concept: The SkyTrain car would serve as a rentable venue for small events, weddings, exhibits, and art installations. As a multi-purpose event space, it would provide a distinctive and intimate setting for various gatherings, adding cultural value to Langley's offerings.

Design and Layout: The interior would be configured with flexibility in mind, featuring adaptable lighting, sound equipment (if permitted), and a basic open layout that renters can personalize. This would allow renters to transform the space for different events without needing permanent alterations. Seating, tables, and decorations could be brought in as needed, keeping the venue versatile.

Usage and Impact: This venue would be ideal for small weddings, art exhibits, pop-up shows, community workshops, and other gatherings. Its unique setting inside a historic train car would appeal to individuals looking for an intimate and memorable space, attracting both residents and visitors to Langley.

Revenue Model: The city would retain ownership and rent out the space to individuals, organizations, or event planners. Fees could be based on hourly or daily rates, depending on the event type. This concept diversifies Langley's event spaces, making it a sought-after venue for small-scale but impactful gatherings.

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¹⁴ *The Buzzer Blog.* (2024). *Visit the TransLink exhibit at the PNE Fair, Aug 17 to Sept 2.* Available at: <https://buzzer.translink.ca/2024/08/visit-the-translink-exhibit-at-the-pne-fair-aug-17-to-sept-2/> (accessed November 13, 2024).

Appendices

Proposal Concepts

1. Artisan Market Space (Blank Canvas for Makers)

Concept: The SkyTrain car will serve as a rental space for local artisans and makers, providing a versatile, blank canvas they can adapt to showcase and sell their products. This setup allows each vendor to bring their own furniture, displays, and decorations without making permanent alterations to the interior.

Design and Layout: The interior would remain mostly untouched, with minimal built-in fixtures, allowing artisans to easily move in and set up their booths. The space could accommodate small, temporary displays, shelf units, or hanging fixtures brought in by vendors. This approach would make it flexible for different types of makers and rotating displays.

Usage and Impact: Artisans can rent the space on a weekly or monthly basis, bringing a fresh array of local products and crafts to the community. This flexibility makes it appealing for short-term, pop-up style markets and encourages a dynamic marketplace.

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¹³ *Victoria News*. (2024). *Colwood approves pop-up coffee shop made of shipping containers*. Available at: <https://www.vicnews.com/business/colwood-approves-pop-up-coffee-shop-made-of-shipping-containers-67623> (accessed November 13, 2024).

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Usage and Impact: This venue would be ideal for small weddings, art exhibits, pop-up shows, community workshops, and other gatherings. Its unique setting inside a historic train car would appeal to individuals looking for an intimate and memorable space, attracting both residents and visitors to Langley.

Revenue Model: The city would retain ownership and rent out the space to individuals, organizations, or event planners. Fees could be based on hourly or daily rates, depending on the event type. This concept diversifies Langley's event spaces, making it a sought-after venue for small-scale but impactful gatherings.

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¹⁴ The Buzzer Blog. (2024). Visit the TransLink exhibit at the PNE Fair, Aug 17 to Sept 2. Available at: <https://buzzer.translink.ca/2024/08/visit-the-translink-exhibit-at-the-pne-fair-aug-17-to-sept-2/> (accessed November 13, 2024).

Innes Corners Park



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¹⁵ Innes Corners Park, Glover Road (2024) Google Maps (accessed November 13, 2024).



COMMITTEE REPORT

To: **Mayor and Councillors**

Subject **2026 Arts, Recreation, Culture and Heritage Committee Work Plan**

File #: 0110.00

Doc #:

From: Councillor Rosemary Wallace, Chair

Date: May 15, 2026

RECOMMENDATION:

THAT Council approve the Arts, Recreation, Culture and Heritage Committee 2026 Annual Work Plan.

SUMMARY:

The Terms of Reference for the City of Langley’s Arts, Recreation, Culture and Heritage (ARCH) Committee requires the Committee to develop a work plan that aligns with the goals of the City’s strategic plan and that it be approved by Council. To that end, the ARCH Committee reviewed and finalized the year’s work plan focusing on key principals related to cultivating an inclusive community, support a vibrant economy and integrating a holistic approach to community safety. This year’s plan is to continue work on several initiatives under development from 2025. Progress has been made, and the group is excited to see some projects through to completion by Q4 of 2026 and looking into 2027. The ARCH Committee recommends that City Council approve the 2026 Annual Work Plan as submitted.

Respectfully Submitted,

Councillor Rosemary Wallace
Chair

Attachment:

1. Arts, Recreation, Culture and Heritage Committee 2026 Annual Work Plan

2026 Work Plan

ARTS, RECREATION, CULTURE AND HERITAGE COMMITTEE

Mandate

The mandate of the Arts, Recreation, Culture and Heritage Committee (ARCH Committee) includes, but not limited to, prioritize, evaluate, and develop a business case for the implementation of various arts, recreation, culture and heritage initiatives and programs such as:

- ✓ Expand and diversify art programming, partnerships, and public art
- ✓ Expand and diversify multicultural events and programs
- ✓ Expand evening and winter events and programs
- ✓ Expand walking tours - made in Langley film tours, murals, sculptures, heritage
- ✓ Expand promotion of heritage sites and artifacts
- ✓ Inventory heritage sites, buildings and artifacts

Objectives

Objective 1: **Douglas Park Washroom Mural**

Commission a wraparound mural on the Douglas Park washroom building illustrating the history of the park, the diversity of park users, events and activities that take place there.

Objective 2: **2027 Langley City Film Festival (LCFF)**

3rd LCFF to be held in April 2027.

Objective 3: **Glover Road Gateway Sculpture**

Expanding art and sculptures in the community using partial funding from the Autogroup.

Objective 4: **Heritage Markers**

Reinstall heritage markers in the downtown area with updated write-ups and pictures (before and after) to help inform a Heritage Walk.

Objective 5: Heritage Buildings and Artifacts

Consider the creation of a Heritage Management Strategy which may include the following: Assess the local inventory through BC Assessment for homes older than 19??; rank the homes in order of priority (age); create a heritage inventory, consider a Heritage Register, consider Heritage Revitalization Agreements

Objective 6: Skytrain Car upcycle

Repurpose an old skytrain car to be used to support Arts, Culture, Recreation or Heritage in some way. By using an old skytrain car the city is demonstrating upcycling and respecting heritage.

Action Plan

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, City staff other than staff liaison, City funds) that will be needed in order to complete the action items. <i>(see excerpts from TOR below)</i>
Objective 1: Douglas Park Washroom Wraparound Mural				
A. Prepare Call to Mural Artist	April meeting	Staff	Have a draft call ready for review	
B. Post the Call to Mural Artist	September	Staff	Call closing November 13, 2026	
C. Submission review	November to January '27	ARCH committee	Pick preferred submission	
D. Award contract/mural commission	February 2027	Staff	Completed mural by end of May 2027	
Objective 2: 2027 Langley City Film Festival April 2-3, 2027 The Role of Storytelling in Modern Filmmaking				
A. Film Submission	September 15 – January 15, 2027	Arts Council		30 seconds to 30 minutes
B. Film Selection Review panel	Jan 18-28, 2027	LCFF subcommittee		
C. Film Production				
D. Jurors and Awards	Jan 29-Feb 11, 2027	Arts Council – send to jurors	<ol style="list-style-type: none"> 1. Best Visual Storytelling - \$800 2. Best Storytelling Through Sound - \$800 3. Best Storytelling through Character - \$800 	

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, City staff other than staff liaison, City funds) that will be needed in order to complete the action items. <i>(see excerpts from TOR below)</i>
			4. Best Overall - \$1,000	
E. Sponsorship Package – Michael lead	March	Michael		
F. Ticket Sales	Feb 3, 2027 March 3, 2027	Subcommittee	Early bird ticket sales Open Regular Ticket Sales Open	
G. Venue – Langley Community Music School	April 2-3, 2027	Susan Magnusson	Use of lobby, kitchen and Rose Gilbert Hall	Sound tech, BSWs, staff and volunteers
H. Advertising -	On going	Langley City		April 8, 2026 Announce the 2027 Film Festival dates and theme
I. Merch	Ready to go with Film Submission	TBD	Reviewing options	
Objective 3: Glover Road Gateway Sculpture				
A. Draft RFQ	June meeting	staff		CEADAC committee
B. Request for Qualifications release	Early September close	staff		
C. Shortlist 3 proponents	September meeting	ARCH		
D. Request for Concept proposal	Close mid November	staff		
E. Review submissions and select preferred prononent	November meeting	ARCH		
F. Commission ARTWORK	December	staff		
G. Artwork installation	Mid-2027	Staff/ARCH		
Objective 4: Heritage Markers				
A. Create content for the 6 prioritized markers	July meeting	staff		
B. Committee review of markers	July	ARCH		
C. Present mock ups	September meeting	staff		
Objective 5: Heritage Buildings and Artifacts				

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, City staff other than staff liaison, City funds) that will be needed in order to complete the action items. <i>(see excerpts from TOR below)</i>
A. Updated list of heritage homes 1925 and older	March	Kim/Michele	1925 and older	Paul Gilbert
B. Develop a template to use when reviewing the BC Assessment role	April	Staff	Template for committee members to use when reviewing the BC Assessment List	Develop a template to use when reviewing addresses.
C. Review and Prioritize	May/June/July	Lin, Susan, Mandy, Leith	Identify which addresses are accurate and which to prioritize	
D. Coordinate with Development services for any impending developments	September	Staff	Confirm if any properties are being proposed to be developed.	
E. Create a prioritized Heritage Inventory				
F. Consider implementing a Heritage Register				
G. Consider implementing Heritage Revitalization Agreements				OCP/Director of Development Services
Objective 6: Skytrain Car Upcycle				
H. Meet as a task group	Meet in Q2 (April – June)	Lin, Mandy, Andrew, Councillor White, Ron	Agree on direction and use of car	Report from Andrew
I. When is next RFP from Translink being released	Q3/4	Andrew		Translink
J.				



COMMITTEE REPORT

To: **Mayor and Councillors**

Subject **Accessibility Advisory Committee 2026
Workplan**

File #: 0110.00

Doc #:

From: Councillor Delaney Mack
Chair, Accessibility Advisory Committee

Date: June 5, 2026

RECOMMENDATION:

THAT Council approve the Accessibility Advisory Committee 2026 Annual Work Plan.

SUMMARY:

The Terms of Reference for the City of Langley's Accessibility Advisory Committee (AAC) requires the Committee to develop a work plan that aligns with the strategic goals of the City and that it be approved by Council. The Accessibility Advisory Committee reviewed and finalized a work plan focusing on identifying, removing, and preventing barriers to individuals in or interacting with the City.

The ACC recommends that City Council approve the 2026 Work Plan as submitted.

Respectfully Submitted,

Delaney Mack
Chair

Attachment:

1. Accessibility Advisory Committee 2026 Work Plan

2026 Work Plan

ACCESSIBILITY ADVISORY COMMITTEE

Mandate

The Committee's role is to:

1. assist the City in identifying accessibility and inclusion barriers that City staff and community members experience or may experience in the course of interacting with the City in the following areas: • Employment, • Delivery of Service, • The Built Environment, • Information and Communications, • Transportation, and • Procurement;
2. advise the City on how to remove and prevent barrier to individuals in or interacting with the City;
3. advise on development of an organizational accessibility plan
4. develop a process or mechanism for receiving comments from the public on: • the City's accessibility plan; • barriers to individuals in or interacting with the City;
5. undertake a review of the accessibility plan at least once every 3 years and recommend to City Council any changes or updates required;

The Committee will undertake its work in accordance with the requirements of Part 3 of Accessible British Columbia Act.

Objectives

Objective 1: **Develop an Accessibility Strategy**

Review the key content areas. Literature research and review. Based in part on the information from the audit and survey.

Objective 2: **Create a mechanism by which the public can provide feedback.**

Explore ways that feedback can be submitted.

Objective 3: **Education**

Explore ways to educate the public on topics of accessibility and inclusion; and the work being completed by the Accessibility Advisory Committee.

Objective 4: **Advocacy**

Advocate on behalf of our community for improved accessibility housing. Big difference between adaptable and accessible apartments.

Objective 5: **Indigenous Consultation**

Create a task group to gain input and feedback on the committee's work.

Objective 6: **Communication Strategy**

Develop a communication strategy to promote the work of the committee

Action Plan

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, City staff other than staff liaison, City funds) that will be needed in order to complete the action items. <i>(see excerpts from TOR below)</i>
Objective 1 Develop an Accessibility Strategy				
A. Develop the Accessibility Plan	Q1/2 2026	AAC, Staff	Work with proponent to develop plan with public input	Province, other municipalities, SparcBC, consultant
B. Present draft strategy to Council	June 2026	Consultant, staff	Strategy with implementation framework and associated costs	
C. Present draft strategy to public	June onward	Staff, communications	Public awareness of plan and needed implementation	Communication Strategy
D. Prioritize the implementation of the plan	Q3/Q4	AAC, Staff	Review implementation schedule, financial plan impacts	
Objective 2: Public Feedback				
A. Create email and written feedback mechanisms.	May/June 2026	Committee, Kim, IT	One email address and a design for written feedback, phone number	IT, communications – social media and posters
B.				
C.				
Objective 3: Education				
A. Participate in a variety of events to help educate the public	Full year	Committee	Committee members sign up to help educate the public at a variety of events throughout the year.	Earth Day, Community Day, Pop up and Play, Magic of Christmas, AccessAbility Week.
B. Accessibility Week May 31 – June 6, 2026	Weeklong activities to promote AccessAbility Week	Staff	Social media posts for the week, posters	Communication team
C. Promotion of Accessibility Tools	June - December	Staff	Social media/ website/ posters	Staff and communication team
Objective 4: Advocacy				
A. Advocate for an inventory of accessible housing	ongoing	Task Group	Increase the % of accessible housing vs adaptable	
Objective 5: Indigenous Consultation				
A. Attend Indigenous Peoples Day with an information table.	June	Committee members	Awareness of the accessibility advisory committee	

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
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Objective 6: Communication Strategy				
A. Promotion of the Accessibility Plan awareness	Q2-Q4	Staff	Social media/ website/posters	Communications

Per each committee/task group's Terms of Reference (TOR):

The committee or task group may undertake multiple initiatives; however, if staff resources are required, the advisory body shall undertake only one initiative at a time.

The committee or task group does not have the authority to give direction to staff or to commit to expenditure of funds.

Action recommended by the committee or task group must be done by resolution to City Council and with their approval prior to implementation.



COMMITTEE REPORT

To: **Mayor and Councillors**

Subject: **2026 Community Safety Awareness Committee
Annual Work Plan**

File #: 0110.00

Doc #:

From: Councillor Paul Albrecht, Chair

Date: June 1, 2026

RECOMMENDATION:

THAT Council approve the Community Safety Awareness Committee 2026 Annual Work Plan.

SUMMARY:

The Terms of Reference for the City of Langley's Community Safety Awareness Committee (CSA) requires the committee to develop a work plan that aligns with the goals of the City's strategic plan and that it be approved by Council annually. To that end, the CSA committee prepared this year's work plan with objectives and action items that focus on building public awareness, encouraging public participation, and support for collaborative, preventative approaches to safety across the community. This year's plan continues work on several initiatives under development from 2025 while expanding on a wider scope of promotion for overall community safety.

The CSA recommends that City Council approve the 2026 Work Plan as submitted.

Respectfully Submitted,

Councillor Paul Albrecht
Chair

Attachment:

1. Community Safety Awareness Committee 2026 Annual Work Plan

2026 Work Plan

Community Safety Awareness Committee (CSA)

Mandate

The mandate of the Committee is to advance Council approved initiatives that build public awareness, encourage participation, and support collaborative, preventative approaches to safety across the community and includes:

- Continuing to advance media messaging around community safety initiatives and resident engagement in collaboration with the City's Communication Officer.
- Participate in the Resilient Neighbourhood Networks, a Citizens' Assembly initiative created to strengthen community safety, social connection and wellbeing, including expansion of the "Know Your Neighbour" campaign concept with a focus on building connections among multifamily residential neighbourhoods.
- Engage with residents to share the committee's ideas and initiatives by participating, when appropriate, in the City's:
- Social Streets Program: a community-based initiative that transforms parks and public spaces into temporary gathering places intended to strengthen social connection, trust, and relationship, with community safety and service providers, inclusion and perceptions of safety and highlights prevention-focused community safety.
- Village Cafés: a community-based engagement and dialogue initiative that creates welcoming, informal spaces for residents to connect, share experiences, access resources, and support and participate in conversations about community life, safety, and well-being.
- In partnership with the Community Police Office, promote and educate residents about existing RCMP programs such as Block Watch, crime prevention such as CPTED, and community programs that encourage neighbourhood gatherings and connections.
- In partnership with the Community Police Office, Downtown Langley Business Association and Chamber of Commerce, promote and educate business owners about existing RCMP programs, crime prevention strategies, and promote committee initiatives and activities that build connections among people in our commercial / business neighbourhoods.
- Encouraging a preventative and supportive environment by exploring opportunities for activities that help everyone feel safe and supported.

Aligning with Council's Strategic Plan and its guiding principles related to the four cornerstones: Community, Connected, Experiences and Integration; and the core focus areas to Integrate a Holistic Approach to Community Safety and Strengthen Public Communication and Engagement.

Objectives

Identifies objectives that align with the Community Safety Awareness (CSA) Committee mandate and terms of reference. Please note, after Council approves this work plan, any updates/adjustments to the work plan are to be submitted to Council for approval.

Objective 1: Business Watch

This objective aims to raise community safety and crime prevention awareness and action in the business community. It aligns with the mandate to utilize partnerships with the RCMP Community Police Office, Downtown Langley Business Association and Chamber of Commerce to promote and educate business owners about existing RCMP programs, crime prevention, and CPTED (Crime Prevention Through Environmental Design).

Great progress was made moving this initiative forward last year. This year work will focus on promoting the Business Watch program to the DLBA membership (approximately 600 businesses). The intention is to encourage participation in the program and connect neighbouring businesses using a Block Watch modelled program.

Objective 2: Educational / Awareness Poster Campaign

This objective aims to target promotion of community safety and crime prevention activities, programs and initiatives. In partnership with the RCMP, Social Planner and Fire Chief, identify current trends and productive messaging to share with the public on City platforms. It aligns with the mandate related to continuing to advance media messaging around crime prevention and community safety.

Objective 3: Know Your Neighbour / Social Campaign

This objective aims to continue to educate residents about the importance of community connectedness and the benefits of a collaborative 'neighbourly' approach to maintaining safe neighbourhoods. The mandate speaks directly to participating in the Resilient Neighbourhood Network initiative to strengthen social connection in multifamily residential neighbourhoods.

Objective 4: Increase Social Media Presence

This objective is an overarching initiative intended to amplify and grow the community safety and crime prevention education efforts listed above. It is intended to promote interactive public engagement and expand community reach.

Objective 5: E-Mobility Safety

This objective aims to build a culture of safe e-mobility operation in our community. By educating the public about safe riding practices we increase rider and pedestrian protection while promoting a safe alternative mode of transportation. It aligns with the mandate of encouraging a preventative and supportive environment by exploring opportunities for activities that help everyone feel safe and supported.

Objective 6: Block Watch

This objective aims to promote and expand participation in the established RCMP program. The program lost participation when it was shut down due to covid. It has since been reestablished and is gaining momentum. It aligns with the mandate related to partnerships with the Community Police Office to promote and educate residents about existing RCMP programs and crime prevention.

Action Plan

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, other City staff, City funds) that will be needed in order to complete the action items.
1. Business Watch (BW) This objective aims to raise community safety and crime prevention awareness and action in the business community. It aligns with the mandate to utilize partnerships with the RCMP Community Police Office, Downtown Langley Business Association and Chamber of Commerce to promote and educate business owners about existing RCMP programs, crime prevention, and CPTED (Crime Prevention Through Environmental Design). Great progress was made moving this initiative forward last year. This year work will focus on promoting the Business Watch program to the DLBA membership (approximately 600 businesses). The intention is to encourage participation in the program and connect neighbouring businesses using a Block Watch modelled program.				
A. Recirculate the Business Watch survey to DLBA members to promote the program and gauge interest in participation.	Q2	Business Watch sub-committee members / DLBA Executive Director	Reestablish interest and participation in the program, gauge interest. (paused due to Fraser Highway one-way construction activities)	DLBA Executive Director will circulate the electronic survey to 600 member businesses and manage receipt of completed surveys.
B. Establish one key message to attract interest from businesses to participate in the program.	Q2	Business Watch sub-committee members	Provide a 'hook' to garner interest from businesses to participate in the program.	BW subcommittee and City staff (communications dept), to create BW brand graphics and format one-page marketing material.
C. Create a tri-fold brochure and a more in-depth information package for distribution to participating businesses.	Q2/3	Business Watch sub-committee members	Provide businesses with more 'onboarding' information about the program to advise what services are available to them through the program. I.e: community safety tips, 'who to call', RCMP CPTED review information etc.	BW subcommittee volunteers and Comms staff
D. Full implementation of the BW program.	Q2-4 - ongoing	Business Watch sub-committee members with support from the City, DLBA & RCMP	Increased participation in the program	DLBA as an initial contact point for the businesses and support from the RCMP Block Watch staff to facilitate onboarding and participation in the program.

Notes:

*The advisory body may undertake multiple initiatives; however, **if staff resources are required, the advisory body shall undertake only one initiative at a time.***

The advisory body does not have the authority to give direction to staff or to commit to expenditure of funds, outside of the allocated committee budget.

Action recommended by the advisory body must be done by resolution to City Council and with their approval prior to implementation.

2. Educational / Awareness Poster Campaign

This objective aims to target promotion of community safety and crime prevention activities, programs and initiatives. In partnership with the RCMP, Social Planner and Fire Chief, identify current trends and productive messaging to share with the public on City platforms. It aligns with the mandate related to continuing to advance media messaging around crime prevention and community safety.

Action Items Identify specific action items integral to the stated objective	Timeline Identify estimated timeline and/or end date for action items.	Responsibility Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Expected Outcomes Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Resources Identify any resources (e.g. staff liaison, other City staff, City funds) that will be needed in order to complete the action items.
A. Define the data needed to design effective action by determining: <ul style="list-style-type: none"> • local crime trends • community concerns • seasonal risks • target audience • existing campaigns • poster locations • message effectiveness • emergency reporting information 	Q2 – ongoing	Educational / Awareness Poster Campaign (EAPC) subcommittee	To learn: <ul style="list-style-type: none"> • most effective poster topics • share relevant information • make timely / current trends • choose language & design • avoid duplication • improve visibility • give practical / applicable help 	EAPC subcommittee Comms staff to approve branding / design
B. Identify data sources & consult with stakeholders / partners	Q2 - ongoing	EAPC subcommittee	Determine stakeholders to collect relevant & accurate content. I.e: <ul style="list-style-type: none"> • RCMP, Bylaw & Fire dept staff • Citizen groups / non-profits • Residents, Business owners • Property managers To learn: <ul style="list-style-type: none"> • most common safety concerns • seasonal issues to focus on • misconceptions of crime • important messaging • where to share posters for most effective uptake 	EAPC subcommittee Some committee clerk staff time to connect committee members with partner contacts.
C. Choose poster themes, create posters and set distribution schedule	Q2 – ongoing	EAPC subcommittee	Create themes and corresponding distribution schedule.	EAPC subcommittee
D. Evaluate effectiveness	Q4	EAPC subcommittee	Evaluate whether the posters are useful. I.e: tracking QR code scans	EAPC subcommittee

3. Know Your Neighbour / Neighbourhood Socials

This objective aims to continue to educate residents about the importance of community connectedness and the benefits of a collaborative ‘neighbourly’ approach to maintaining safe neighbourhoods. The mandate speaks directly to participating in the Resilient Neighbourhood Network initiative to strengthen social connection in multifamily residential neighbourhoods.

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, other City staff, City funds) that will be needed in order to complete the action items.
A. Promote connection with Resilient Neighborhood Network – attend Jun 26 Social Streets event	Q2	KYN subcommittee	<ul style="list-style-type: none"> • Build and promote connections between and among residents and between residents and the City / RCMP 	KYN subcommittee members attend events
B. Make contact with strata building presidents/council members	Q2 – ongoing	KYN subcommittee	<ul style="list-style-type: none"> • Build and promote connections between and among residents and between residents and the City / RCMP • Inform about RNN community events and connection-building opportunities 	KYN subcommittee
C. Share and promote emergency preparedness information among residents of multifamily buildings	Q2 – ongoing	KYN subcommittee	<ul style="list-style-type: none"> • Educate and inform residents about resources available through the community. • Promote stratas to coordinate group contributions to strata emergency grab & go kits 	KYN subcommittee Emergency Preparedness staff (for resource materials)
D. Promote neighbourhood get-togethers / block parties / bbqs and access to grant funds for event execution	Q2 – ongoing	KYN subcommittee	Uptick in community interest in hosting a neighbourhood bbq or block party.	KYN subcommittee City staff to create / share the application
E. Prepare an ‘event kit’ to share with residents.	Q3	KYN subcommittee	Make coordinating a neighbourhood gathering simple with a ready-to-go event kit that covers all the to-do’s.	KYN subcommittee City staff

Notes:

*The advisory body may undertake multiple initiatives; however, **if staff resources are required, the advisory body shall undertake only one initiative at a time.***

The advisory body does not have the authority to give direction to staff or to commit to expenditure of funds, outside of the allocated committee budget.

Action recommended by the advisory body must be done by resolution to City Council and with their approval prior to implementation.

4. Increase Social Media Presence

This objective is an overarching initiative intended to amplify and grow the community safety and crime prevention education efforts listed above. It is intended to promote interactive public engagement and expand community reach.

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, other City staff, City funds) that will be needed in order to complete the action items.
A. Amplify and grow interest in community safety education events and materials.	Q2 - ongoing	CSA committee	Use social media to share information about all initiatives and activities	CSA committee City staff (communications)

Notes:

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Action recommended by the advisory body must be done by resolution to City Council and with their approval prior to implementation.

5. E-Mobility Safety

This objective aims to build a culture of safe e-mobility operation in our community. By educating the public about safe riding practices we increase rider and pedestrian protection while promoting a safe alternative mode of transportation. It aligns with the mandate of encouraging a preventative and supportive environment by exploring opportunities for activities that help everyone feel safe and supported.

Action items for this initiative will be developed as time permits				
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6. Block Watch

This objective aims to promote and expand participation in the established RCMP program. The program lost participation when it was shut down due to covid. It has since been reestablished and is gaining momentum. It aligns with the mandate related to partnerships with the Community Police Office to promote and educate residents about existing RCMP programs and crime prevention.

Action items for this initiative will be developed as time permits				
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Notes:

*The advisory body may undertake multiple initiatives; however, **if staff resources are required, the advisory body shall undertake only one initiative at a time.***

The advisory body does not have the authority to give direction to staff or to commit to expenditure of funds, outside of the allocated committee budget.

Action recommended by the advisory body must be done by resolution to City Council and with their approval prior to implementation.



COMMITTEE REPORT

To: **Mayor and Councillors**

Subject **2026 Environmental Sustainability Committee
Work Plan**

File #: 0110.00

Doc #: 207302

From: Councillor Paul Albrecht, Chair

Date: June 15, 2026

RECOMMENDATION:

THAT Council approve the Environmental Sustainability Committee 2026 Annual Work Plan.

SUMMARY:

The Terms of Reference for the City of Langley's Environmental Sustainability Committee (ESC) requires the Committee to develop a work plan that aligns with the strategic goals of the City and that it be approved by Council.

To that end, the ESC reviewed and finalized a work plan focusing on providing a local perspective on environmental sustainability issues while giving due consideration to the balance between social, environmental and economic aspects that are consistent with the City's Strategic Plan.

It is recommended that the 2026 ESC Work Plan be approved as submitted.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "P. Albrecht".

Councillor Paul Albrecht
Chair

Attachment:

1. Environmental Sustainability Committee 2026 Annual Work Plan

Environmental Sustainability Committee 2026 Work Plan

Mandate

The overall mandate of the Environmental Sustainability Committee (ESC) is to provide advice to Council with respect to environmental sustainability issues which is consistent with the City of Langley's Strategic Plan.

Objective

Specific responsibilities of the Committee include, but are not limited to, the following:

- To provide advice to Council on a wide range of existing and emerging environmental sustainability issues and trends including strategic planning initiatives, bylaws, and policy development;
- To provide a local perspective on the environment while giving due consideration to the balance between social, environmental and economic aspects;
- To identify and review opportunities for environmental protection and enhancement within the City and advise Council of the same;
- To advise Council on issues of environmental importance to stakeholder groups and to the community at large; and
- To identify and advise on ways to build local environmental awareness and promote environmental stewardship within the City.

Action Plan Items

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison/city staff, City funds) that will be needed in order to complete the action items.*
Earth Day				
1. Education, event planning & coordination	Q1 – April 25, 2026: Event	Nichole Marples to confirm participants / ESC	Social impact, increased public awareness & participation, waste diversion (car seats)	City Staff – venue, bicycle storage, equipment
2. Earth Day Subcommittee Structure	Q4 – November	ESC subcommittee	Develop event Guide, formal structure and member participation, reporting, coordinating logistics	City Staff – Assist with creating formal structure, terms and guidelines for the Subcommittee
Increase & Preserve Tree Canopy				
1. Subsidized Tree Planting	Q3	ESC / City Staff	ESC to research initiatives within the region after Staff presentation update	Staff Liaison – budget considerations
2. Explore strategies in the City's 2024 Urban Forest Management Strategy to implement	Q4	ESC	Research & advise initiatives	
Bat Friendly Community Certification				
1. Promote learning	Q3	ESC to coordinate events	Maintain Bat Friendly Community certification	City Staff to complete annual reporting requirements
Climate Action Goals/Climate Action Strategy				
1. Dog Waste	Q3	ESC	Promote Education & awareness	
2. Walkability	Q3-Q4	ESC	Education & awareness	
Bee Friendly City Certification				
1. Bee Friendly City Certification	Q3-Q4	ESC	Research certification eligibility, requirements and benefits, and consider applying to become a Bee Friendly City.	City Staff – budget considerations

Food Systems				
1. Food Security	Q3-Q4	ESC - Explore partnerships (Citizens Assembly)	Support the Langley City Community Food Team	
2. Container Gardens	Q3-Q4	ESC	Research and develop ideas, Guidance for ESC goals at "Walking the Road Map" Session with Dena Kae	
3. Food Waste (Restaurants)	Q3-Q4	ESC	Research and develop ideas, Guidance for ESC goals at "Walking the Road Map" Session with Dena Kae	
European Chafer beetle				
1. European Chafer beetle management and mitigation	Q4	ESC	Research management and mitigation strategies for European Chafer Beetle infestations within the City	Staff
Downtown litter				
2. Litter management within the downtown core of Langley City	Q4	ESC	Brainstorm and research options on how the City may improve its litter management in the downtown core	Staff

Potential Items if Priority Items Complete

Action Items Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Timeline Identify estimated timeline and/or end date for action items.	Responsibility Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item.	Expected Outcomes Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Resources Identify any resources (e.g. staff liaison/city staff, City funds) that will be needed in order to complete the action items.*
Bee Friendly City				
Light Pollution				
1. New Developments				
Tree Cities of the World				

***Notes:**

The advisory body may undertake multiple initiatives; however, if staff resources are required, the advisory body shall undertake only one initiative at a time.

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Action recommended by the advisory body must be done by resolution to City Council and with their approval prior to implementation.



COMMITTEE REPORT

To: **Mayor and Councillors**

Subject **2026 Socio-Cultural Economic Development
Advisory Committee (SCEDAC) Work Plan**

File #: 0110.00

Doc #: 207357

From: Councillor Paul Albrecht, Chair

Date: June 9, 2026

RECOMMENDATION:

THAT Council approve the Socio-Cultural Economic Development Advisory Committee 2026 Annual Work Plan.

SUMMARY:

The Socio-Cultural and Economic Development Advisory Committee (SCEDAC) will contribute, support and advise on a number of key initiatives from Council's Strategic Plan including key initiatives that will advance social, cultural and economic development, collaborative partnerships, prosperity and most importantly improve quality of life for the residents of our Langley City; and community asset development that will focus work with current community assets to draw attention to the needs and vision of community health, well-being, social equity and inclusion that will be an integral part of creating a vibrant and sustainable community and economy.

The SCEDAC recommends that City Council approve the Work Plan as submitted.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "P. Albrecht".

Councillor Paul Albrecht
Chair

Attachment:

1. Socio-Cultural Economic Development Advisory Committee 2026 Work Plan



2026 Work Plan

Socio-Cultural Economic Development Advisory Committee (SCEDAC)

Mandate

The Socio-Cultural and Economic Development Advisory Committee (SCEDAC) will contribute, support and advise on a number of key initiatives from Council's Strategic Plan including key initiatives that will advance social, cultural and economic development, collaborative partnerships, prosperity and most importantly improve quality of life for the residents of our Langley City; and community asset development that will focus work with current community assets to draw attention to the needs and vision of community health, well-being, social equity and inclusion that will be an integral part of creating a vibrant and sustainable community and economy.

Objectives

Objective 1: Promote Langley City as the Regional Hub of the Fraser Valley, the Place to be; an intelligent and thriving community that embraces social, cultural and economic innovations that improve the quality of life for our residents.

Objective 2: Create and embrace innovative opportunities and models across sectors and the community to foster prosperity, diversity, equity, and inclusion.

Objective 3: Provide advisory input to the creation of an innovative Socio-Cultural Economic (SCE) Framework.

Objective 4: Provide advisory input to update the Attract and Retain Business Plan.

Objective 5: Develop strategies and partnership with KPU, businesses, entrepreneurs and others to realize the vision for the Glover Road Innovation District. A dynamic neighbourhood that encourages student housing, tech and research businesses, creative industries, start-ups, and maker spaces.

Objective 6: Promote new investment opportunities with the development industry with emphasis on Transit Oriented Development with high performance and sustainable built form.

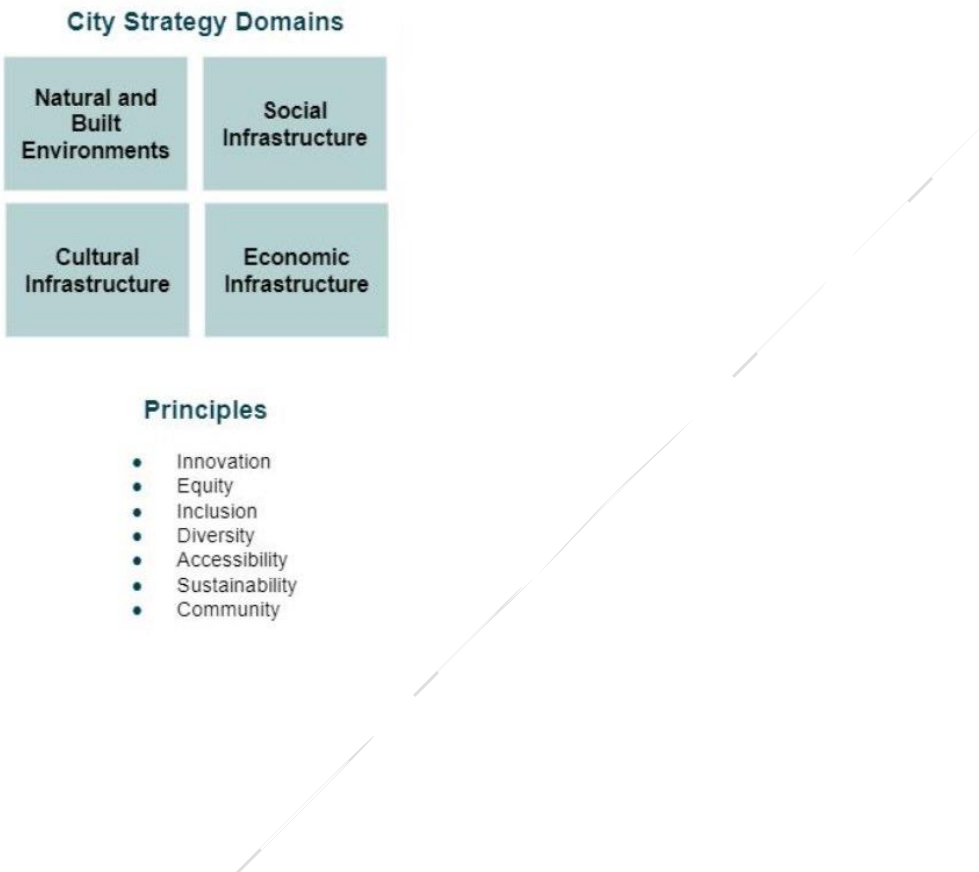
Objective 7: Develop strategies and partnership with government agencies, community groups and entrepreneurs to secure capital funding for an iconic destination arts and cultural facility.

Objective 8: Advocate to senior levels of government to create partnerships that support the City's progressive socio-economic pathways of equity, integration, diversity and

inclusion through an implementation plan that emerges from the Socio-Cultural Economic Framework.

Objective 9: Provide advisory inputs to the creation of a solutions-based social-economic implementation plan that supports outputs from community dialogues.

Objective 10: Implement a comprehensive approach that integrates the City's Strategy Domains including Natural and Built Environments, Social Infrastructure, Cultural Infrastructure, and Economic Infrastructure through a principle-based approach (see diagram below).



Action Plan 2026

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, City staff other than staff liaison, City funds) that will be needed in order to complete the action items. <i>(see excerpts from TOR below)</i>
General				
A. Review TOR and draft work plan for 2025	Feb 2026	All	General understanding of the committee, its role and responsibilities	Staff
B. Briefing on Calendar of related activities and events	Feb 2026	All	Provide opportunities for the committee member to attend and support related activities and events that are scheduled.	Staff
Objective 2 – INNOVATION				
C. A. Innovation updates on FoodTech	March - November 2026	All	For information and discussion on its alignment and influence - ongoing	EDA
D. B. ICF Community Accelerator Strategy – Innovation discussion	March 2026	All	Review video training and discuss best practices and innovative models and synergies	EDA
E. C. Focus on Data, Issue Literacy & Community Well-being		All	Committee to focus on Data panel/Literacy/Community Well-being	
F. D. Encourage Future Thinking through Engagement and Communications		All	Committee members to think of the future through engagement and communications	
Objective 4 - Attract and Retain Business Plan				
A. EDS next steps and formation/purpose of the FoodTech Subcommittee. Mandate will be to explore opportunities (and challenges) re agtech, supply chain, market	Feb 2026 and ongoing	All	Update on EDS Strategy, Implementation update, Presentation on purpose and the process being undertaken for the FoodTech Subcommittee.	EDA Subcommittee is comprised of volunteers from SCEDAC and external subject matter experts (non-SCEDAC members) who will be providing advice to assist the subcommittee to fulfill its

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed). opportunities (eg.non-alcoholic beverages), branding, exporting, sustainable packaging, start-up ecosystems and innovation space enablement in The Innovation District.	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, City staff other than staff liaison, City funds) that will be needed in order to complete the action items. <i>(see excerpts from TOR below)</i> mandate as permitted under SCEDAC's Terms of Reference. Subcommittee members confirmed as follows: Jaret Lang SCEDAC Brent Elliott SCEDAC Johnny Webb SCEDAC SCEDAC staff: Wendy Dupley, Dena Kae Bena and Francis Cheung Dr Deepak Gupta: KPU Dr Paul Adams: CKF Amit Golan: CKF Stuart Lilley: CEO Refeed Canada Graham Wood: CEO Sacred Waters Development Alan Hill: Tres Community. Additional members may be added as needed.
A. Work through components of the ICF Community Accelerator Program	March - Sept 2026	All	Committee to discuss relevance and synergies for community implementation.	EDA
B. Committee review progress on strategy implementation e.g. Online tool.	Ongoing March - Nov 2026	All	Committee to provide input and advice for new initiatives being implemented	EDA
C. EDS Update. Progress Presentation to Council	February 2026	All	Committee to provide input	EDA
D. Review and evaluate underutilized properties, business succession challenges & supporting business transitions		All	Committee to research opportunities to create more jobs	

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, City staff other than staff liaison, City funds) that will be needed in order to complete the action items. <i>(see excerpts from TOR below)</i>
E. Collaborate with Existing Businesses, regarding succession planning and mentorship		All	Committee to assist in increasing foot traffic to help small businesses	
F. Provide support and assistance to new and long-term residents/businesses		All	Provide the support needed for new and long-term residents/businesses to succeed	
G. Better variety of businesses		All	Committee members to provide feedback on how to attract other businesses currently not in Langley City	
H. KPI Dashboard-Early activation	June - December 2026	All	Dashboard (Early activation) review, monitoring and data stewardship input	Strategic Initiatives and Social Planning (SI-SP)
I. Resiliency Framework	February - June 2026	All	Committee to provide input	Strategic Initiatives and Social Planning (SI-SP)
Objective 5-COMMUNITY-ACTION BASED SOCIO-CULTURAL AND ECONOMIC DEVELOPMENT AND COLLECTIVE IMPACT				
A. Indigenous Reconciliation and Relations	February - December 2026	All	Committee to provide input and participate when available in activities and events	Strategic Initiatives and Social Planning (SI-SP)
B. Langley City 2025 Village Café Series-Civic Engagement and Participation	February - December 2026	All	Committee to provide input and participate when available in activities and events	Strategic Initiatives and Social Planning (SI-SP)
C. Station Café Operations Testing and On-going Operations	February - December 2026	All	Committee to provide input about social marketing, civic café engagement, and link to broader socio-economic and cultural community development	Strategic Initiatives and Social Planning (SI-SP)
D. Shared Outcome Approach to Respond to the needs of vulnerable individuals-Coordinated Access (digital	February - December 2026	All	Committee to receive update reports and provide input into cross-systems and sector activation and participate in data	Strategic Initiatives and Social Planning (SI-SP)

Action Items	Timeline	Responsibility	Expected Outcomes	Resources
Identify specific action items integral to the stated objective (add or delete objectives or rows as needed).	Identify estimated timeline and/or end date for action items.	Identify working groups, subcommittees, and/or committee member(s) responsible for completing each action item, as appropriate.	Outline expected achievements and deliverables from each action item. Ideally, these are measurable indicators of success.	Identify any resources (e.g. staff liaison, City staff other than staff liaison, City funds) that will be needed in order to complete the action items. <i>(see excerpts from TOR below)</i>
platform-access, referral, resource directory, and aggregate level data)			stewardship activities (data and trend monitoring)	
E. Shared Outcome Approach to Respond to the Needs of Vulnerable Individuals- REACT (Health Canada funded) socio-tech platform to support real-time access to guidance, support, and services to divert non-emergency calls from frontline responders	February - December 2026	All	Committee to receive project update reports and provide input	Strategic Initiatives and Social Planning (SI-SP)
F. Shared Outcome Approach to Respond to the Needs of Vulnerable Youth and their families-Project Blackfeather	February - December 2026	All	Committee to receive project update reports and provide input into initiative's sustainability plan	Strategic Initiatives and Social Planning (SI-SP)
G. Community and Industry Partnerships		All	Build relationships with other industries (UDI, Real Estate, Chamber of Commerce etc)	

Per each committee/task group's Terms of Reference (TOR):

The committee or task group may undertake multiple initiatives; however, if staff resources are required, the advisory body shall undertake only one initiative at a time.

The committee or task group does not have the authority to give direction to staff or to commit to expenditure of funds.

Action recommended by the committee or task group must be done by resolution to City Council and with their approval prior to implementation.



REPORT TO COUNCIL

To: **Mayor and Councillors**

Subject: **Glover Road Innovation District Plan - Amendments**

File #: 6620.00

Doc #:

From: Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Date: June 5, 2026

RECOMMENDATION:

1. THAT Council receive the report dated June 5, 2026 titled, "Glover Road Innovation District Plan - Amendments" for information; and
2. THAT Council endorse the Glover Road Innovation District Plan; and
3. THAT Council direct staff to prepare a related Official Community Plan amendment bylaw for consideration.

PURPOSE:

The purpose of the report is to consider the Glover Road Innovation District Plan (the "Plan") as amended in response to Council's comments at the May 25, 2026 Special Council meeting.

POLICY:

Official Community Plan Bylaw No. 3200 (OCP) includes the following policy:

4.15 INNOVATION BOULEVARD PLAN

Create an Innovation Boulevard Master Plan for the Innovation Boulevard District to guide and facilitate the development of an Innovation Boulevard along Glover Road between the Civic and Historic Cores and Kwantlen Polytechnic University.

In addition, the OCP's District Policies (Appendix B) articulate a vision and policies for the Innovation District intended to provide the basis for an area plan to be adopted by Council.

The Economic Development Strategy includes the following goal:

*Goal 1A Innovation
Pursue a Foodtech Innovation Vision*

The area plan for the Innovation District is intended to shape the physical spaces to support the economic activities envisioned in the City's economic development goals.

COMMENTS/ANALYSIS:

The project team has amended the Glover Road Innovation District Plan in response to comments and questions from Council at the May 25, 2026 Special Council meeting. Council's comments and questions, along with the corresponding responses and Plan amendments, are summarized in Attachment 1. These responses include minor amendments to the Plan as well as references to existing Plan sections that address the question or comment. Minor graphic design updates have also been added to the Plan document (title page and section break backgrounds).

Based on the incorporation of these refinements, staff recommend that Council endorse the Glover Road Innovation District Plan as amended. Furthermore, as outlined in the May 19, 2026 staff report that presented the Plan at the May 25, 2026 Special Council meeting, staff also recommend that Council direct staff to prepare the Plan as an OCP amendment bylaw, to incorporate it into the OCP through a future OCP amendment process. This process will include further consultation with outside agencies and a public hearing prior to Council considering adoption of this Bylaw. Related amendments to the City's Regional Context Statement and Metro Vancouver Regional Growth Strategy will also need to be completed as a part of this process.

BUDGET IMPLICATIONS:

Endorsement of the Glover Road Innovation District Plan does not commit the City to any additional expenditures. Implementation actions in support of the Plan, with cost implications, will be advanced for Council's consideration as part of the annual Financial Plan cycle.

The preparation of the Glover Road Innovation District Plan was funded through the City's Financial Plan at a cost of \$175,000.00.

ALTERNATIVES:

1. Require further changes to the Glover Road Innovation District Plan.
2. Deny endorsement of the Glover Road Innovation District Plan.

Respectfully Submitted,



Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Concurrence:



Carl Johannsen, RPP, MCIP
Director of Development Services

Concurrence:



Rachel Ollenberger, AScT
Acting Director of Engineering, Parks &
Environment

Attachments:

1. Summary of Council Questions, Comments and Responses
2. Glover Road Innovation District Plan

CHIEF ADMINISTRATIVE OFFICER'S COMMENTS:

I support the recommendations.



Francis Cheung, P. Eng.
Chief Administrative Officer

Attachment 1
City Council Comments/Questions (May 25, 2026) & Responses
Glover Road Innovation District Plan

Subject	Comment/Question	Response (Plan amendments shown in italics)
Automall (Precinct 3)	<ul style="list-style-type: none"> • Automall (Precinct 3) character inconsistent with Innovation District vision • Need to encourage redevelopment and greening • Can auto technology training be linked with KPU education programs? 	<ul style="list-style-type: none"> • Addressed in the following 5.4 Precinct 3 Policies (pp. 68-69): 5.4.2 Innovation-Related Uses 5.4.3 Intensification (existing street/block and land use pattern enable future intensification) 5.4.6 Collection Drive • <u>Added new policy:</u> <i>Policy 5.4.4 KPU Partnership Opportunities</i> <i>Encourage business development, partnerships and educational links with KPU programs and services, including research and innovation in agriculture, advanced manufacturing, clean energy/transportation technologies, environmental technology and green initiatives.</i> • <u>Renumbered the following policies:</u> <i>Policy 5.4.5 Landmark Buildings</i> <i>Policy 5.4.6 Collection Drive</i> <i>Policy 5.4.7 Logan Creek</i> <i>Policy 5.4.8 Glover Road Swale</i> <i>Policy 5.4.9 Public Art</i>
Process/Next Steps	<ul style="list-style-type: none"> • How do we move forward with Plan in the context of the OCP? • What documents are required? 	<ul style="list-style-type: none"> • Addressed in 7.1 Implementation Strategy (p. 96): Amendment - Regional Growth Strategy Redesignation – OCP (Amend OCP as required, adding Glover Road Innovation District Plan as Appendix)

Performance Monitoring	<ul style="list-style-type: none"> • How can we measure success of Plan? • What do other examples show? • Follow-up study required to evaluate Plan performance (10-year interval?) 	<ul style="list-style-type: none"> • <u>Added new section to 7.1 Implementation Strategy – Additional District-Wide Actions (p.101):</u> <i>Performance Monitoring</i> Conduct an implementation review after 10 years to measure and report on progress achieved toward key objectives identified within the area plan. A key measure of success should be securing buy in and investment from private sector, post-secondary education and (senior) government sources.
Employment Land	<ul style="list-style-type: none"> • Plan must express a City commitment to no-net-loss of employment land (re: proposed RGS/OCP amendment) 	<ul style="list-style-type: none"> • <u>Added new sentence to 7.1 Implementation Strategy Amendment – Regional Growth Strategy; Redesignation – OCP (p. 96):</u> <i>Ensure that amendment results in no net loss of Mixed Employment land.</i>
Hub Building	<ul style="list-style-type: none"> • Incentives required to realize private hub building (Precinct 1) • How to integrate social enterprise into hub building concept (i.e.. community kitchen/food education/food systems/security programs in common space), via public/community floorspace (innovation house/neighbourhood house) 	<ul style="list-style-type: none"> • <u>Added new policy to 4.1 Land Use Policies (p. 36):</u> <i>Policy 4.1.10 Business Strategy</i> Work with KPU and the business community to attract innovative companies and support public and private sector investment. • <u>Added last sentence to Policy 5.2.5 (p. 55) and Policy 5.5.3 Hub Building (p. 73):</u> <i>Explore incentives to support the development of the hub building, including options for it to be delivered as a community amenity or potential City partnership.</i>

GLOVER ROAD INNOVATION DISTRICT PLAN

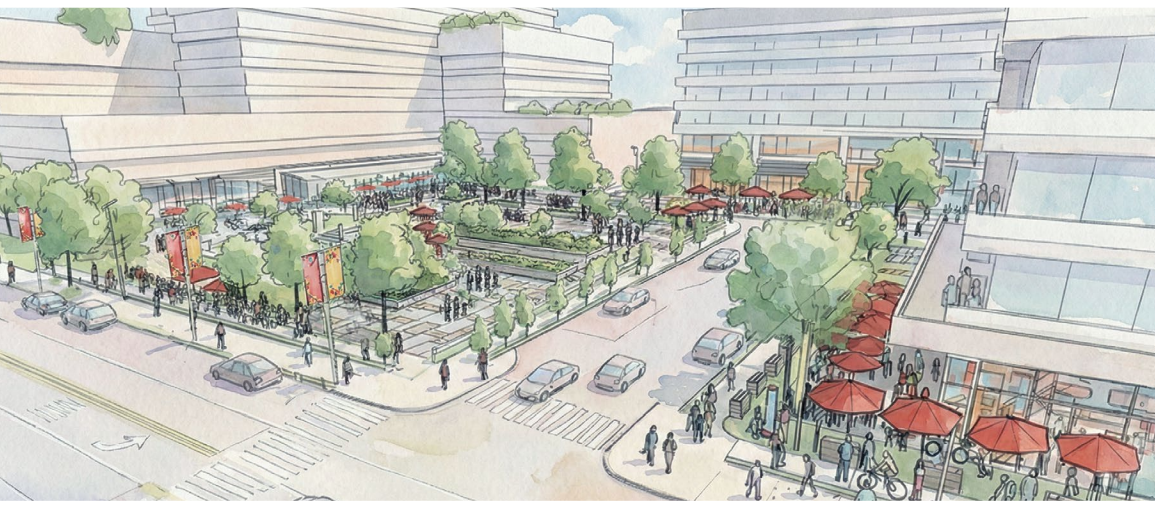




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An aerial photograph of a city, likely a university campus, with a semi-transparent blue overlay. The image shows a mix of residential buildings, parking lots, and green spaces. The text '1.0 OVERVIEW & BACKGROUND' is centered in white, bold, sans-serif font.

1.0 OVERVIEW & BACKGROUND

1.1 INTRODUCTION

THE GLOVER ROAD INNOVATION DISTRICT

Langley City's Official Community Plan (the 'OCP') designates a special area called the Glover Road Innovation District (the 'Innovation District') for future area planning. This area will connect Downtown, the Langley City Centre SkyTrain Station, and Kwantlen Polytechnic University (KPU) with tech and creative businesses, housing, and public spaces.

The Innovation District is located along Glover Road and Logan Avenue connecting Downtown to KPU, a strategic location within the city for a hub of economic activity. This area plan provides the opportunity to reimagine and revitalize the Innovation District to help create a vibrant economic future for Langley. The Innovation District will offer housing and commercial space for technology, agricultural, and creative businesses, in addition to public spaces and amenities for community enjoyment.

The goal of this area plan is to set the vision and policy framework for a dynamic urban district where transit, research, technology, and community life can thrive. Its purpose is to create a welcoming and sustainable community that supports innovative industries and a high quality of life for all residents and visitors.



Figure 1 - Glover Road Innovation District Plan Area

1.2 DRIVING FACTORS

SKYTRAIN IMPLEMENTATION

The Surrey-Langley SkyTrain Project currently underway will extend the Expo Line from Surrey’s King George Station to 203 Street in Langley City Centre. The station will be a catalyst for change in Langley City and is expected to bring significant growth opportunities.

In anticipation of the arrival of SkyTrain, Langley City's OCP unlocks significant density in the areas surrounding the Innovation District, most notably through a "Transit-Oriented Core" designation that permits building heights of 15 storeys or more. This growth framework not only capitalizes on the new infrastructure but establishes land use intensities that exceed the minimum mandates of the BC Provincial Transit Oriented Area requirements.

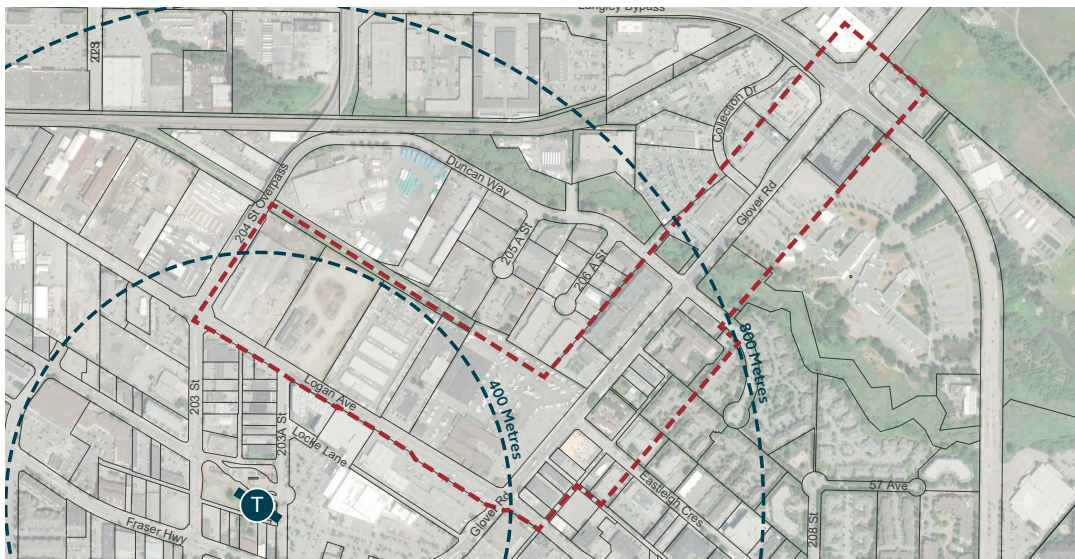


Figure 2 - Conceptual render presented in public engagement Nov-Dec 2024
Source: surreylangleySkyTrain.gov.bc.ca/document-library/

CITY OF LANGLEY

The “Langley City: Nexus of Community” document outlines the vision for the city to help shape the future of growth and development. The arrival of SkyTrain is seen as an opportunity to both capitalize on and prepare for.

The City aims to create concentrated growth, access to green zones, and design for transit and walkability. The City will develop new forms of housing, provide mixed-use development, support businesses to broaden the suite of attractions, while strengthening its mix of commerce, industry, services and institutions.

To realize the vision set out in the “Nexus of Community” document, Council adopted the OCP. The OCP supports these strategies for growth, designating a variety of land uses which respond to the implementation of SkyTrain as well as Langley's anticipated future housing, open space and commercial needs.

The developable land uses within the Innovation District are Transit-Oriented Core, Mixed Employment and University District. These uses allow high-density residential, commercial and mixed-use buildings.



Figure 3 - Langley City Official Community Plan Bylaw and Langley City Nexus of Community

KWANTLEN POLYTECHNIC UNIVERSITY (KPU)

KPU is a stakeholder and a catalyst site at the northern edge of the Innovation District. The KPU 2050 Official Campus Plan outlines concepts for development across the campus, visualizing its full build out by 2050.

The plan envisions public realm improvements such as a gateway plaza space with amenity uses, prioritized pedestrian circulation from Kwantlen Crescent, and a large new recreational sports field.

Achieving a strong walkable connection between KPU and the future SkyTrain station is a priority goal for the Innovation District.

Supplementing this enhanced public realm, KPU intends on expanding its footprint with several new buildings. These buildings are anticipated to reach heights up to 15 storeys as per the Zoning Bylaw 2025 No. 3300 and contain a mix of student-oriented and market housing, additional university classroom and commercial office space, and retail, brewery and event space.



Figure 4 - KPU 2050 Official Campus Plan and Site Plan

1.3 POLICY & STRATEGY CONTEXT

APPENDIX B: DISTRICT POLICIES

The concept for an Innovation District started within Appendix B: District Policies to the City’s OCP. In this document, nine special 'districts' were identified that require more detail to meet the OCP land use objectives and policies.

One of these districts identified was the Innovation District (previously 'Innovation Boulevard') and an initial vision with high level policies and delineation of an approximate study area were set out. This area plan builds on the initial concept as set out in Appendix B.

ALIGNMENT WITH OTHER REGIONAL AND LOCAL STRATEGIES

In addition to aligning with the OCP, the Innovation District is a strategic opportunity to accommodate growth in a way that supports multiple regional and local planning objectives. The following documents outline key growth targets directly affecting the Innovation District:

Provincial Policy Manual: Transit-Oriented Areas (2024)

- The Provincial Manual defines minimum densities that must be allowed on residential lands around key transit stops. The SkyTrain station in Langley will be a Category 1 stop with the highest minimum allowable density (FAR) and building heights permitted within 800 metres of the station.

Parks, Recreation, and Culture Plan (2023)

- This document directly identifies the need to acquire new parkland within the identified ‘New Parkland Acquisition Areas’. This includes a site along Logan Avenue, with an ideal minimum size of 0.6 hectare per park. It also identifies the implementation of a park or plaza on the corner of Glover Road and Logan Avenue, as identified in the OCP.

City of Langley Strategic Plan 2023-2028

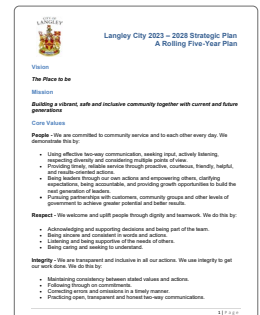
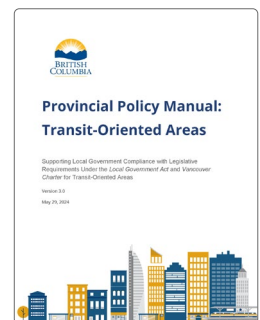
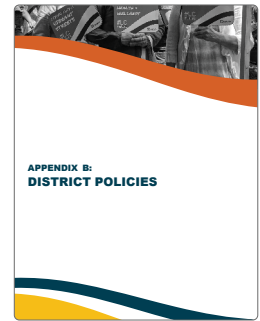
- ‘Focus Area 3: Support a Vibrant Economy’ of this document supports an area plan for the Innovation District. The Strategic Plan identifies new and innovative employment-generating and research-based development and housing opportunities along Glover Road in partnership with KPU.

Economic Development Strategy Overview 2024

- Includes strategies to target foodtech as the functional catalyst for new forms of enterprise activity within the Innovation District. Technology and advanced manufacturing are additional target industry sectors.

Metro 2050 Regional Growth Strategy (2022)

Metro Vancouver Regional Food System Strategy



1.4 RATIONALE FOR AN AREA PLAN

FRAMEWORK FOR MANAGING CHANGE

Area plans set out a unique direction for a specified place, providing a framework for managing their change. They define a clear vision and explain the future intent of the area, often using key moves and goals. In order to ensure the long-term build-out is in accordance with the overarching community vision, they set out policies and guidelines that define how this vision will be achieved – providing the detail required to support land use, environment, density, infrastructure and implementation targets.

This area plan will serve as a comprehensive guide for managing future subdivision and development in the Innovation District. It is intended to supplement the OCP, providing additional refinement and detail to this area. It supports the City and landowners as they develop, providing the guidebook on how and where to grow.

Below is an analysis of what an area plan is and is not:

WHAT AN AREA PLAN IS

- ✔ Is a locally focused document produced by local government.
- ✔ Forms an appendix to a city's/town's Official Community Plan (OCP). An area plan aligns with and builds on an OCP for more specific places or districts.
- ✔ Sets out a unique vision or direction that is place centric for an area.
- ✔ Is a land-use planning tool.
- ✔ Designates new land uses where they aren't covered by the OCP.
- ✔ Defines policies for land use designations that are specific only to the area.
- ✔ Guides development and manages change in specific areas, ensuring that growth aligns with the community's vision and values.
- ✔ Often developed with extensive community consultation to ensure that the plan reflects the priorities and concerns of landowners, residents and businesses.

WHAT AN AREA PLAN IS NOT

- ✘ Is not a provincial or federal document.
- ✘ Is not an Official Community Plan on its own, which is the larger land use and policy document that outlines long-term goals and the direction of a City as a whole.
- ✘ Is not an independent plan - it will exist as a chapter or appendix within the larger OCP and is guided by the policies and objectives outlined in that document.
- ✘ Is not definitive or set in its design - the concept design is an example of the vision for the neighbourhood and how it could eventuate under the land use policies provided.
- ✘ Is not rigid or inflexible - allows for flexibility to adapt to changing circumstances in the future and new development proposals within the OCP.
- ✘ Is not a plan for a development application.
- ✘ Is not a plan for detailed design or construction.

GOALS FOR THE AREA PLAN

The three main goals for this area plan are to:

- 1. Develop a detailed land use plan** that supports opportunities for research and technology facilities, vibrant creative industries, diverse housing options, and dynamic community spaces for a balanced, sustainable, and inclusive environment.
- 2. Create a public space plan** that guides and enables future amenities like parks, plazas, and public art installations, for the use and enjoyment of all residents and visitors as well as new streets and paths for effective multi modal transport.
- 3. Implement supportive policies and design guidelines** to ensure that the Innovation District meets a high standard of design in built form and the public realm.

1.5 INNOVATION DISTRICTS

WHAT IS AN INNOVATION DISTRICT

Innovation Districts are special city areas that promote new ideas and products. These areas attract startups and entrepreneurs, leading to economic and job growth. Innovation Districts are usually compact, close to public transportation, and have a mix of homes, offices, industry, shops, and community spaces. This makes them lively neighbourhoods where people can live, work, collaborate, and have fun all in one place.

PURPOSE

An Innovation District is intended to supercharge the local economy by physically clustering diverse assets to spark creativity and growth. Rather than isolating industries, an Innovation District creates a high-energy ecosystem where ideas, people, and capital collide. They typically have the following uses within them:

- Places to learn and experiment, like universities and incubators.
- Creative companies, from small startups to big tech businesses.
- Public gathering spaces, like parks and plazas.
- A mix of homes, offices, and shops.

An innovation district works by fusing three critical engines:

- 1. Economy Shaping:** It acts as an economic power plant, moving beyond traditional zoning to co-locate startups, established firms, and research institutions. This density accelerates commercialization and drives regional prosperity.
- 2. Place Making:** It rejects the sterile office park model in favour of vibrant, walkable, and mixed-use neighbourhoods. By prioritizing high-quality public realms, housing, and amenities, it creates a magnetic environment where talent actually wants to live and stay.
- 3. Social Networking:** It engineers serendipity. By weaving together physical spaces and social programming, it fosters deep networks between entrepreneurs, residents, and mentors, ensuring that knowledge flows freely and community bonds are strengthened.

In short, an Innovation District isn't just a place to work; it is a holistic, hyper-connected community designed to turn proximity into prosperity.



1.6 PUBLIC & STAKEHOLDER ENGAGEMENT

ENGAGEMENT SUMMARY

Involving stakeholders and the public on the planning process for the Innovation District was key to providing directions from high-level visioning to the development of the area plan.

Design Charrette & Stakeholder Workshop

In July 2025, Langley City and key project partners, including the Socio-Cultural and Economic Development Advisory Committee (SCEDAC), came together in a design charrette to brainstorm the vision and develop early concepts for the Innovation District.

This included visioning exercises of ‘what we want and don't want’ as well as identifying opportunities and challenges. Additionally, CBRE presented early-stage market analysis engagement work, then initial sketches were created that reflected aspirations for the project.

In August 2025, the City met with landowners and developers within the Innovation District to help further guide these ideas.

Based on this early engagement work, draft themes and a design concept were developed.

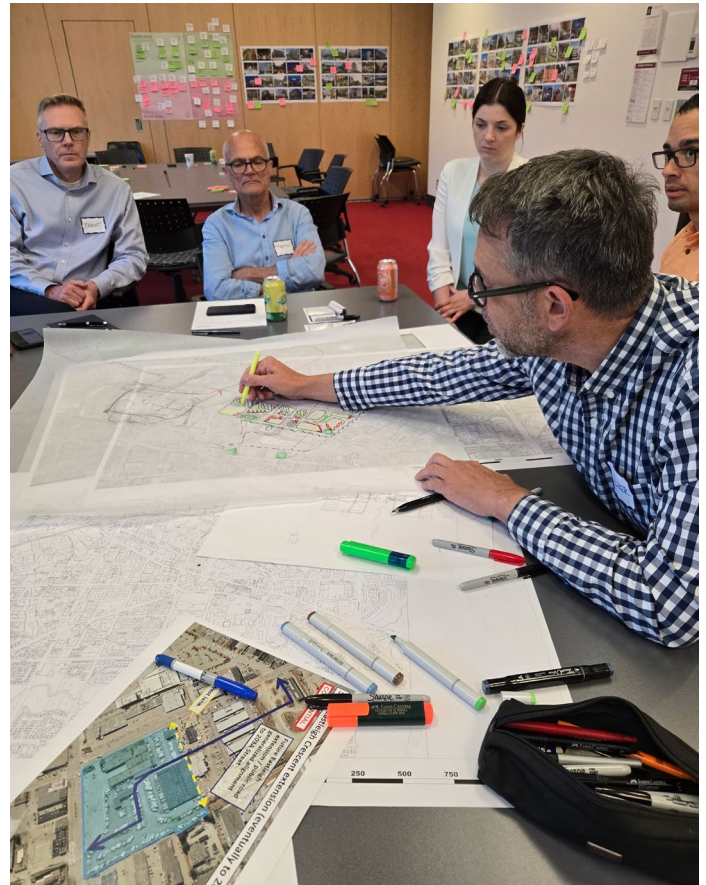


Figure 5 - Design Charrette with key stakeholders, staff, and City Council

Public Open Houses 1 & 2

In September 2025 and February 2026, open houses were hosted to share preliminary work and collect feedback from the community. Online surveys run in tandem allowed community members further opportunity to share their input.

In open house 1 presentation boards provided information on the project background including how the area is changing, and shared about the goals of an area plan and Innovation District.

The initial design concept was presented with opportunities for feedback centred on the overall vision and the top priorities of the project.

During open house 2 presentation boards showcased a refined concept and summarized content of the area plan. The final plan was broken down into land use, open space and transportation layers, along with the proposed policy direction shown in **Section 4.0**.

The open house also introduced the four Precincts, which provided unique place-based objectives for different areas of the plan. This is shown in **Section 5.0**.

Feedback from these events, and comparable online surveys on the Let's Chat Langley City platform, was used to help guide or confirm the direction of the area plan.



Figure 6 - Public open houses at KPU Langley

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2.0 DISTRICT CONTEXT

2.1 DISTRICT AREA

SITE CONTEXT

Existing Features

The Innovation District is focused on the Glover Road and Logan Avenue corridors and their adjacent properties. The boundary is defined by two pieces of significant infrastructure in the city – the 204 Street Overpass along Logan Avenue to the west, and the intersection with Langley Bypass along Glover Road to the north. The shape of the District has been informed by three key anchor points – forming a connection between the future SkyTrain Station along 203A Street, Downtown Langley, and the KPU Langley Campus.

Logan Avenue

The existing character of Logan Avenue has historically been a heavily industrial area, with several large lot parcels fronting the street at present day. The northern end of these parcels is bound by a rail spur, which serves IPEX Langley to the north, transporting large scale PVC & CPVC piping systems.

Glover Road

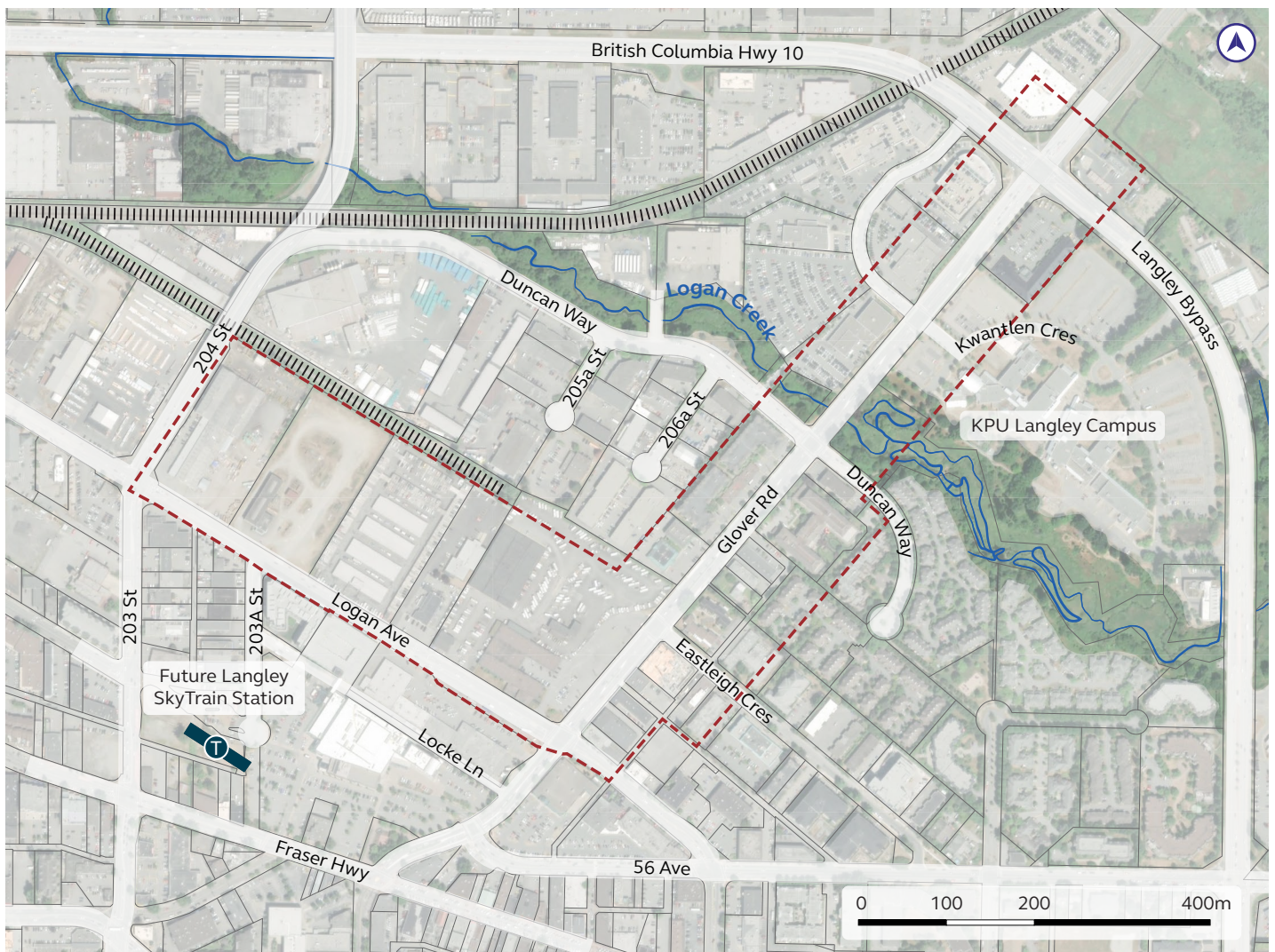
The Glover Road portion of the District has a more urban quality, including a combination of small businesses, medium density residential lots, commercial automotive, hotels, and the KPU Langley Campus. Many of the buildings are becoming dated, with some built in the 1960s. The newest developments are the automotive businesses which line the northern end of Glover Road, constructed between 2013-2015.

Logan Creek

The District's most prominent existing ecological feature is Logan Creek, a tributary of the Nicomekl River, which bisects the District from the east, being culverted under Glover Road, and running adjacent to Duncan Way to the west. The Logan Creek Riparian Area is important for regional ecosystem connectivity, and has been identified as a minor patch in the Regional Natural Infrastructure Network (RNIN).

Airspace Control

The nearby Langley Regional Airport puts federal controls, through an Airport Zoning Regulation (AZR), over development in this area which includes a maximum height of approximately 45 metres above the runway elevation – approximately 14-15 storeys. Any development nearing this height limit will need to go through the YNJ/NavCanada/Transport Canada consultation and approval process.



LEGEND



-  District Boundary
-  Rail Line

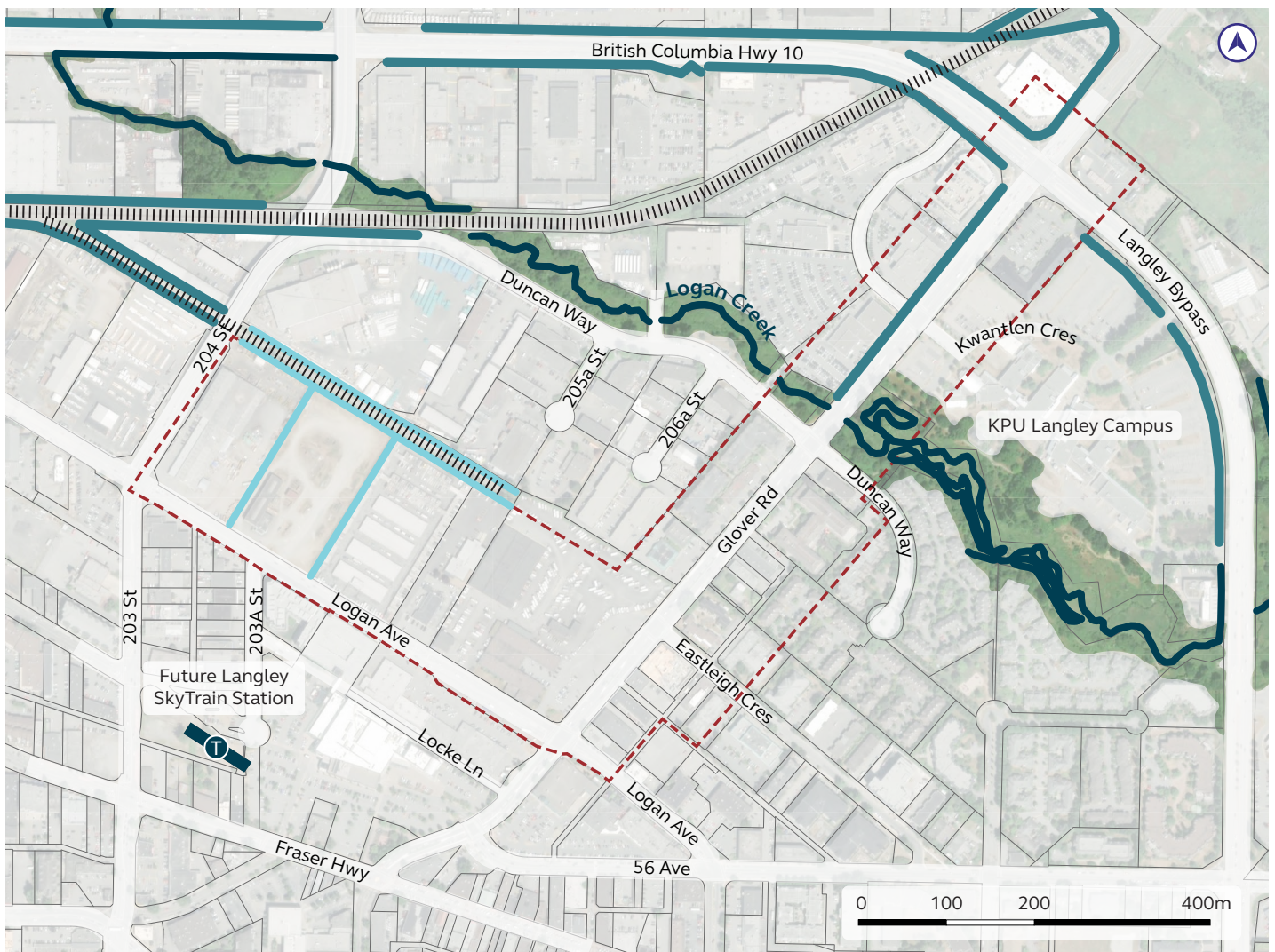
Figure 7 - Context Plan

2.2 EXISTING CONDITIONS

ENVIRONMENTAL SENSITIVITY

Watercourse classifications within the City of Langley follow generally accepted mapping standards for Metro Vancouver. Watercourses are categorized based on fish presence (or potential to have fish) and their relative value as fish habitat.

Logan Creek is classified as a Class A stream and falls under the City's Zoning Bylaw and Provincial Riparian Areas Regulation, with setbacks defined accordingly. Running along the northern end of Glover Road adjacent to the automotive businesses is an open swale that is partially vegetated and only carries water in the event of heavy rainfall.



LEGEND

- | | |
|-------------------------|------------------------|
| District Boundary | Class A - 30m Setback* |
| Rail Line | Class B - 15m Setback |
| Future SkyTrain Station | Class C - 5m Setback |

Figure 8 - Environmental Sensitivity & Riparian Setbacks

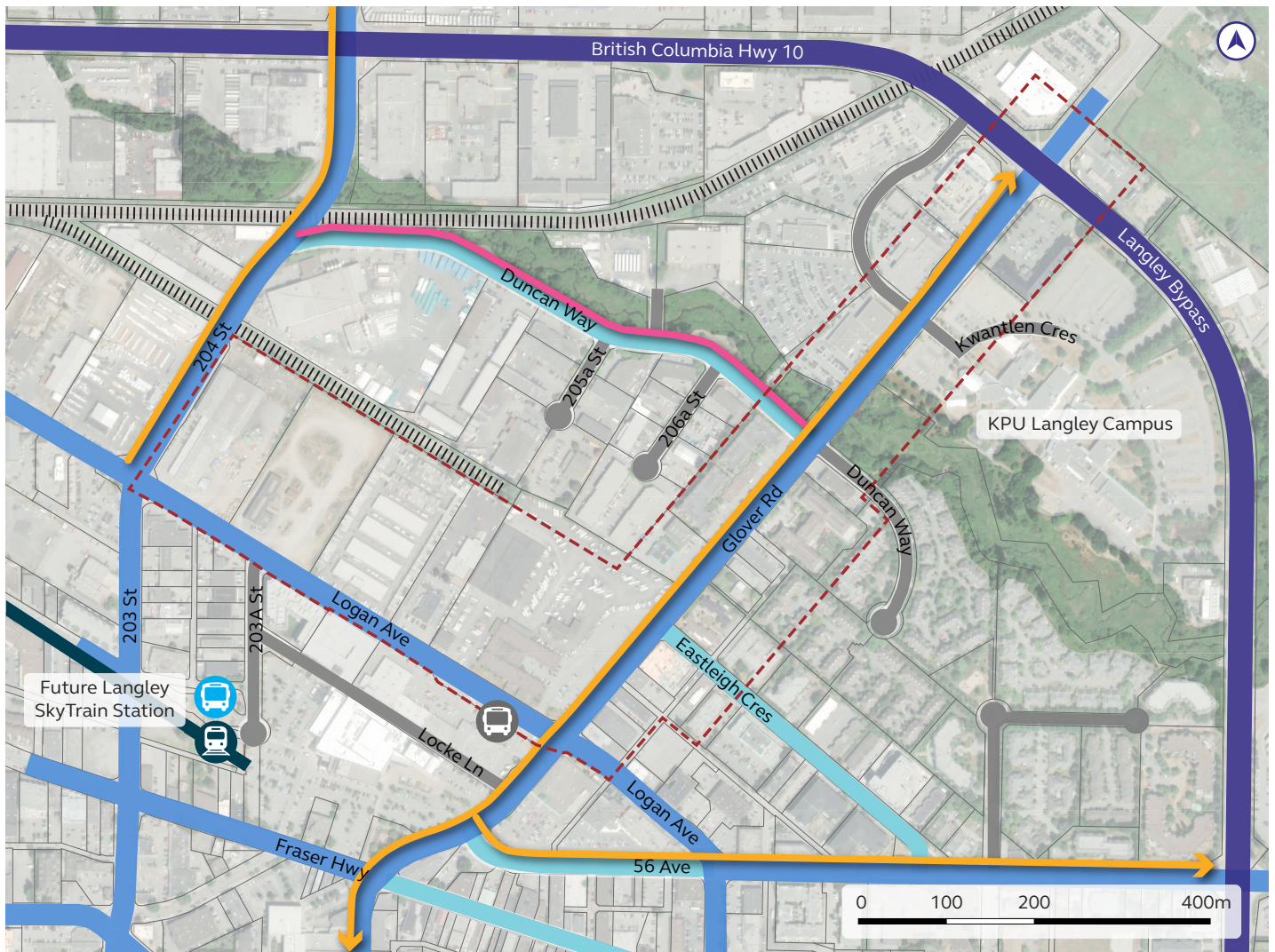
* or as determined by a Qualified Environmental Professional and accepted by the Province of BC's Ministry of Water, Land and Resource Stewardship.

MOBILITY NETWORK

The Innovation District is defined by two existing arterial roads: Glover Road and Logan Avenue, which intersect near the downtown core. At the northern end of the site, Glover Road meets the Langley Bypass, which is classified as a provincial highway.

Glover Road currently has separated bike lanes running in both directions, with protection from temporary planter boxers spaced at regular intervals. On the northern side of Duncan Way there is an existing multi-use path.

The current bus exchange is located on the southern side of Logan Avenue near the intersection of Glover Road, however this will be relocated to be adjacent the Langley City Centre SkyTrain Station.



LEGEND

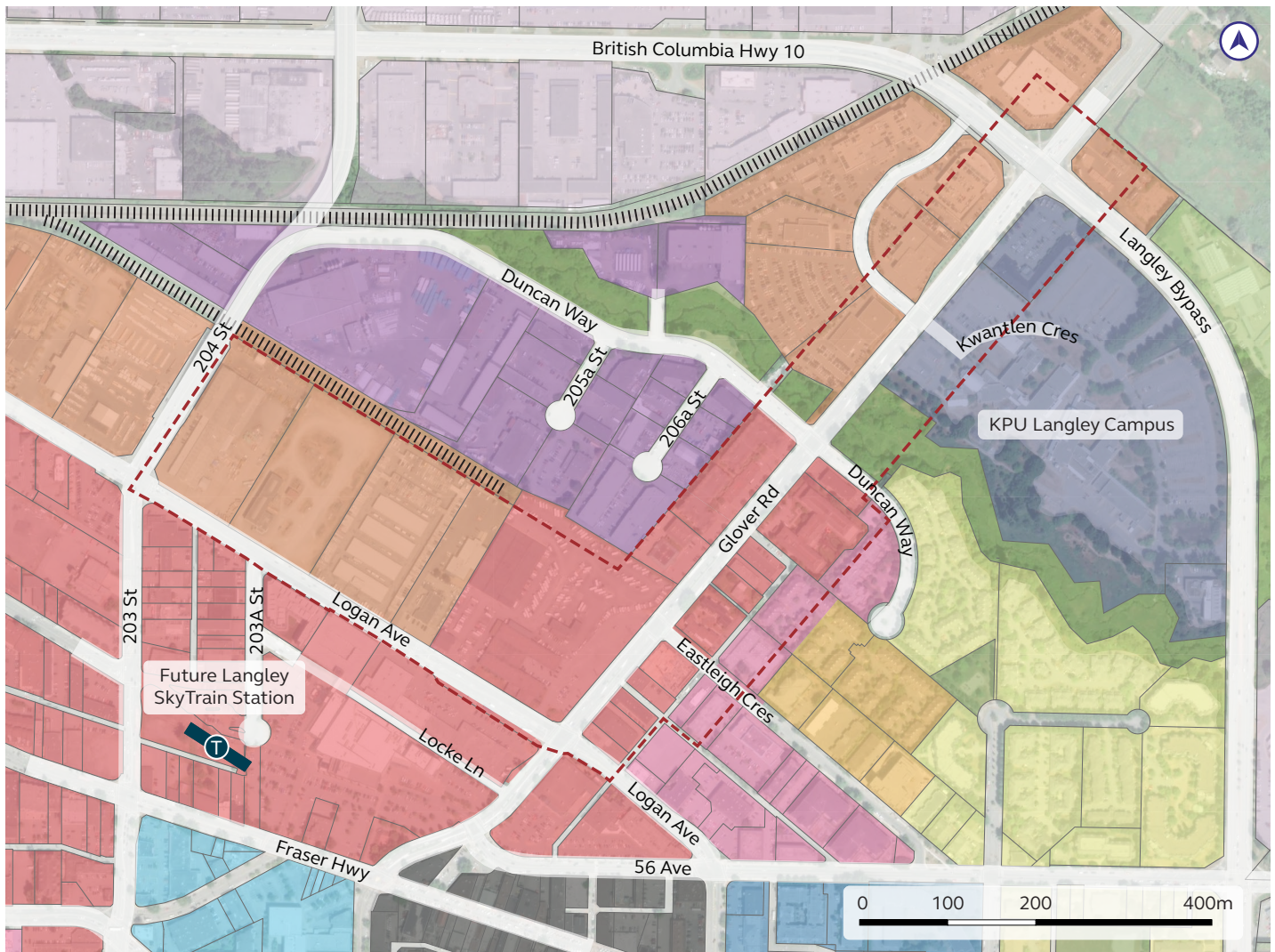
District Boundary	Provincial Highway	Local Road / Lane	Bike Path	Future Bus Exchange
Rail Line	Arterial Road	Future SkyTrain Line	Multi Use Path	Existing Bus Exchange
	Collector Road	Future SkyTrain Station		

Figure 9 - Existing Mobility Network

LAND USE DESIGNATIONS

The OCP assigns five Land Use Designations within the Innovation District:

- **Transit-Oriented Core** and **Transit-Oriented Residential** to create a vibrant transit-oriented area with high densities and a mix of commercial and residential uses up to 15 storeys. These areas are within close proximity to the future SkyTrain station or high-frequency transit.
- **Mixed Employment** to allow the greatest flexibility and diversity of employment uses, including office, industrial, research and post secondary educational uses up to 6 storeys.
- **University District** to enable a vibrant higher education and mixed-use campus with related residential, and commercial uses.
- **Parks and Open Space** to protect and enhance park spaces and environmentally sensitive areas.



LEGEND

Figure 10 - Existing Land Use Designations

District Boundary	Agriculture	Industrial	Mixed Employment	Transit-Oriented Core
Rail Line	Civic Centre	Mixed Use	Parks & Open Space	Transit-Oriented Residential
Future SkyTrain Station	Historic Downtown Core	Low Rise Residential	Service Commercial	University District
		Mid Rise Residential		

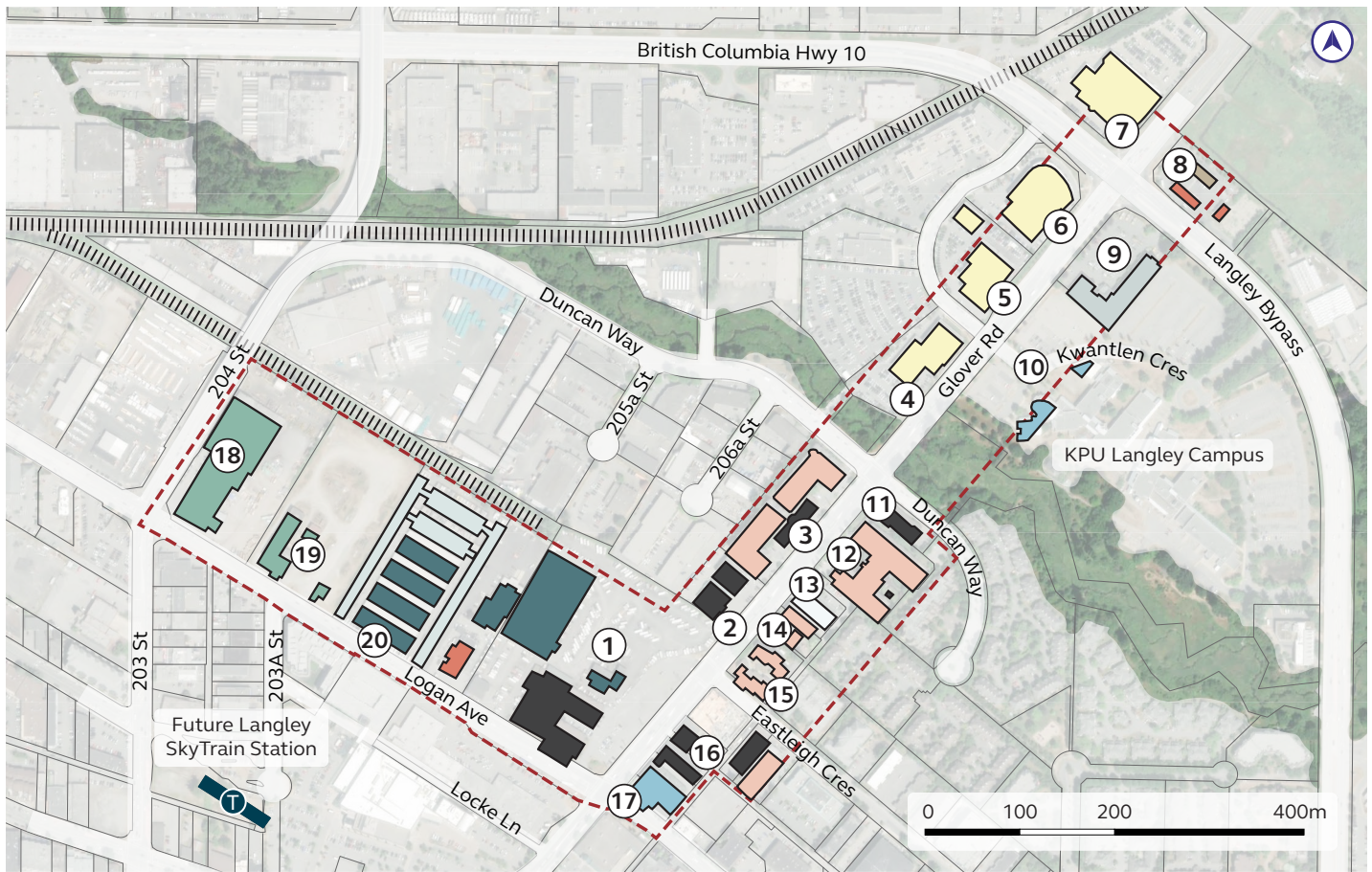
EXISTING DEVELOPMENT INVENTORY

The development inventory across the Innovation District reflects a low-rise, auto-oriented landscape with a lot of space being used by surface parking.

Most buildings date from the 1960s to 1990s, with a concentration of car dealerships, industrial sheds, and institutional uses.

No.	Name	Year Built	Surface Parking	Application
1	-	1983	Yes	Warehouse
2	-	1994	Yes	Office
3	College Court	1996	Yes	Apartment
4	Audi	2015	Yes	Car Dealership
5	Jaguar/Land Rover	2014	Yes	Car Dealership
6	Porsche	2014	Yes	Car Dealership

7	Mercedes	2013	Yes	Car Dealership
8	Esso	2013	Yes	Service Station
9	Best Western	1984	Yes	Hotel
10	KPU Langley Campus	1992	Yes	University
11	-	1983	Yes	Office
12	Magnolia Garden	2001	Yes	Supportive Living
13	Glover Medical	1989	Yes	Medical
14	-	1967	Yes	Residence
15	-	1969	Yes	Strata Townhouse
16	-	1978	Yes	Retail
17	-	1980	Yes	Office
18	Global Mining	1967	Yes	Industrial
19	Langley Welding	1967	Yes	Industrial
20	Langley Mini Storage	1977	Yes	Warehouse



LEGEND

District Boundary	Commercial/Showroom	Hospital/Wellness	Industrial	Storage
Rail Line	Grocery/Shop	Residential	Parking	Mixed Use
Future SkyTrain Station	Hotel/Recreation	Institutional	Vehicle Maintenance	

Figure 11 - Existing Mobility Network

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3.0 DISTRICT VISION

3.1 VISION FOR THE DISTRICT

The vision for the Innovation District is one of a complete, mixed-use community that specializes in providing the ideal conditions to incentivize innovative businesses that are forward-thinking, entrepreneurial, progressive, and creative. It is a vision that manages long-term growth with a focus on bringing economic vitality and market resiliency to Langley’s commercial and business sectors.

The area plan creates a unique identity for the district within the City that will attract key businesses, tenants, and residents to live, work and play in this vibrant new neighbourhood.

Marking a gateway into the City, the Innovation District also proposes a socially diverse community, offering a variety of mixed-use, high density housing forms, retail space with active frontages, and public spaces and amenities for community enjoyment. The district will be connected by an active transportation network of liveable, pedestrian and cycle friendly streets and walkable greenways, with Glover Road and Logan Avenue reimaged and revitalized – all within a short walking distance of SkyTrain, bus exchange, downtown, and KPU Langley.

Enhancing the green network in part of the city that has minimal park spaces, the area plan seeks to identify a comprehensive public realm and open space strategy. Parks, plaza spaces, landscape buffers, and extended streetscape greening treatments are sought to contribute to a robust and interconnected network of parks and plazas for the enjoyment of the community.

The area plan will enable this part of Langley to grow in a way that is supported by transit – more compact, diverse and land efficient, while still balancing the need for vehicles in innovative commercial and industrial uses. This land use efficiency serves to be more sustainable, increase infrastructure effectiveness, support local economic development, and foster healthy communities.

Anchoring this district, high profile, attractive, and easily accessible activity hubs are also proposed. These serve as distinct places in which new innovation-based investment and economic activity can thrive, providing a place for people to work, gather and innovate.

LOOK AND FEEL

This area plan sets out an exciting new vision for the Innovation District. While this plan is important in defining key policies and objectives for the district, it is also important to show how this vision can come to life.

The following precedent images capture specific moments or features of what is imagined for the Innovation District, but developed with a uniquely Langley touch:



- Important to have public plazas and park spaces for people to gather, eat, meet, relax, collaborate, and recreate.
- Include spaces that raise the amenity value for people / businesses to invest, live and play.



- Provide variety and creativity in public shared use spaces that can be incorporated into employment settings.



- Maintain the character of industrial uses but in a way that is welcoming and attractive.



- Farming innovation, foodtech and food security as focus points and land uses.



- Support land uses in foodtech, new tech, research, and manufacturing in the Innovation District.
- Opportunities for KPU/local businesses to sell to others, like to local restaurants.



- Balance an industrial setting with welcoming environment.
- Create a scale that is the right fit for Langley, while increasing density.



- Create a welcoming street feeling that has active street frontages, mixed use buildings and is engaging to walk along.



- Activate street edges and corners and support entrances into the district through landscaping and parks/plazas.



- Prioritize higher-density mixed-use buildings with activated, commercial, ground-oriented uses and residential above to help establish a complete community.



- Create communal outdoor spaces to eat lunch in and for people to come together.

3.2 BIG MOVES

The overall concept of the area plan was developed through a series of eight "Big Moves" which define its key characteristics and achieve the vision.

The big moves include:

1. GATEWAYS

Establish 'gateway' entrances to the Innovation District containing key plazas/parks, activated frontages, wayfinding and public art. These gateways will have special emphasis as key pedestrian-oriented places for social congregation and gathering; an important factor of Innovation Districts to catalyze new ideas.

The first gateway is near the new intersection with 203A street, creating a welcoming space on a clear desire line with the future SkyTrain station and the busy 204 Street intersection. It also forms a distinct connection with the 203 Street Station Area District (identified in the OCP District Policies), serving as a confluence for people to cross paths and linger as they travel between it and the Innovation District.

The second gateway is part of the KPU Langley Campus and is a transformational space at the entrance to their site, prominently positioned along Glover Road.



2. HUB BUILDINGS

Hub buildings are an integral component of energizing Innovation Districts and form the heart of the community as key people places. They are opportunities to host makerspaces, multiple tenants, and shared spaces for learning, research and social congregation. They are often landmark architectural buildings that help establish place identity and have a recognizable presence within the city.

Two Hub buildings are identified in key positions within the Innovation District to interface and overlook the gateway locations with adjacent open plazas, public amenities, and ground level commercial space.



3. GREEN STREETS

Create linear green streets that loop around the Innovation District and connect to the three key destinations – the future SkyTrain station (part of the 203 Street Station Area District), the Historic Downtown Core (forming part of the OCP's Downtown Langley District Area) and the KPU Langley Campus.

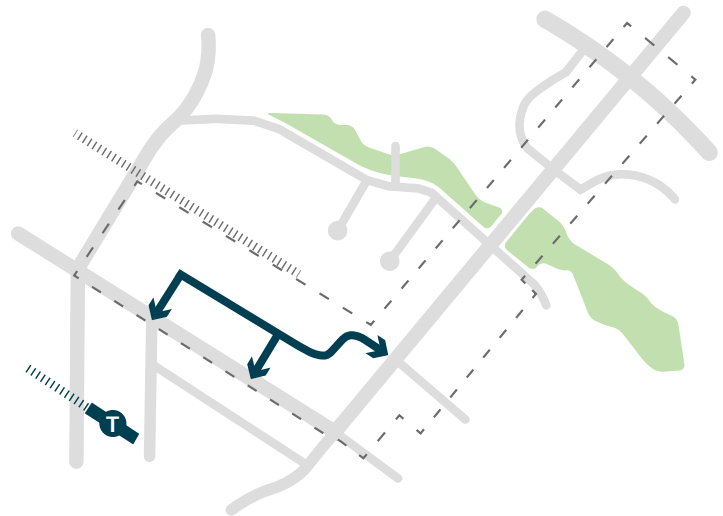
These should feature enhanced streetscape treatments with widened sections for street trees, frequent planting, multi-modal pathways and enhanced cross walks at key intersections that integrate and connect these three districts.



4. INTERNAL STREET

Locate the proposed central east-to-west internal street parallel to Logan Avenue. This internal street will align with Eastleigh Crescent and connect to 203A Street, breaking up the block to allow for a more urban, connected and permeable street grid with active frontages and a delineation of different land uses (Transit-Oriented Core and Mixed-Employment).

This new street extends the desire line from the future SkyTrain Station and aligns with existing intersections to create efficient and safer transportation routes. An additional mid-block connection also connects to Logan Avenue, further supporting permeability through the site.



5. NETWORK OF PARKS AND PLAZAS

Establish a series of proposed connected neighbourhood parks and plazas linking the green streets. These public places are positioned in strategic locations to align with key desire lines and support pedestrian movement within the District.

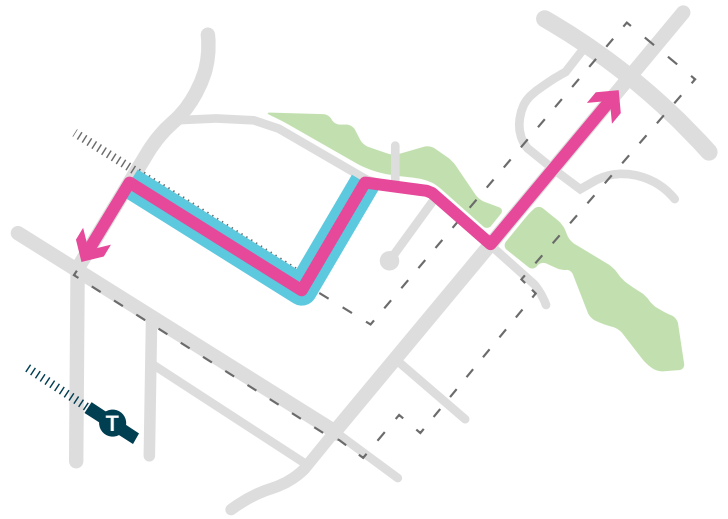
They also create inviting areas that draw people in from outside the District and create opportunities to connect with the adjacent 203 Street Station Area and Downtown Langley Districts at key junctions.



6. SERVICE LANE

Provide the proposed new service lane that connects from 204 Street, along the rail spur, and potentially north to Duncan Way via 205A Street. This will provide truck and pick-up/drop-off access, allowing servicing and loading at the back of properties, hidden from public view and away from pedestrian-oriented areas.

This removes pressure of heavy vehicles and vehicle movements from the current access points along Logan Avenue, preserving this frontage for active uses.



7. PARCEL SIZE GRADIENT

Ensure some flexible parcels are kept for possible light industrial, technology, and office uses on the western side of the Innovation District. This creates a transition from the heavy industrial edge to a more mixed employment-based zone. These sites should be serviceable from the rear along the proposed lane and should front onto the internal street and gateway area.

A finer grain of block size is applied along most of Logan Avenue and Glover Road as the District transitions into a more urban area with residential uses and connections to the Downtown core.

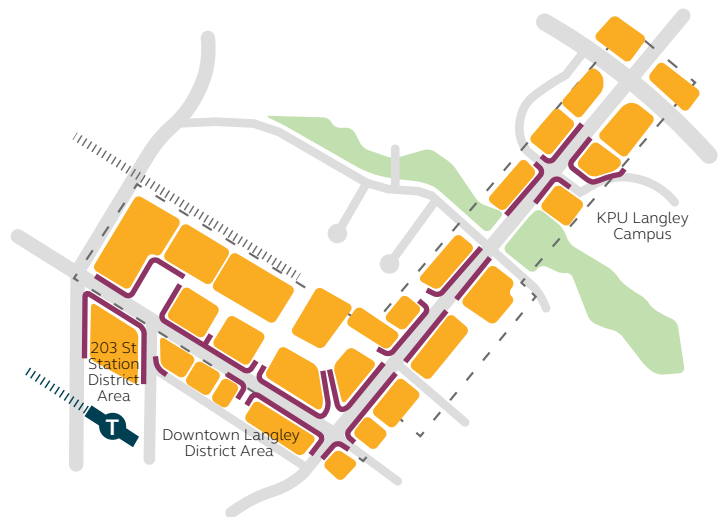


8. ACTIVE FRONTAGES

Create active commercial and mixed-use frontages with ground-oriented businesses and storefronts. These should line key pedestrian thoroughfares and spaces, making for an engaging, safe and inviting public realm.

Frontages should be primarily oriented toward Logan Avenue and Glover Road, with development forming a continuous street wall near the front of property lines. This will define the street edge, create a sense of enclosure and present the District's face to the surrounding area.

This street frontage will integrate with the Downtown Langley and 203 Steet Station Area Districts to form a continuous built-form interface that brackets key intersections and creates a consistent pedestrian-friendly experience.



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4.0 DISTRICT-WIDE POLICIES

Policies form the basis of intent for directing future decision making. They are the **'what'**, establishing the key objectives and a framework for the Innovation District.

The policies set out in this section of the area plan provide requirements for the City and developers to observe as redevelopment occurs across the Innovation District.

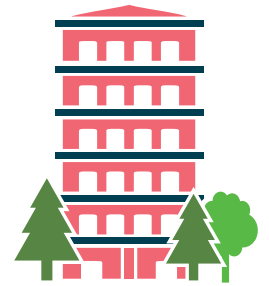
4.1 LAND USE POLICIES

PROPOSED LAND USE

Each parcel in Langley City is assigned a land use designation as described in the OCP. This Innovation District area plan does not contemplate new land use designations. Instead, it provides policies that supplement those set out in the OCP as well as gives more specific policy guidance, based on the vision. The area plan does propose some land use changes (within existing designations) on key parcels within the Innovation District to better facilitate implementation of this vision.

Transit-Oriented Core

The area plan extends the Transit-Oriented Core designation in the Innovation District along the front of Logan Avenue (currently designated as Mixed Employment). This creates a continuous built-form interface along Logan Avenue with the same density and land use as the facing Downtown Langley District. The redesignation of these parcels encourages higher density residential development and prioritizes ground-level commercial spaces along key pedestrian corridors. Introducing residential units in the Innovation District will allow more people to live near their workplaces, increase the area's vibrancy and safety, and expand the local customer base. This will help local businesses remain open longer and thrive. This will be further discussed under **Section 5.2**.



Mixed Employment

This plan also supports the intensification of the employment lands for light industrial and commercial use for those parcels currently designated Mixed Employment within the Innovation District. Building heights of up to 15 storeys are proposed (currently designated for a maximum of six), to promote more intensive use of land, maximize the incentive for innovative design and businesses to thrive, and broaden the flexibility for development potential to respond to changing market conditions.



Parks and Open Space

The existing Parks and Open Space designation is also introduced into the Innovation District through the addition of publicly accessible spaces created to enhance livability (which will be outlined further in **Section 4.2**).



University District

The University District designation supports KPU Langley's educational programs and promotes the intensification of the campus with higher density development that fronts onto the northern end of Glover Road, in accordance with its established KPU 2050 Official Campus Plan.



KEY OBJECTIVES

- Establish and grow the Innovation District with a strategic focus on businesses that support innovation, and leverage proximity to KPU Langley to foster research, entrepreneurship, and talent retention.
- Encourage development that supports both residential and employment opportunities.
- Enhance the public realm to facilitate active transportation, design excellence and community gathering.
- Protect natural features and encourage sustainable, resilient development.

GENERAL LAND USE POLICIES

POLICY 4.1.1 REDEVELOPMENT

Support the redevelopment of the Innovation District according to **Section 4.4 - Land Use Strategy**.

POLICY 4.1.2 LAND USE DESIGNATION

Accommodate higher densities and a broader range of commercial and residential uses close to SkyTrain. Redesignate key parcels in Precinct 1 from Mixed Employment to Transit-Oriented Core, as indicated in **Section 4.4 - Land Use Strategy**.

POLICY 4.1.3 MIXED EMPLOYMENT

Encourage building heights over 4 storeys and allow up to 15 storeys for Mixed Employment sites as indicated in **Section 4.4 - Land Use Strategy**, to support their intensive use, maximize employment opportunities and accommodate emerging industries and sectors.

POLICY 4.1.4 IMPLEMENTATION

Support innovative industries with new permitted uses, as described further under Precinct policies in **Section 5.0**.

POLICY 4.1.5 INCENTIVIZE

Consider incentive-based measures to encourage landowners and developers to realize the maximum permitted density of each site and deliver projects that support the vision and key objectives of the Innovation District, as outlined in this plan.

POLICY 4.1.6 DISCOURAGED USES

Discourage or restrict uses that do not align with the overall vision of the Innovation District and support the growth of innovative industries, including, but not limited to:

- large-format warehousing;
- storage units;
- large yard spaces;
- drive-thrus;
- car yards or storage with surface parking;
- large scale outdoor machinery; and
- stand-alone/single use data centres.

POLICY 4.1.7 CO-LOCATION

Facilitate sector-based clustering to encourage compatible uses through land use incentives, collaboration spaces, and flexible zoning.

POLICY 4.1.8 COLLABORATION

Encourage the inclusion of collaborative spaces (such as maker spaces, shared use facilities, incubators, accelerators, and co-working hubs) to support the growth of industry clusters and foster innovation partnerships.

POLICY 4.1.9 HOUSING DIVERSITY

Support the development of housing types, tenures and higher densities to accommodate a growing and diverse population.

POLICY 4.1.10 BUSINESS STRATEGY

Work with KPU and the business community to attract innovative companies and support public and private sector investment.

POLICY 4.1.11 NETWORK SUPPORT

Work with providers to ensure the Innovation District has a robust high-speed digital infrastructure network to support the technological needs of businesses.

POLICY 4.1.12 SUSTAINABILITY & RESILIENCE

Encourage leadership in sustainable and equitable design through exploration of innovative approaches such as mass timber, renewable energy systems, healthy building standards, or advanced accessibility design.

POLICY 4.1.13 FIRST NATION ENGAGEMENT

Seek to engage local First Nations in land use planning opportunities, particularly those around collaboration and business strategy, to incorporate First Nations businesses in the district where possible.

POLICY 4.1.14 AIRPORT ZONING REGULATION

Observe the requirements as set out under the Airport Zoning Regulation (AZR) in place for the Langley Regional Airport (YNJ), which limits maximum building heights within most of the City, including the Innovation District area.

4.2 OPEN SPACE POLICIES

PARKS, PLAZAS, AND GREEN SPACE NETWORK

Public Realm

Pivotal to the concept of an Innovation District is a healthy balance of parks, plazas and recreational features that contribute to an exciting public realm.



Variety of Spaces

This parks and green space strategy seeks to support a diverse range of community needs across the Innovation District. Several parks and plazas are proposed, strategically located to align with key desire lines, and enhance adjacent development. They are envisaged to support both large gatherings and intimate groups, with a mix of hardscape and greenery, and active and passive uses for residents and workers in the area.



Streetscape Landscaping

Also proposed are purposeful landscape treatments along streetscapes which provide a green edge that softens the transition between different land uses, especially where more industrial uses border on residential. These landscape treatments would also support active transportation routes.



Ecological Protection

Protection and enhancement of existing ecological features is important, specifically Logan Creek, while stormwater management features are also implemented to assist the long-term resilience of the area.

Urban Forest

The Langley City Urban Forest Management Strategy establishes that area of the city where the Innovation District is lacks tree canopy coverage and has the lowest tree equity score within the city. It therefore has the highest need to prioritize tree planting. Through the provision of green streets and network of parks and plazas, this plan supports the need for wide scale tree planting and landscaping in this underserved area of the city.



KEY OBJECTIVES

- Provide a variety of plazas, parks, greenways and natural areas to meet a diversity of community needs.
- Contribute to an attractive public realm by greening with trees and planting and creating spaces that are safe and accessible.
- Support active transportation through the provision of greenways, and an interconnected network of parks and plazas.
- Contribute to the tree canopy targets set out under the Langley City Urban Forest Management Strategy.
- Protect and enhance existing ecological features and contribute to stormwater management.

GENERAL PARKS & OPEN SPACE POLICIES

POLICY 4.2.1 PARKS & GREEN SPACE STRATEGY

Create a neighbourhood network of parks and plazas to support community needs and enjoyment that generally aligns with **Section 4.5 - Parks & Green Space Strategy** and are further described in Precinct policies in **Section 5.0**.

POLICY 4.2.2 OWNERSHIP & ACCESS

Secure public access to key parks and plazas, pedestrian connections and greenways identified within **Section 4.5 - Parks & Green Space Strategy** that are on private property through legal agreement.

POLICY 4.2.3 SECURE AMENITY

Seek opportunities to secure the features and amenities described in this plan through new development applications.

POLICY 4.2.4 ACTIVATION

Work with landowners and businesses to activate parks and plazas with public art installations, gatherings, markets, music, and other events.

POLICY 4.2.5 URBAN FOREST

Require substantial tree planting in parks and plazas to enhance the urban forest, provide weather protection, minimize heat island effects and soften building facades. Support the goals and strategies set out under the Langley City Urban Forest Management Strategy, in particular Strategy 3: Grow the urban forest with a focus on tree resilience and equity across neighbourhoods.

POLICY 4.2.6 CHARACTER

Explore approaches to develop a distinct visual identity for the Innovation District through a consistent palette of street furniture and lighting standards.

POLICY 4.2.7 STREET FURNITURE

Support pedestrian-oriented streets with frequent places to rest.

POLICY 4.2.8 STORMWATER MANAGEMENT

Encourage the implementation of innovative approaches to manage rainwater to reduce runoff, filter pollutants, and lessen impacts on the wastewater system.

POLICY 4.2.9 CONNECTIVITY

Ensure connectivity of pathways between parks and plazas and the wider pedestrian network that lead to residential areas.

POLICY 4.2.10 FIRST NATION ENGAGEMENT - OPEN SPACE

Seek to engage local First Nations in the design of key city-led development and parks and plazas to incorporate indigenous art, wayfinding, and other interpretive elements.

POLICY 4.2.11 LANDSCAPE BUFFER

Provide landscape buffers as identified in **Section 4.5 - Parks & Green Space Strategy** that define development edges, soften the transition between land uses, connect park/plaza spaces, support key pedestrian routes and positively interface with the 203 Street Station Area and Downtown Langley Districts. Require sufficient dedication through redevelopment to support the right-of-ways identified in the cross sections shown in **Figure 12** and **Figure 13**.

4.3 TRANSPORTATION & MOBILITY POLICIES

PROPOSED TRANSPORTATION NETWORK

A Stronger Transportation Network

The arrival of SkyTrain, opportunities for more intensive land uses, and the vision for the Innovation District call for a stronger transportation network – one that improves connectivity for everyone, whether they walk, cycle, drive, or use public transit.



Glover Road & Logan Avenue

Glover Road and Logan Avenue will serve as the primary arterials linking the future SkyTrain station, Downtown Langley, and the KPU Langley Campus with the Innovation District. This transportation and mobility strategy proposes comprehensive upgrades to these corridors, ensuring not only safe and efficient multi-modal transit, but also enhanced connectivity for pedestrians and cyclists. Improvements will support the redevelopment of the Innovation District, creating vibrant, active frontages as parcels transition to higher-density and innovative uses.



Additional Connectivity

Additional transportation design measures are proposed to amplify connectivity throughout the district. These include the introduction of new streets, active transportation pathways, and enhanced landscaped setbacks, all aimed at improving permeability and encouraging active travel modes. The network will be designed to strengthen direct connections between key destinations and unlock safe, comfortable, and convenient travel for people on foot, bicycle, and transit.



Balancing Traffic Flow

A central priority in implementing this comprehensive mobility network will be maintaining efficient traffic flows for vehicles and transit, while minimizing disruption to existing landowners and those who rely on these routes for daily travel through Langley. By balancing the needs of all users, the district's transportation strategy will foster a truly connected, accessible, and inclusive urban environment.



KEY OBJECTIVES

- Provide a well-connected, convenient and safe mobility network that balances the needs of pedestrians, cyclists, transit, goods movement and motor vehicles.
- Support increased levels of transit service.
- Support effective truck and vehicle access for servicing and loading requirements to development.
- Maintain appropriate traffic flows enhancing the network to meet growing pressures as more intensive redevelopment occurs.

GENERAL TRANSPORTATION & MOBILITY POLICIES

POLICY 4.3.1 TRANSPORTATION & MOBILITY STRATEGY

Implement the transportation and mobility measures outlined in this plan to support the coordinated development of the Innovation District that generally align with **Section 4.6 - Transportation and Mobility Strategy**.

POLICY 4.3.2 GLOVER ROAD & LOGAN AVENUE

Pursue the incremental upgrade of Glover Road and Logan Avenue as development occurs, to generally align with the cross section shown in **Figure 12**. Ensure these upgrades support the vision of green streets that are pedestrian-oriented, with active frontages and connect the Innovation District with KPU, Downtown Langley and the SkyTrain Station. They should also continue to support the through movement of trucks as part of the truck route network to support economic activity throughout Langley.

POLICY 4.3.3 LANGLEY CITY TRANSPORTATION PLAN

Follow the guidance within the Langley City Transportation Plan to ensure the coordinated approach to citywide transportation networks and require ongoing monitoring to assess the incremental impacts of development.

POLICY 4.3.4 COMPATIBILITY WITH INDUSTRIAL USES

Ensure changes to the road network and active transportation infrastructure continue to support existing distribution activities and new commercial/industrial businesses. This includes maintaining adequate truck lane widths and turning radii and avoiding conflicts with pedestrian routes through careful street and path design.

POLICY 4.3.5 STREETScape

Create safe multi-modal supportive streets that include sidewalks, cycle paths, transit stops and facilities, trees and landscaping, crossings and traffic calming measures, street furniture, and lighting.

POLICY 4.3.6 TRANSIT

Establish a public transit service that supports the Innovation District with adequate frequency and transit stop amenities and accessibility.

POLICY 4.3.7 PARKING

Avoid surface level parking lots wherever possible, to support the intensification and efficient use of land. Short term on-street parking should be provided at select locations to support the effective running of adjacent businesses.

POLICY 4.3.8 LIGHTING STANDARDS

Explore alternative street lighting standards to promote energy efficiency and limit light pollution in support of dark sky lighting principles.

POLICY 4.3.9 ACCESSIBILITY

Ensure the design of sidewalks and other pedestrian facilities address the needs of individuals with mobility challenges.

POLICY 4.3.10 BIKE FACILITIES

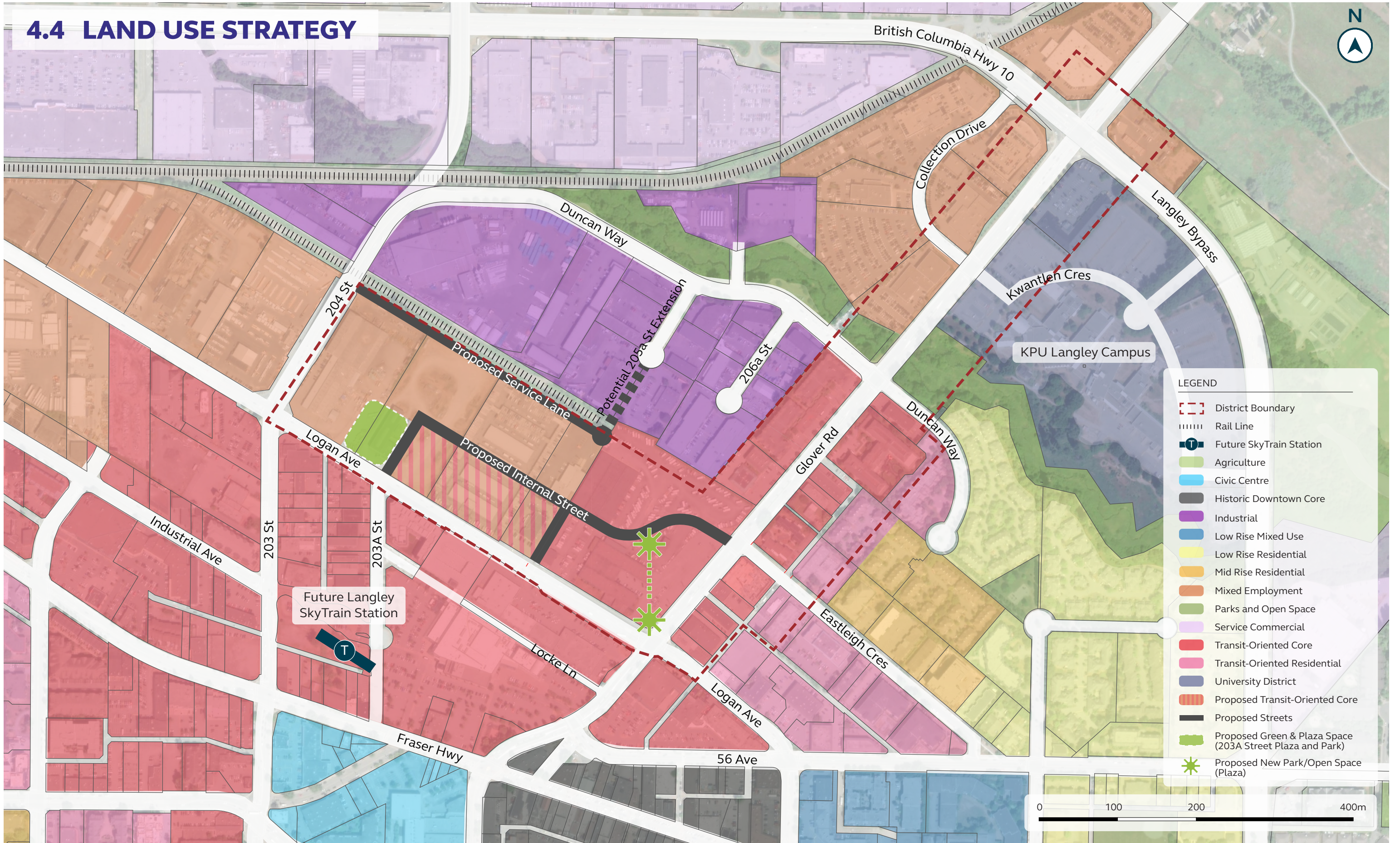
Encourage new development to include end-of-trip-facilities to support active modes of transportation to and from places of employment.

POLICY 4.3.11 WAYFINDING

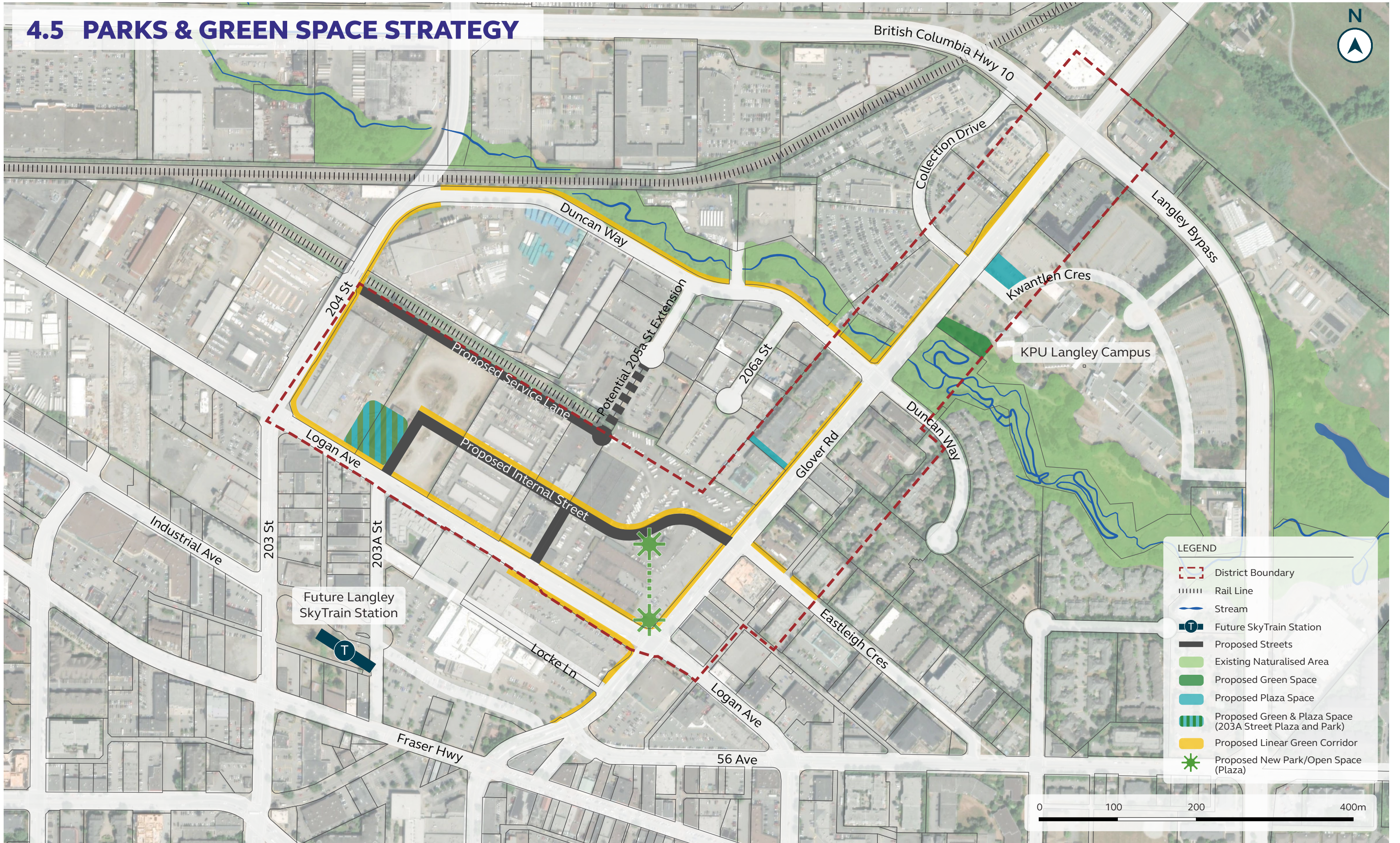
Develop a wayfinding program for the Innovation District to identify connections between KPU, SkyTrain and key destinations in the Innovation District.

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4.4 LAND USE STRATEGY

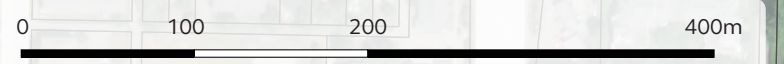


4.5 PARKS & GREEN SPACE STRATEGY

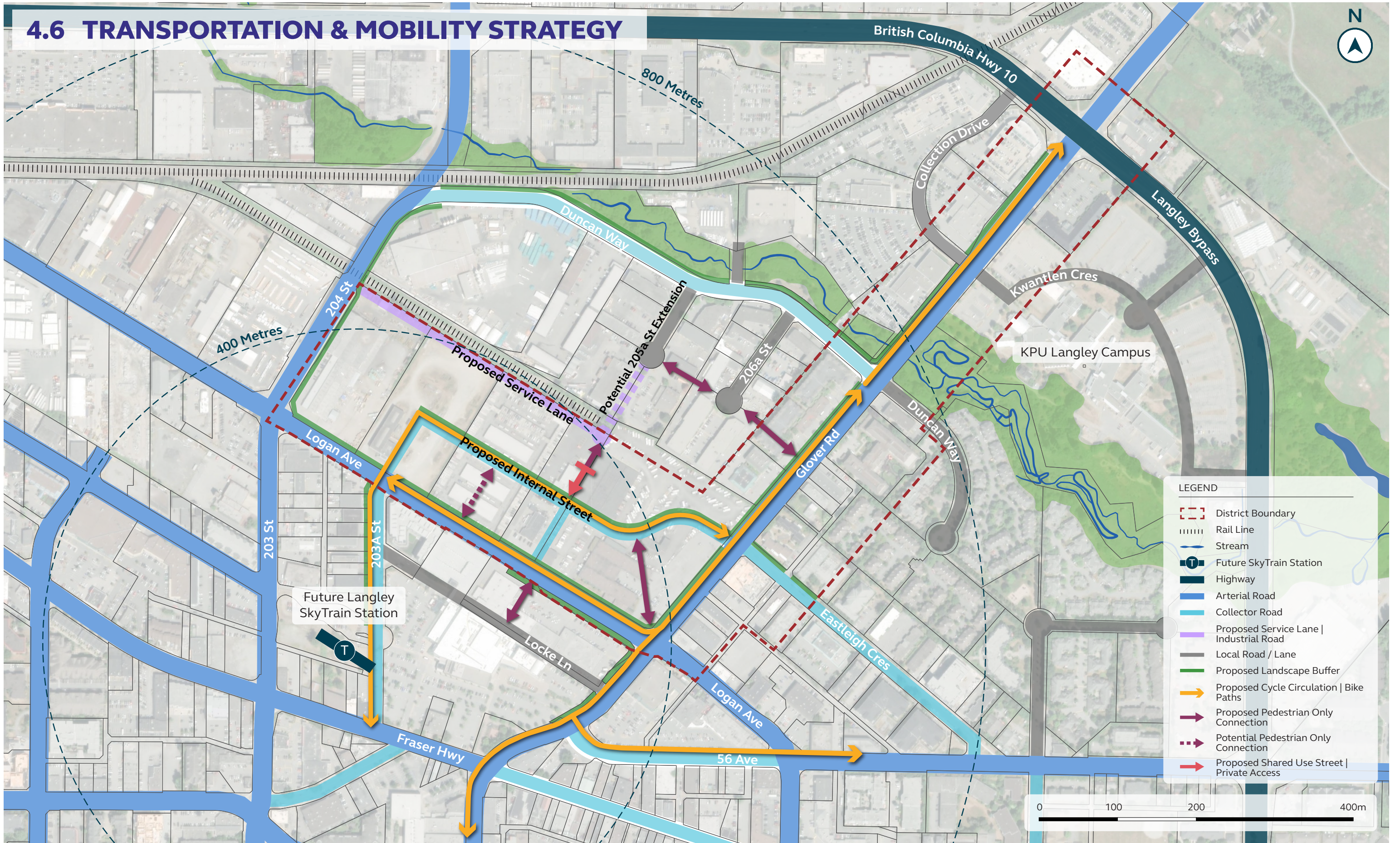


LEGEND

- District Boundary
- Rail Line
- ~ Stream
- Future SkyTrain Station
- Proposed Streets
- Existing Naturalised Area
- Proposed Green Space
- Proposed Plaza Space
- Proposed Green & Plaza Space (203A Street Plaza and Park)
- Proposed Linear Green Corridor
- ✱ Proposed New Park/Open Space (Plaza)



4.6 TRANSPORTATION & MOBILITY STRATEGY



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Glover Road & Logan Avenue Proposed Cross Section

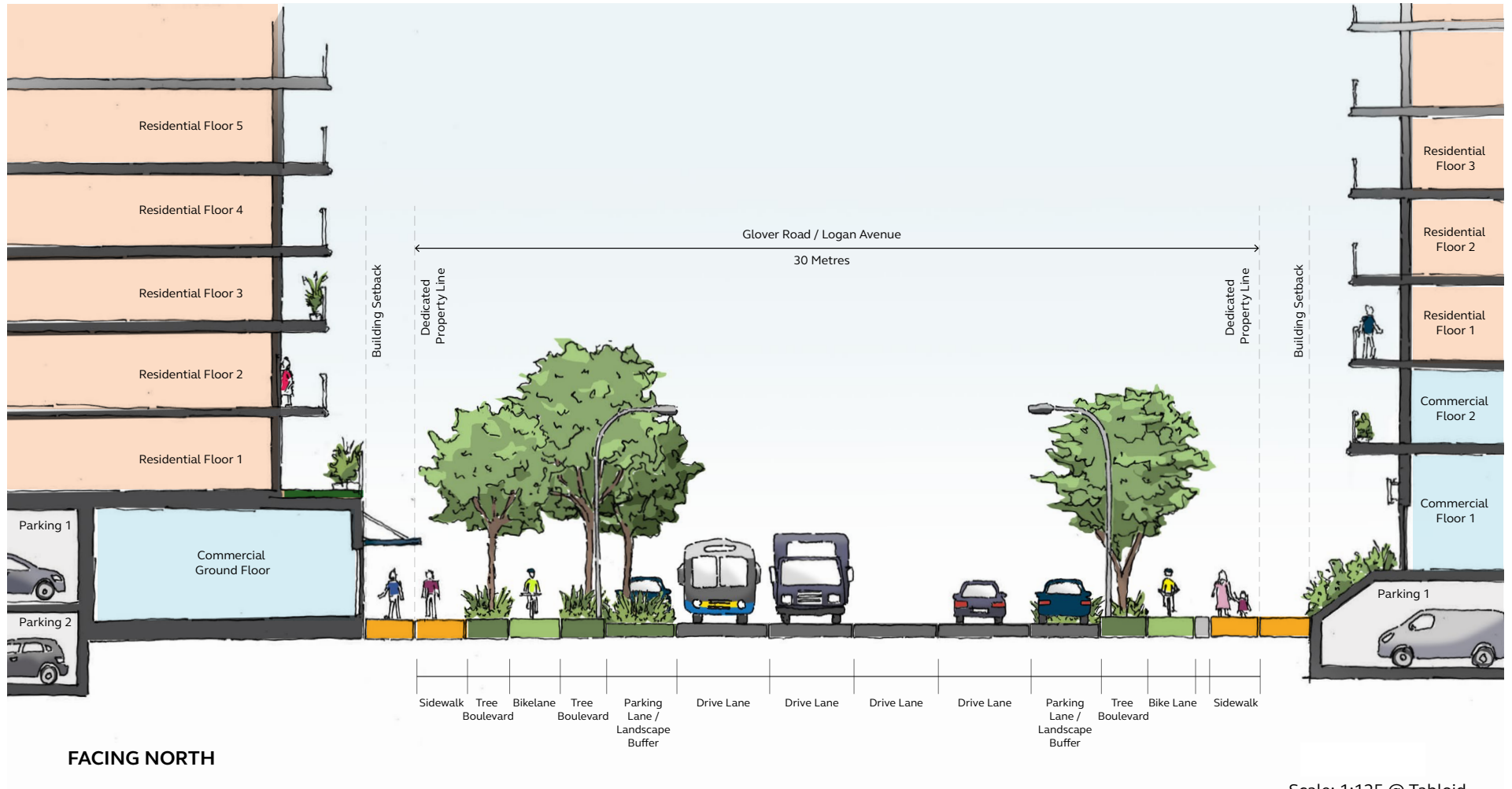


Figure 12 - Glover Road & Logan Avenue Proposed Cross Section

Internal Street Proposed Cross Section

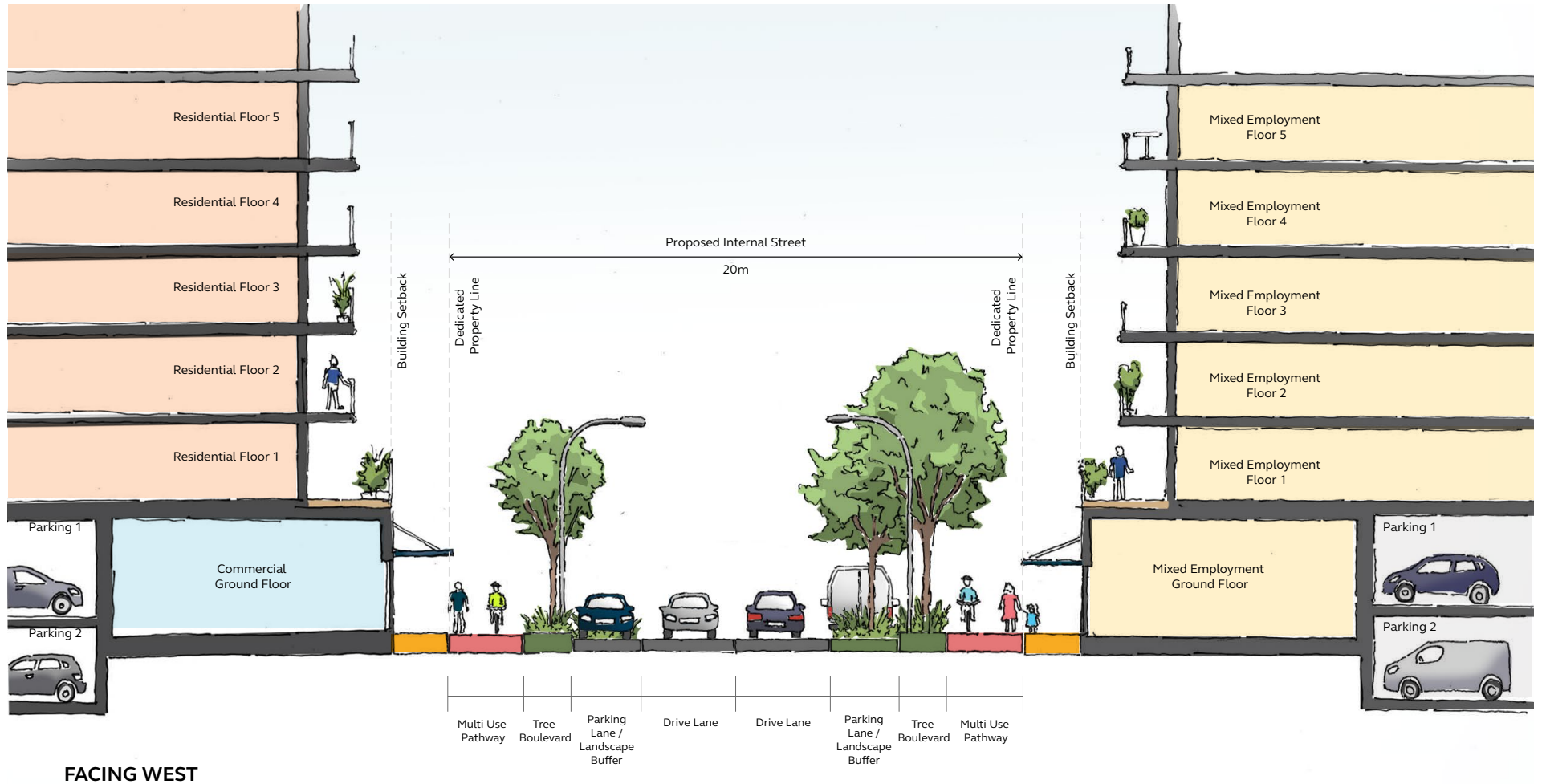


Figure 13 - Internal Street Proposed Cross Section

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5.0 PRECINCT POLICIES

5.1 INNOVATION DISTRICT PRECINCTS

INTRODUCTION

Precincts within the Innovation District have been developed to provide more detail to the development of that sub-area of the plan. The intention is to create unique place-based visions and objectives for each, which align with the unique land use designations in each precinct to maximize their potential.

Within each Precinct there are both specific Policies and Guidelines; providing direction for how each precinct should be developed in the future – while providing enough flexibility to accommodate a range of uses and design possibilities.

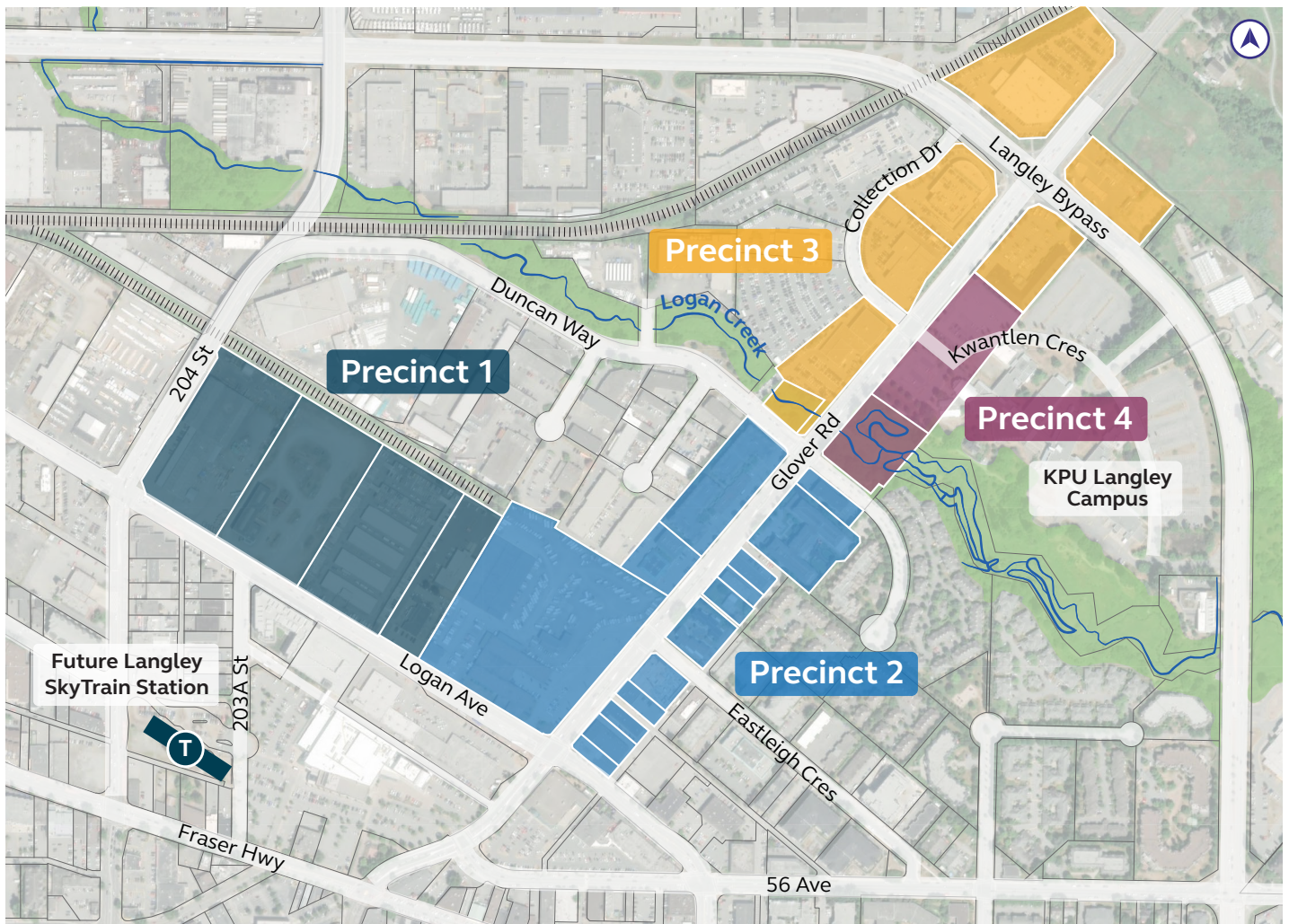


Figure 14 - Innovation District Precincts

5.2 PRECINCT 1 POLICIES

DESCRIPTION

Gateway Role

Precinct 1 defines the western end of the Innovation District with 204 Street, Logan Avenue, and the existing rail line serving as boundaries. To support land efficiency and intensification, while also increasing permeability, it is proposed that 203A Street be extended into the precinct, connecting to a pedestrian-oriented internal street. An adjoining new mid-block connection and pedestrian greenway form the eastern edge of the precinct.

Precinct 1 is envisioned as the gateway to the Innovation District from the Langley City Centre SkyTrain Station. 203A Street forms a clear desire line and visual connection to and from the station, just 200m away, which will open into a generous publicly accessible plaza north of Logan Avenue. This multi-functional space aims to serve as a key destination and place for workers and residents to relax and socialize.

Employment Focus

Precinct 1 will be characterized as a strong employment node within the city, with the majority of the existing Mixed Employment designation maintained to support intensified light industrial, commercial and office uses. The Transit-Oriented Core further supports employment space with ground floor commercial, as well as above-ground office space encouraged. Innovative businesses are proposed with target industries in the cultivation of agriculture, handling of food and beverage, entrepreneurship, creative arts and industries, research, sustainability, and compact and advanced manufacturing.

Hub Building

Innovative uses and employment will be anchored by a hub building, envisioned as a destination and catalyst site designed to host innovative businesses and incorporate community spaces that foster ideas and encourage gathering. This building is imagined as an architectural landmark containing opportunities for multiple tenants and functions.

The hub building will interface with the adjacent open plaza space and walkable streets to create a campus style environment at the heart of the precinct.

Mixed-Use Activation

The Transit-Oriented Core OCP land use designation is extended into this Precinct to draw in a mixed-use frontage along Logan Avenue and create ground-oriented opportunities for small businesses and retail storefronts – to help cater to the growing population of workers and residents in this area. This also supports bringing residential uses within closer proximity to rapid transit and unlocking land value to support features like new streets and combination plaza and green space identified within the plan.

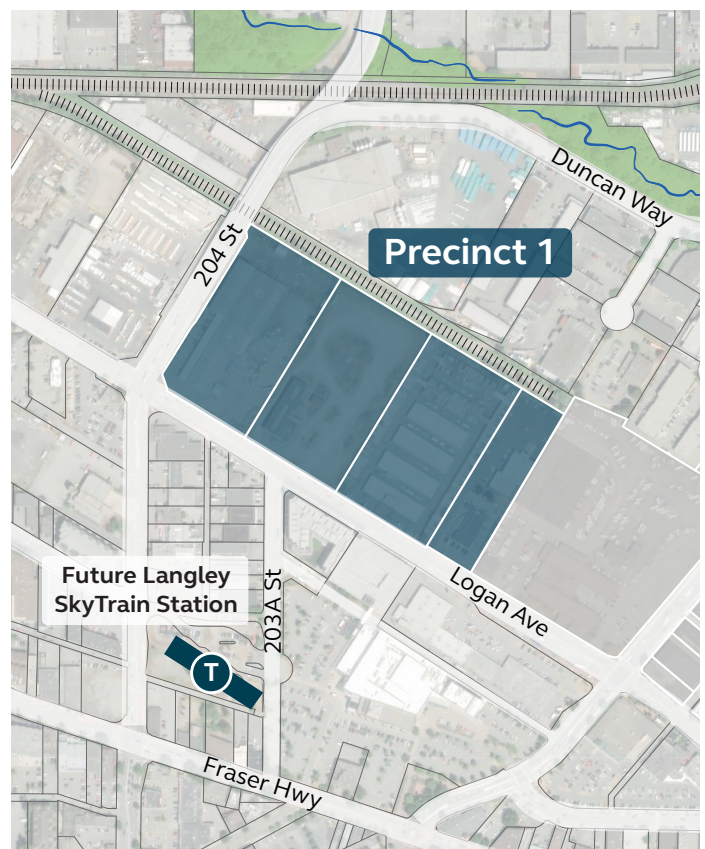


Figure 15 - Precinct 1 Properties

PRECINCT 1 LAND USE POLICIES

POLICY 5.2.1 DESIGNATION

Extend the Transit-Oriented Core land use designation into Precinct 1 along Logan Avenue according to **Section 4.4 - Land Use Strategy**.

POLICY 5.2.2 LOT CONSOLIDATION

Encourage lot consolidation as part of a comprehensive and coordinated development strategy to provide flexibility and support the widest variety of forms and uses.

POLICY 5.2.3 EMPLOYMENT

Encourage a variety of high employment-generating uses, including encouraging stacked office on top of light industrial uses within the in the Mixed Employment area and upper-floor office within the Transit-Oriented Core area.

POLICY 5.2.4 INNOVATION-RELATED USES

Prioritize development that provides opportunities for innovative industries and businesses. Industries and businesses that align with the vision of Precinct 1 could include, but are not limited to:

- agri-tech/food tech industries (such as farming innovation);
- food & beverage manufacturing (such as distilleries, commissary kitchens, and co-pack spaces);
- large business and commerce consultancies;
- film post-production (such as post-processing, visual effects, and complementary services to support Langley's significant presence of existing film studios);
- entrepreneurial and start-up companies;
- laboratory and research-based uses;
- creative arts and industries;
- advanced technology or robotics; and
- companies with a focus on sustainability or green energy technology.

POLICY 5.2.5 HUB BUILDING

Provide a hub building generally located at the corner of Logan Avenue and 204 Street that contains innovative uses and shared or community spaces/amenities that are supportive of gathering and the exchange of ideas. Explore opportunities to incorporate development programs, and common or rentable spaces that could service community-based programming and education. Encouraged uses include makerspaces, shared use facilities and services, space for multiple tenants with various sized businesses, and spaces for learning, research, and co-working.

Require development opportunities to support the provision of the 203A Street plaza and park, providing a coordinated design approach between the building and public realm that includes an active ground floor frontage and park/plaza programming.

Explore incentives to support the development of the hub building, including options for it to be delivered as a community amenity or potential City partnership.

POLICY 5.2.6 SITE PLANNING

Consider a single mid-block pedestrian only connection that splits the proposed extended Transit-Oriented Core designation that could support pedestrian permeability and commercial frontage offering.

POLICY 5.2.7 INTENSIFICATION

Encourage the stacking of upper floor light industrial within the Mixed Employment area to promote the intensive and efficient use of land. On top of this, office uses are encouraged and supported through the proposed changes to the Mixed Employment areas under **Policy 4.1.3**.

PRECINCT 1 TRANSPORTATION POLICIES

POLICY 5.2.8 INTERNAL STREET

Introduce the proposed Internal Street parallel to Logan Avenue with connections that intersect with Logan Avenue at 203A Street on the west and at the east end of Precinct 1. This is to guide redevelopment through providing pedestrian and vehicular (including loading) circulation, enabling subdivision of large lots into redevelopment parcels, and supporting land use efficiency. The internal street should generally align with the cross section shown in **Figure 13**.

New development within the Transit-Oriented Core land use area is to obtain vehicular access from the Internal Street and avoid access off Logan Avenue, and new developments in the Mixed Employment area can obtain vehicular access from the Internal Street and Service Lane, including shared driveways across private property.

POLICY 5.2.9 203A STREET EXTENSION

Extend 203A Street and enhance the intersection with Logan Avenue to create a direct connection from the SkyTrain Station and the 203 Street Station Area District into the Innovation District ensuring easy multimodal travel between key destinations. The extension of 203A Street should generally align with the internal street and the cross section shown in **Figure 13**.

POLICY 5.2.10 WALKABLE STREETS

Require the street condition of the Internal Street and 203A Street Extension to support a safe, multi-modal oriented streetscape, with generous active transportation paths and widened strips for landscaping and tree planting.

POLICY 5.2.11 SERVICE LANE

Introduce the proposed service lane that connects to 204 Street and extends north to 205A Street for servicing and loading requirements to all mixed employment parcels. This should support efficient access for servicing, loading and truck movements. Shorten the rail spur as required to accommodate truck turning movements and create direct alignment with 205A Street.

POLICY 5.2.12 SHARED USE STREET

Create a shared use street connection at the east end of the precinct between the Internal Street and Service Lane, incorporating a wide pedestrian greenway to encourage walkability to businesses and ensure no dead ends for pedestrians. Include vehicle access and driveways where necessary, to the adjacent properties connected to the Internal Street, but prevent through access to/from the Service Lane for vehicles.

Consider using shared use streets elsewhere in the precinct to provide additional access to new development in Mixed Employment areas.

PRECINCT 1 OPEN SPACE POLICIES

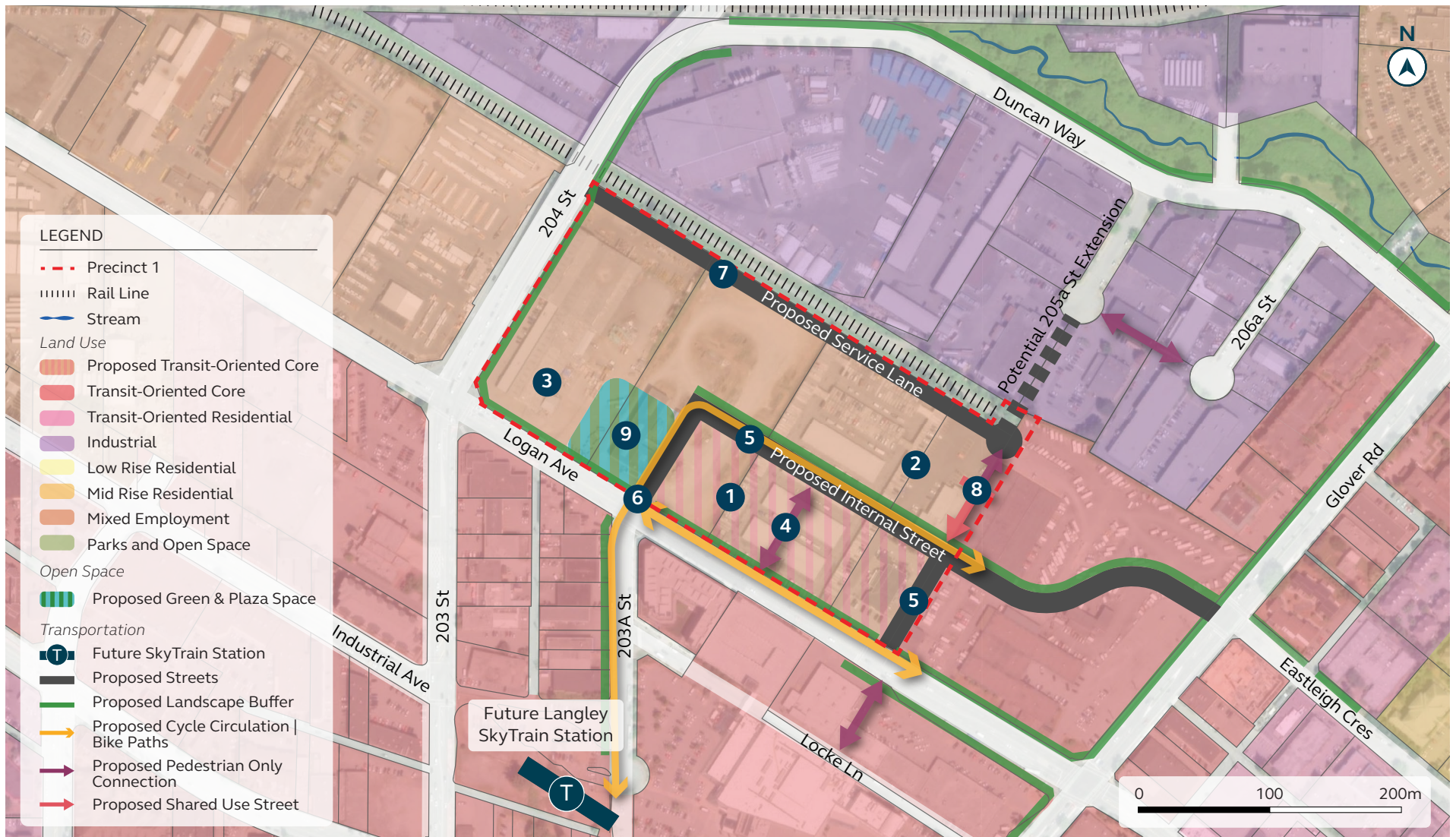
POLICY 5.2.13 203A STREET PLAZA AND PARK

Locate the proposed combined plaza and park area near the intersection of 203A Street and Logan Avenue through parkland dedication, land acquisition by the City and/or negotiated amenity contribution(s) from landowners. This contributes to the city's parks and open space network, and creates a public realm feature that enhances pedestrian connectivity for people as they travel between the 203 Street Station Area District and the Innovation District.

- **Size** | The 203A Street plaza and park should be approximately 0.4 hectares / 1 acre.
- **Access** | The 203A Street plaza and park is to be secured for public access as a dedicated park/plaza.
- **Location** | The 203A Street plaza and park is to be located directly adjacent to new buildings on at least one side and west of 203A Street, and adjacent to the hub building and entrances and active use ground floors.
- **Design with Amenities** | Following OCP Development Permit Area Guidelines 69 to 74.12 and Precinct 1 Guidelines in this Plan, design the 203A Street plaza and park to be an inviting public gathering place, with a general 50-50 split between hardscaped plaza surfaces that accommodate flexible seating areas (i.e. for movable tables and chairs) and programming (outdoor concerts/performance) adjacent to buildings and their active ground floors, and a flat grassed area or 'green' for light recreation, picnicking, and relaxation.

These spaces are to be bracketed with significant tree plantings along their perimeter and within concentrated tree bosques to provide shade, space definition, and interest, and focus key amenities such as a splash feature, fountain, and/or playground and public art installation(s) that create a unique identity and emphasize reconciliatory partnership.

A pavilion building can also be considered along the north end, to bracket in the plaza/park on two sides - this pavilion could have its own cafe space or additional hub/meeting/innovation/exhibition space. Avoid expansive and tall landscaped areas and features that block sightlines to businesses from Logan Avenue and 203A Street and across the plaza/park area.



- 1 Extend Transit-Oriented Core Designation. See **Policy 5.2.1**
- 2 Encourage lot consolidation as part of development strategy. See **Policy 5.2.2**
- 3 Provide an innovation hub building generally located at the corner of Logan Ave and 204 St. See **Policy 5.2.5**
- 4 Consider a mid-block pedestrian connection in TOC Designation. See **Policy 5.2.6**
- 5 Introduce an Internal Street that connects to Logan Ave to improve pedestrian and vehicular circulation. See **Policy 5.2.8**
- 6 Extend 203A St and enhance the intersection with Logan Ave. See **Policy 5.2.9**
- 7 Introduce a service lane that connects to 204 St and extends north to 205A St. See **Policy 5.2.11**
- 8 Provide a shared use street that connects Internal St and Service Ln with access to properties. See **Policy 5.2.12**
- 9 Acquire and create a 0.4ha/1ac park/plaza near 203A Street and hub building for public use and enjoyment. See **Policy 5.2.13**

Figure 16 - Precinct 1 Summary Map

Precinct 1 Visualization: Plaza Along Logan Avenue & 203A Street Connection



Figure 17 - Precinct 1 Visualization

5.3 PRECINCT 2 POLICIES

DESCRIPTION

Transit-Oriented Core

Precinct 2 sits at the convergence of Glover Road and Logan Avenue closely connected to Downtown. All land within Precinct 2 is identified as Transit-Oriented Core within the OCP, the most intensive form of proposed development within the city. This high-density land use capitalizes on proximity to the SkyTrain, and further extends the land use north, up to Duncan Way.

Due to its designation, this Precinct is envisaged as supporting high-density, mixed-use built forms with a ground-oriented retail base and residential units and/or commercial office above.

A Complete Community

This development typology satisfies the goal for a complete community, with diverse housing options, retail space focused on active frontages, and various commercial unit sizes to suit a spectrum of business needs. It puts housing where it counts, next to transit, allowing people to live and work within the Innovation District – encouraging short commutes, campus style living, and supporting new businesses with a customer base.

Innovative Uses

Ground-oriented units with the option for smaller footprints offer different kinds of innovative uses than those of the Mixed Employment areas. Creative studios, start-ups with only a few people, specialized consultants or satellite offices for larger businesses, clinics, and local food and beverage options, could be some of the uses well suited within this Precinct.

Public Realm & Connectivity

A corner plaza at the edge of the Glover Road and Logan Avenue is proposed to welcome people into the Innovation District following from a pivotal desire line from the downtown area. This corner plaza is connected, via a pedestrian greenway, to a park that could provide an area of green respite to residents. The proposed Internal Street sits at the core of the precinct, which extends from Precinct 1 and will connect to Eastleigh Crescent.

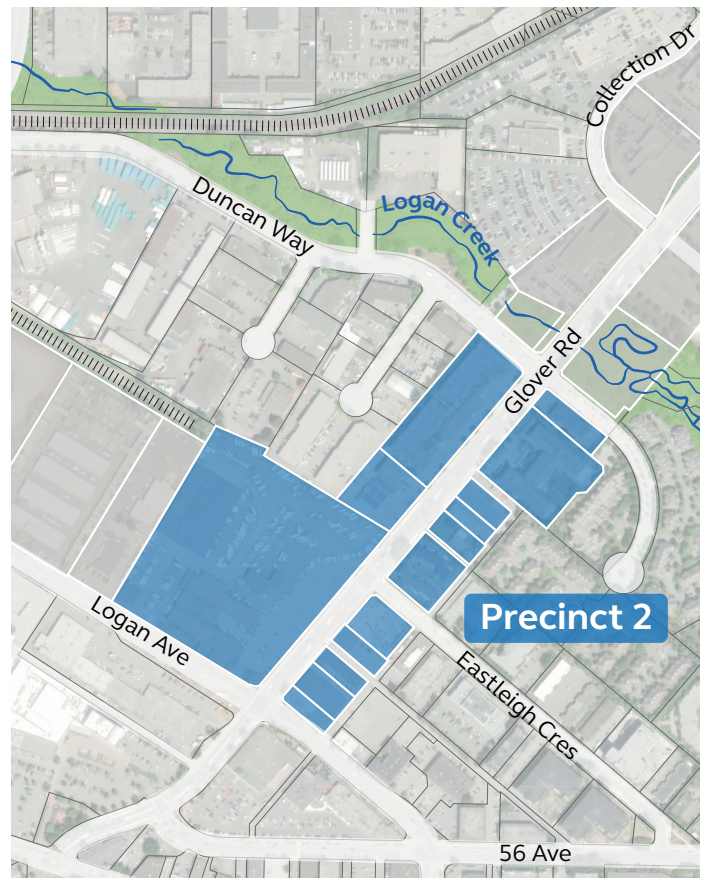


Figure 18 - Precinct 2 Properties

PRECINCT 2 LAND USE POLICIES

POLICY 5.3.1 EMPLOYMENT

Provide a variety of ground-oriented retail and commercial uses oriented towards Glover Road and Logan Avenue.

POLICY 5.3.2 INNOVATION-RELATED USES

Prioritize development that provides opportunities for innovative industries and businesses. Industries and businesses that align with the vision of Precinct 2 could include, but are not limited to:

- small scale entrepreneurial and start-up companies;
- creative and fine arts studios;
- design-related firms and consultancies;
- marketing, film, and social media industries;
- medical industry uses, including clinics, research, and small laboratories;
- health and wellness industry; and
- aviation-related and advanced transportation technology and manufacturing.

POLICY 5.3.3 UNIT SIZES

Provide a variety of commercial unit sizes to give opportunities for businesses of various scales to locate in the Innovation District.

POLICY 5.3.4 INTENSIFICATION

Support, where viable, the stacking of some commercial office floors above a retail-oriented ground floor within the Transit-Oriented Core to promote the intensive provision of employment uses.

PRECINCT 2 TRANSPORTATION POLICIES

POLICY 5.3.5 INTERNAL STREET

Introduce the proposed Internal Street that is generally parallel to Logan Avenue and aligns with Eastleigh Crescent and connects to properties in Precinct 1. This is to guide redevelopment through providing pedestrian and vehicular (including loading) circulation, enabling subdivision, and supporting land use efficiency. New development within the Transit-Oriented Core land use area is to obtain vehicular access from the Internal Street and avoid access off Logan Avenue. The internal street should generally align with the cross section shown in **Figure 13**.

POLICY 5.3.6 EASTLEIGH CRESCENT INTERSECTION

Enhance the intersection of Glover Road and Eastleigh Crescent into a four-way intersection to connect to the Internal Street and into the Innovation District.

POLICY 5.3.7 WALKABLE STREETS

Require the street condition of the Internal Street to support a safe, multi-modal oriented streetscape, with generous active transportation paths and widened strips for landscaping and tree planting.

POLICY 5.3.8 CORNER PEDESTRIAN CONNECTION

Introduce a generously sized, publicly accessible, pedestrian only connection between the corner of Logan Avenue and Glover Road and the Internal Street, which supports pedestrian movement between the Innovation District and the Downtown Langley District while providing additional commercial frontage space.

PRECINCT 2 OPEN SPACE POLICIES

POLICY 5.3.9 PLAZA AND PARK SPACE

Locate the proposed publicly accessible plaza near the intersection of Glover Road and Logan Avenue that is bounded by active ground floor commercial uses and has a pedestrian connection, as described in Policy 5.3.8. This is to encourage walkability into the Innovation District, enhance the desire line from the Downtown Langley District and improve visibility. As identified in the OCP, the plaza should have a minimum width of 25m.

Connect this plaza to a proposed publicly accessible plaza or pocket park located within the interior of the Precinct alongside or directly connected to the Internal Street, which provides sufficient amenity space for surrounding residents.

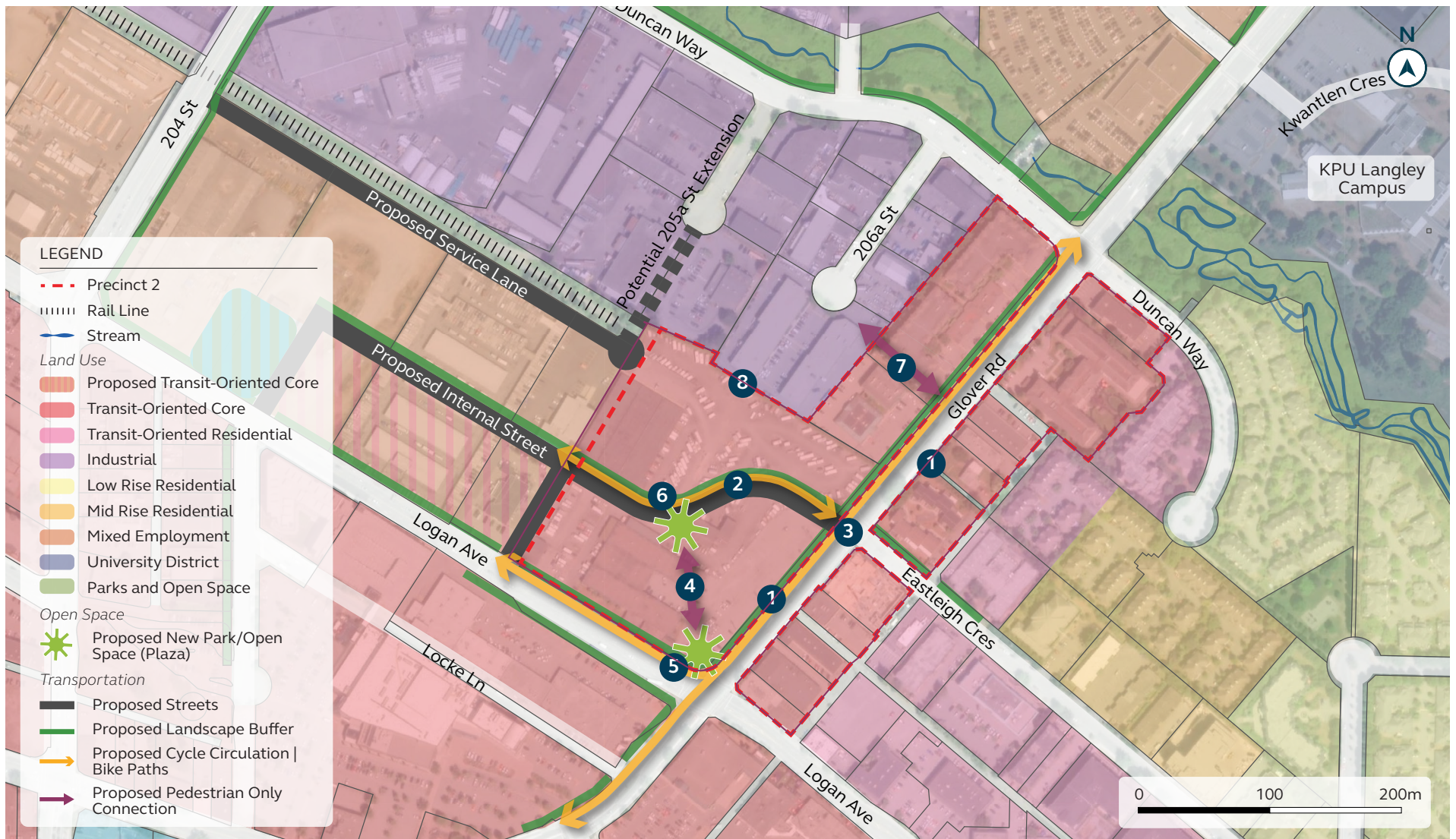
POLICY 5.3.10 GLOVER ROAD POCKET PARK/GREENWAY

Require new development to incorporate a publicly accessible park space along the west side of Glover Road, that is generally in line with the 206A Street cul-de-sac bulb and could support a direct pedestrian connection between the two streets.

POLICY 5.3.11 LAND USE BUFFER

Establish or enhance the buffer area along the boundary line between the Transit-Oriented Core and Industrial designations that exceeds the requirements within Zoning Bylaw 2025 No. 3300, to manage the interface between residential and industrial uses.

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- 1 Support a variety of ground-oriented retail uses and above-ground office uses in the Transit-Oriented Core. See **Policy 5.3.1**
- 2 Introduce an Internal St to improve pedestrian and vehicular circulation. See **Policy 5.3.5**
- 3 Enhance the intersection of Glover Rd and Eastleigh Cres to connect to Internal St. See **Policy 5.3.6**
- 4 Provide a generously sized, publicly accessible, pedestrian only connection between corner of Logan Ave and Glover Rd and the Internal St. See **Policy 5.3.8**
- 5 Provide a publicly accessible corner plaza adjacent to the intersection of Logan Ave and Glover Rd. See **Policy 5.3.9**
- 6 Incorporate a publicly accessible park space alongside the Internal St. See **Policy 5.3.9**
- 7 Incorporate a park/greenway along the west side of Glover Rd that could be used as a pedestrian connection to 206A St. See **Policy 5.3.10**
- 8 Establish / enhance the landscape buffer along the boundary line between Transit-Oriented Core and Industrial uses. See **Policy 5.3.11**

Figure 19 - Precinct 2 Summary Map

Precinct 2 Visualization: Glover Road & Logan Avenue Intersection



Figure 20 - Precinct 2 Visualization

5.4 PRECINCT 3 POLICIES

DESCRIPTION

City Entrance

Precinct 3 is at the north end of the Innovation District, defined largely by the Mixed Employment designation along Glover Road and around the Langley Bypass. This provides an entrance function into the Innovation District as people drive into the city.

Corner Definition

The corner sites that front the Langley Bypass and Glover Road intersection are supportive of businesses that can take advantage of the high visibility. Future redevelopment on these sites is encouraged to establish landmark buildings that define this sense of entrance into the Innovation District. Well defined edges with reduced building setbacks and increased landscaping are supported here to help shift the perception to a more walkable neighbourhood and support the intensification of the adjacent KPU Langley Campus.

Employment Node

The properties under the Mixed Employment designation in this precinct are envisioned as a productive employment node within the city – one that is supported by transit accessibility, but can also capitalize on its direct connection to the highway, providing easy access for trucks as well as passenger pick-up and drop-off.

The same opportunities for future innovation-related uses exist here as they do in Precinct 1. However, due to the location context of this area, these sites are potentially more conducive to industrial use and less geared to office-based uses.

Corner University District Site

The corner property on the southeast corner of the Langley Bypass and Glover Road intersection is designated University District. Therefore, future uses will not be light industrial focused as they are in the Mixed Employment area. Instead it should support the functions and character of the KPU Langley Campus adjacent in addition to the described entrance function.

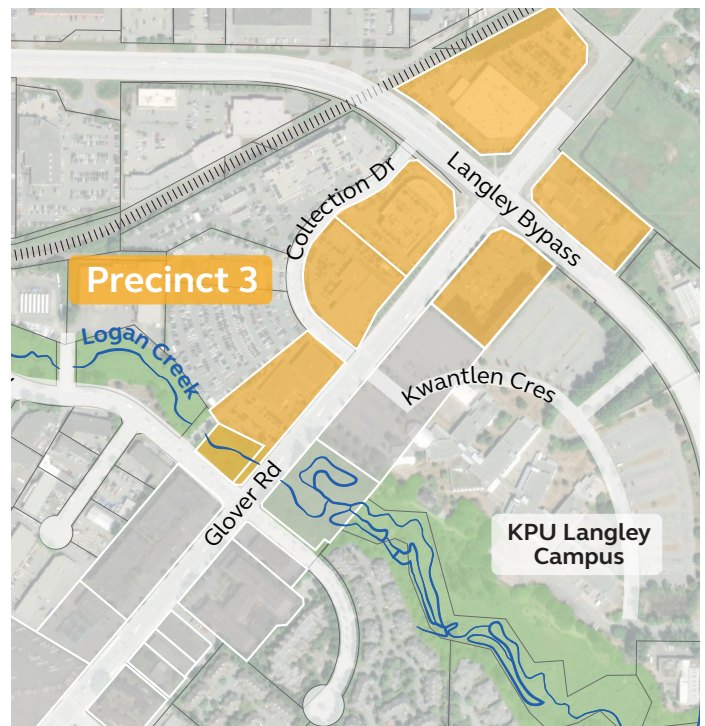


Figure 21 - Precinct 3 Properties

EXISTING AUTOMOTIVE CHARACTER

Recent Development and Long-Range Potential

Recent improvements in Precinct 3 are considerably newer than much of the building inventory within the Innovation District. Given that significant investment was made in the auto mall approximately 10-15 years ago, and with an average expected economic lifespan of 40-50 years, it can be expected that the automotive businesses along Glover Road could stay in situ for a long period of time and will integrate into the fabric of the Innovation District as it develops in the short-medium term. However, the larger suburban formats of these dealerships are now intersecting with a new transit-oriented growth area pursued under this plan. This may eventually accelerate their desire to intensify or redevelop, as the surrounding context urbanizes.

Future Transition or Intensification Opportunity

This area plan supports a wide range of land uses and development flexibility to enable these properties to react as business requirements evolve over time. This could be both the transition to new uses, should it be market viable in the future, or the gradual intensification of the auto dealership lands, without requiring full site redevelopment.

For instance, extensive surface parking lots currently utilized for inventory storage are seen as an underutilized land use, particularly given their proximity to new transit infrastructure and surrounding urbanization. A pathway for growth and increased density could be the utilization of these spaces for infill development. This could enable a gradual transition toward higher-density mixed-employment or mixed-use formats supported elsewhere within the Innovation District without prohibiting the continued operation of existing dealerships.

Vehicle Servicing Function

Vehicle servicing is an automotive function which is transitioning from traditional mechanical repair toward highly sophisticated and technology-driven maintenance, in particular at high end dealerships like those present here. These modern service facilities, along with services that relate to finance, insurance, and automotive customization represent a high skilled employment sector that is increasingly compatible with a variety of potential nearby uses supported through this area plan, including residential and mixed-employment developments.

These functions are more aligned with the objectives of the Innovation District and are therefore supported to allow the automotive dealerships to play a meaningful and sustainable role in their current environment as it grows and urbanises.

PRECINCT 3 LAND USE POLICIES

POLICY 5.4.1 EMPLOYMENT

Encourage high employment generating uses in the Mixed Employment area.

POLICY 5.4.2 INNOVATION-RELATED USES

Prioritize redevelopment that provides opportunities for innovative industries and businesses. This could be through the the transition to new uses when viable, or through the intensification of the automotive dealership lands. Industries and businesses that align with the vision of Precinct 3 could include, but are not limited to:

- advanced technology (such as technology-driven vehicle maintenance and servicing) or robotics;
- large business and commerce consultancies;
- film post-production (such as post-processing, visual effects, and complementary services to support Langley’s significant presence of existing film studios);
- entrepreneurial and start-up companies;
- laboratory and research-based uses;
- creative arts and industries;
- companies with a focus on sustainability or green energy technology; and
- aviation-related and advanced transportation technology and manufacturing.

Within the automotive dealership lands existing functions that relate to automotive servicing, finance, insurance, and automotive customization are also supported as contributing to a high skilled employment sector.

POLICY 5.4.3 INTENSIFICATION

Encourage the intensification of the automotive dealership lands through gradual densification or infill development.

The stacking of office floors above ground floor industrial space is also encouraged and supported through the proposed changes to the Mixed Employment areas under **Policy 4.1.3**.

POLICY 5.4.4 KPU PARTNERSHIP OPPORTUNITIES

Encourage business development, partnerships and educational links with KPU programs and services, including research and innovation in agriculture, advanced manufacturing, clean energy/transportation technologies, environmental technology and green initiatives.

POLICY 5.4.5 LANDMARK BUILDINGS

Encourage the creation of architectural landmark buildings that front the intersection of the Langley Bypass and Glover Road with minimized building setbacks to provide a welcoming entrance to the Innovation District and the city.

PRECINCT 3 TRANSPORTATION POLICIES

POLICY 5.4.6 COLLECTION DRIVE

Support the enhancement of Collection Drive and its intersection with Glover Road as redevelopment occurs to promote green streets, active transportation measures and new access points as required.

PRECINCT 3 OPEN SPACE POLICIES

POLICY 5.4.7 LOGAN CREEK

Maintain protection of Logan Creek, in accordance with City bylaw and the Riparian Areas Protection Regulation. Look for enhancement opportunities which could include but are not limited to landscaping, removing invasive species, upgrading the culverted area and barrier, and installing wayfinding or placemaking features.

POLICY 5.4.8 GLOVER ROAD SWALE

Protect the Class B classified open swale along the northern end of Glover Road to support stormwater infiltration and filtration on site. Look for enhancement opportunities such as vegetating and adjusting soil mix to become a bioswale, removing invasive species, and integrating it as part of a wider stormwater management strategy.

POLICY 5.4.9 PUBLIC ART

Provide a gateway entrance art feature on Glover Road creating a welcoming entrance into the Innovation District and the city as well as bringing vibrancy to the streetscape.



- 1** Establish architectural landmark buildings that front the intersection of the Langley Bypass and Glover Rd. See **Policy 5.4.4**
- 2** Enhance Collection Dr and its intersection with Glover Rd to support green streets and active transportation measures. See **Policy 5.4.5**
- 3** Protect and enhance Logan Creek including removing invasive species and upgrading the culverted area and barrier. See **Policy 5.4.6**
- 4** Protect and enhance the Glover Rd swale including landscaping, and integrating as part of stormwater management strategy. See **Policy 5.4.7**

Figure 22 - Precinct 3 Summary Map

Precinct 3 Visualization: Glover Road & Langley Bypass Intersection



Figure 23 - Precinct 3 Visualization

5.5 PRECINCT 4 POLICIES

DESCRIPTION

Precinct 4 is defined by lands in the OCP University District designation and the new U1 zone in Zoning Bylaw No. 3300 located at the northeastern end of the Innovation District. This includes the KPU Langley Campus between the Langley Bypass and Duncan Way. The positioning of existing roads and parcel structure isn't proposed to change under this area plan.

Destination Point

KPU is a key destination point and an active transportation connection between the campus and the other key destinations (SkyTrain and Downtown) and is prioritized through the upgrade of Glover Road and Logan Avenue. The revitalization of Kwantlen Crescent, under the proposed KPU 2050 Official Campus Plan, forms a celebrated entry point, that accommodates all modes of travel, and builds campus identity with landmark buildings, frontages and parks/plazas.

Hub Building & Plaza

A key feature here is the proposed establishment of a second hub. This landmark building, as well as other redevelopment along Glover Road, is envisaged to form a distinct sense of place when entering Langley City.

The hub building will also contribute to innovative uses and hosts shared or community spaces that are supportive of gathering. The adjoining plaza aims to welcome people into the university and reinforces the Innovation District philosophy of activated shared spaces fronted by busy employment rich development. This gateway area is purposeful to encourage unplanned encounters and creative collisions with a strong diversity of people, uses and ideas.



Figure 24 - Precinct 4 Properties

PRECINCT 4 LAND USE POLICIES

POLICY 5.5.1 KPU LANGLEY CAMPUS PLAN

Enable and implement the KPU 2050 Official Campus Plan, or any subsequent version that supports the vision of the Innovation District, including the following key land use related items:

- Replace existing surface level parking into compact development and avoiding impact to ecologically sensitive areas.
- Position the physical structure of the campus to increase campus identity in the city and respond to intensification within the Innovation District.
- Create a welcoming frontage along Glover Road by positioning buildings to address the street.
- Seek opportunities for identity building and activity generating uses in buildings adjacent to Glover Road.
- Create opportunities to represent Indigenous Peoples in a physical campus context through building design.

POLICY 5.5.2 INNOVATION-RELATED USES

Prioritize development that supports university functions and provides opportunities for innovative industries and businesses. Require a commercial frontage along Glover Road to address and animate the streetscape. Industries and businesses that align with the vision of Precinct 4 could include, but are not limited to:

- agri-tech/food tech industries (such as farming innovation);
- food & beverage manufacturing (such as breweries, distilleries and co-pack spaces); and
- locally based food and beverage uses, including breweries, cafes, and restaurants.

POLICY 5.5.3 HUB BUILDING

Provide a hub building at the northern corner of Glover Road and Kwantlen Avenue that contains innovative uses and shared or community spaces that are supportive of gathering and the exchange of ideas. Explore opportunities to incorporate development programs, and common or rentable spaces that could service community-based programming and education. Encouraged uses include makerspaces, shared use facilities and services, space for multiple tenants with various sized businesses, and spaces for learning, research, and co-working.

Require development opportunities to support the provision of the proposed KPU Langley Campus Plaza, providing a coordinated design approach between the building and plaza space that includes an active ground floor frontage, and park/plaza programming.

Explore incentives to support the development of the hub building, including options for it to be delivered as a community amenity or potential City partnership.

PRECINCT 4 TRANSPORTATION POLICIES

POLICY 5.5.4 KPU LANGLEY CAMPUS PLAN

Enable and implement the KPU 2050 Official Campus Plan, or any subsequent version that supports the vision of the Innovation District, including the following key transportation related items:

- Redesign Kwantlen Crescent to prioritize pedestrians and cyclists and connect to all campus buildings.
- Improve campus circulation, access, and recreation with a path and trail loop that connects the entire campus.
- Provide a gateway entrance on Glover Road which frames Kwantlen Crescent and brings vibrancy to the streetscape.
- Create a new parking strategy and encourage alternative modes of transportation to reduce vehicular dependence on the campus.

POLICY 5.5.5 CYCLE CENTRE

Ensure that new development contributes a cycle centre that provides end-of-trip facilities such as bike storage, bike tools, e-bike charging, and lockers at KPU Langley Campus as a destination point.

PRECINCT 4 OPEN SPACE POLICIES

POLICY 5.5.6 KPU LANGLEY CAMPUS PLAN

Enable and implement the KPU 2050 Official Campus Plan, or any subsequent version that supports the vision of the Innovation District, including the following key open space related items:

- Protect natural ecosystems along the Parks and Open Space designation and Logan Creek.
- Increase the biodiversity of the campus environment and maximize the enhancement of the natural unique ecosystems in which the campus resides.
- Visually connect Logan Creek with landscape improvements across both portions of the campus.
- Creating opportunities to represent Indigenous Peoples in a physical campus context through landscape design, art, and signage and nomenclature on campus.

POLICY 5.5.7 KPU LANGLEY CAMPUS PLAZA

Locate the proposed publicly accessible campus plaza adjacent to the intersection of Glover Road and Kwantlen Avenue. This should provide shared community enjoyment, contribute to the city’s parks and open space network and enhance pedestrian connectivity through the Innovation District and KPU Langley Campus.

- **Access** | The KPU plaza should be secured for public access through legal agreement.
- **Location** | The KPU plaza should be adjacent to the hub building and share a direct interface and coordinated site design.
- **Amenity** | Include amenities within KPU plaza that make it an inviting public gathering place. Look for opportunities to create a unique identity and reconciliatory partnership in its design.

POLICY 5.5.8 LOGAN CREEK

Maintain protection of Logan Creek, including meeting Provincial requirements for minimum offset of development as determined by a Qualified Environmental Professional (QEP). Look for enhancement opportunities which could include but are not limited to landscaping, removing invasive species, upgrading the culverted area and barrier, and installing wayfinding or placemaking features.



- 1 Replace existing surface level parking with compact development that addresses Glover Rd and creates a welcoming frontage. See **Policy 5.5.1**
- 2 Provide an innovation hub building generally located at the corner of Glover Rd and Kwantlen Ave. See **Policy 5.5.3**

- 3 Redesign Kwantlen Cres to prioritize pedestrians and cyclists and connect to all campus buildings. See **Policy 5.5.4**
- 4 Provide a gateway entrance on Glover Rd which frames Kwantlen Cres. See **Policy 5.5.4**

- 5 Provide a cycle centre that provides end-of-trip facilities such as bike storage. See **Policy 5.5.5**
- 6 Protect and enhance Logan Creek with landscape improvements and increase biodiversity. See **Policy 5.5.6** and **Policy 5.5.8**

- 7 Create an open space plaza adjacent to the intersection of Glover Rd and Kwantlen Ave and next to the hub building for shared community enjoyment. See **Policy 5.5.7**

Figure 25 - Precinct 4 Summary Map

Precinct 4 Visualization: Glover Road & KPU Entrance



Figure 26 - Precinct 4 Visualization

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6.0 DESIGN GUIDELINES

Guidelines provide more detailed direction on **'how'** to implement policies in practice. They provide council approved guidance on best practice standards and urban design principles to help developers make decisions and understand requirements.

Guidelines set the standard for the desired form and character of new development, guiding **how it should look and what it should include.**

6.1 GENERAL DISTRICT WIDE GUIDELINES

BUILDING DESIGN

- a) **Orientation** | Buildings should be oriented to directly address primary frontages, increasing ‘eyes on the street’ with main internal spaces like lobbies and offices overlooking the public realm, while productive activities are ‘back-of-house’ at the rear of buildings.
- b) **Lobby Entrances** | Support the prominence of key employment uses with well-defined and clearly visible entrances at ground level, integrating public seating, lighting, landscaping or artwork in the forecourt areas, where setbacks permit.
- c) **Rooftop Spaces** | Rooftops should be utilized for business amenities, shared-use amenity space, or to provide sustainability features such as green roofs or renewable energy.
- d) **Building Corners** | Incorporate setbacks in the corners of buildings or rounded edges to allow for better sightlines, and to create opportunity for well-defined corner entrances. Encourage enhancing these spaces to create an activated frontage, like installing a small corner plaza or seating area. Where setbacks are not provided, multiple entrances and transparent frontages should be provided near the corner to address both sides.

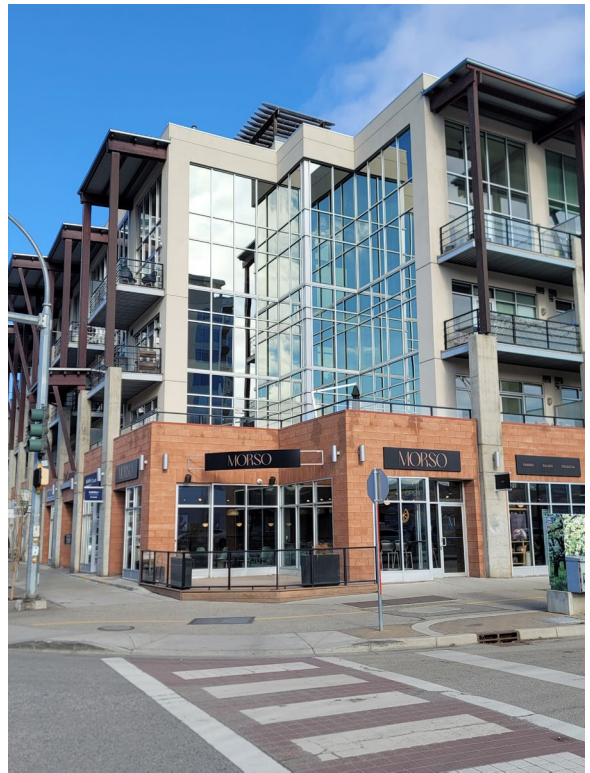


Figure 27 - Orientation of buildings to address primary street frontages.

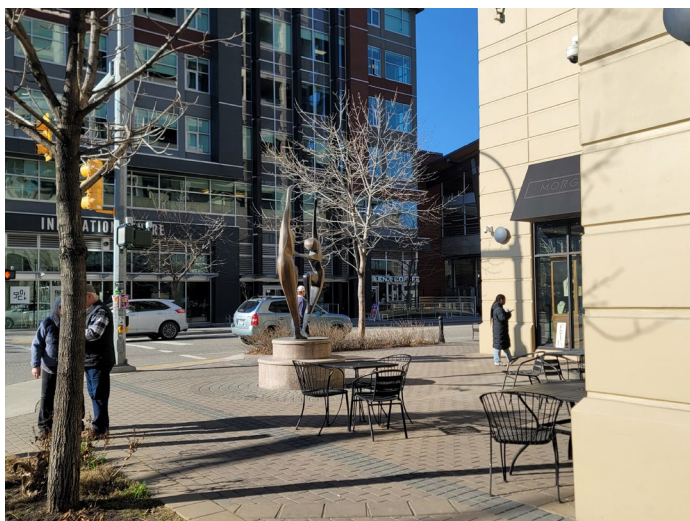


Figure 28 - Incorporate building corner setbacks that support sightlines, entrances and small corner plaza spaces.

- e) **Floor-to-Floor Heights** | Incorporate generous floor to floor heights for flexible industrial and commercial uses. This is to allow for greater flexibility for future changes of use and accommodating servicing and loading functionality at the back of the building.
 - » At ground floor level there should be at least 4.5m for a consistent commercial frontage.
- f) **Commercial Unit Size** | A minimum ground floor unit depth of approximately 10m is recommended to accommodate a range of commercial uses.
 - » Smaller commercial units should be placed along the periphery of building envelopes, with frequent entries that contribute to activated frontages and reduce blank wall space.
 - » Larger format commercial units should be located on upper floors, below grade, or wrapped with smaller units to minimize impacts to street activation.

FRONTAGES

- a) Street Edge Definition |** Primary building facades should be along setback lines to form a continuous street wall and support pedestrian-oriented streets by creating a sense of safety and enclosure. However, small setbacks within building facades (1-3m in depth) are encouraged along street walls to support activation by providing space for entryways or seating, planting, and visual interest in the façade.
- b) Multiple Frontages |** Corner development that addresses multiple pedestrian-oriented streets should be designed with dual frontages that wrap-around the building to address both sides. This could be through signage, transparent glazing, and corner/multiple entrances.
- » Upper storey balconies and fenestration should also wrap around building frontages wherever there are adjacent publicly accessible routes/spaces, especially pedestrian only connections, for safety and surveillance.
- c) Interface |** Ensure that buildings with a commercial or retail offering have active and transparent frontages at grade. This should aim to minimize blank wall space to no more than 5m, provide a visual connection between the public and private realm and support transit-oriented design.
- d) Walkability |** Provide a well-maintained clear public street path along commercial and mixed-use street frontages, in addition to setbacks and entrance/seating zones, where applicable. Pathways should follow straight and continuous desire lines and be free from street furniture and signage.
- e) Bicycle Parking |** Outdoor bike parking should be placed in highly visible locations, like near a lobby entrance or alongside a commercial frontage, and raised on top of a parkade podium if applicable.
- f) Land Use Buffer |** Large tree species should be provided between different land uses that soften this transition by helping to provide privacy, screening and absorbing noise.



Figure 29 - Establish a continuous street wall with small setbacks that support an active building frontage, like space for entrances and bicycle parking.



Figure 30 - Commercial and retail ground floor interface that is transparent and well articulated to minimize blank wall space.

SERVICING AND UTILITIES

- a) **Utility, Loading & Servicing |** Avoid utility, loading and servicing areas (such as loading docks, parking/garage access, garbage collection, and servicing meters) on primary frontages. These should be located at the rear of buildings accessed off side streets, service lanes (e.g., the service lane within Precinct 1) or private driveways. This is to support safe pedestrian separation, avoid impacting the street wall and pedestrian realm, and create a more visually appealing public street edge.
- b) **Truck Movements |** Separate truck, car, and pedestrian circulation. Ensure truck turning radii are contained within the site and do not interrupt pedestrian areas.
- c) **Mechanical & Utility Equipment |** Exterior mechanical equipment and servicing features like elevators, air conditioning units, utility kiosks, electrical transformers, and plumbing systems, should be well integrated into the cohesive design of the building and hidden from primary frontages (including Glover Road, Logan Avenue, 203A Street Extension and the Internal Street). These should be clad or screened with high quality materials that form part of a ‘family of elements’ within the building façade.



Figure 31 - Ensure exterior mechanical equipment is well integrated and screened with high quality materials.
Source: ZinCo. Roof Garden. <https://www.zinco.ca/intensive-roof-garden>



Figure 32 - Locate loading docks and utility areas at the rear of buildings away from pedestrian areas.
Source: Ventana. Ironworks (2019). <https://www.ventanaconstruction.com/commercial-industrial/ironworks>

BUILDING ARTICULATION & MATERIALITY

- a) Modulation |** Include frequent modulation intervals vertically within the building façade, ideally at least every 15m along key pedestrian streets, to break up the bulk of continuous exterior walls. This could be achieved through variations in the vertical articulation, materials or treatments and recesses or projections in the facade.
- b) Blank Walls |** Avoid blank walls of more than 5m along primary frontages to ensure facades are active and visually interesting, by providing architectural detailing that fits into the overall composition of the building. Screening, public art, landscaping (e.g. trellis, planter, green wall) or special façade materials/treatments should be used to improve blank walls where unavoidable.
- c) Corner Definition |** Provide an architectural composition and articulation that defines key site corners and at street intersections. Design strategies for this include building close to the property line, creating a prominent street wall interface, generous glazing and overlooking fenestration, differentiation of materials, and sculptural architectural features. Placing main entrances and customer facing functions at corners is encouraged to help support this.
- d) Materiality |** Within Mixed Employment areas encourage the use of materials consistent within a light industrial and office-based area. Select long lasting, low maintenance materials such as masonry, high performance glazing and curtain walls, and high-quality metal or fiber-cement panels.
- » Avoid a design aesthetic typical of heavy industrial areas such as unpainted tilt-up panels (precast concrete) and large blank ‘shed-like’ corrugated panelling. Also avoid low quality finishes or materials typical of low-rise residential applications such as vinyl, stucco, or untreated wood.
- e) Signage & Branding |** Business branding, including signage, images, colours, or lighting should remain consistent and be well-integrated within a building's design, function and composition. A restrained colour palette should be used, while large decals, garish building colours, standalone signs, and excessively large signs or logos on the side or at the tops of buildings should be avoided.
- f) Building Lighting |** Use innovative lighting fixtures and effects to activate and accentuate street facing and/or significant Innovation District building facades at night.

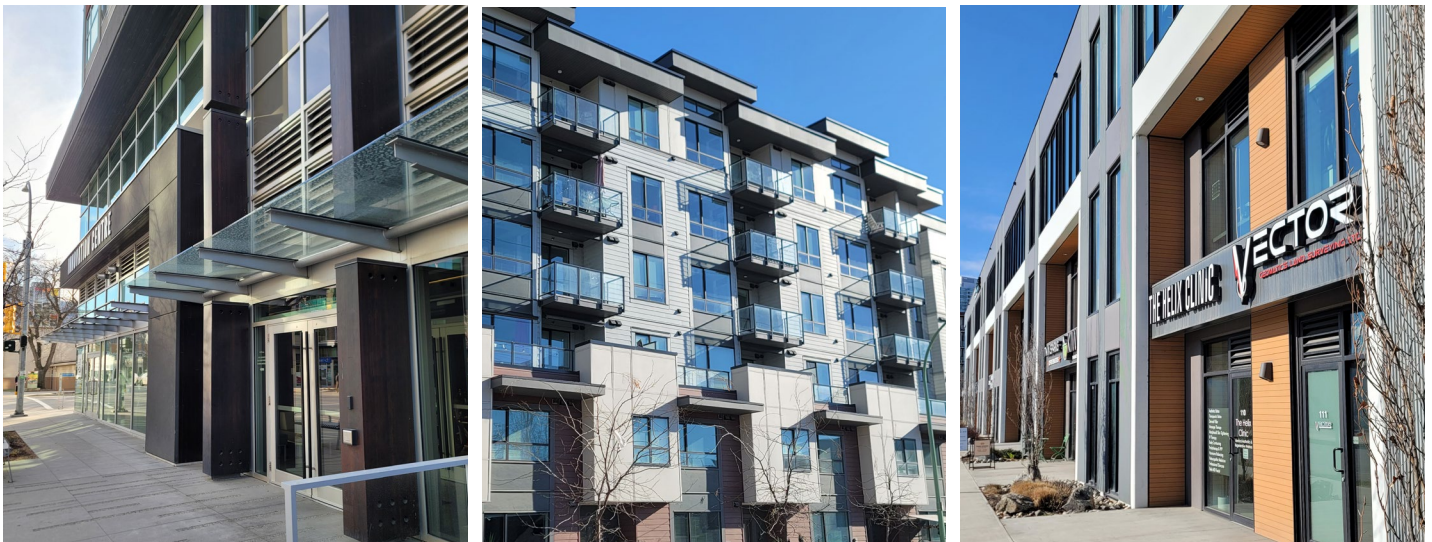


Figure 33 - Incorporate frequent modulation intervals within the building façades, that create visual interest and break up massing.

STREETSCAPE & PUBLIC REALM

- a) **District Branding** | Explore opportunities for a unique branding strategy of the Innovation District to advertise its prominence as a special district within the city.
- b) **Connectivity** | Provide continuous, accessible and direct pedestrian routes from public sidewalks and key open spaces to building entrances.
- c) **Street Furniture** | Street furniture should be appropriately placed to support safety, enhancement of the public realm, and activation in front of businesses. This should include:
- » concentrations around key public realm spaces and transit stops;
 - » placement within the planting zone between spaced apart trees and ideally reinforced with planting along the back or off to the side; and
 - » orientation towards the pathway, or where space allows perpendicular to the street.
- d) **Fencing** | Fencing should be avoided to minimize the effects to pedestrian movement and user experience through the Innovation District, particularly along primary frontages (including Glover Road, Logan Avenue, 203A Street Extension and the Internal Street). Where necessary (e.g., around a private rear yard, or as screening for servicing areas), fencing should be built with high quality materials (aluminum preferred) and ideally include adjacent planting to soften surfaces, while wood, chain-link, and barbed wire fencing is prohibited.
- e) **Pedestrian Connections** | Pedestrian only mid-block connections are encouraged to support permeability and should be:
- » at least 6m wide with at least 9m between adjacent building sides;
 - » well-lit with pedestrian-scaled lighting;
 - » overlooked with active frontages through fenestration and building entrances; and
 - » planted with ample coverage and a mix of species.

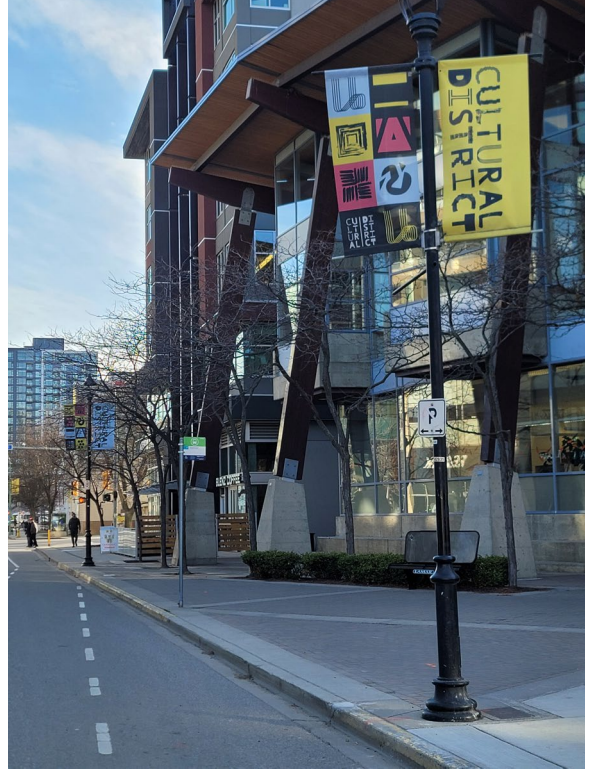


Figure 34 - District branding should be explored to market the area as a special district within Langley, using artwork and street banners.



Figure 35 - Place street furniture at key public spaces, oriented towards the path or perpendicular to the street, and reinforced with landscaping.
Source: Jasper Avenue New Vision. Al-Terra. <https://al-terra.com/projects-archive/jasper-avenue-new-vision/>

- f) **Greenways** | Where parks are between or enclosed by buildings, integrate mid-block connections or greenways with clear visibility and a direct desire line from the adjacent street(s).
- g) **Public Art** | Consider opportunities for implementation of public art at key intersections to contribute to place identity of the Innovation District. Key locations include 204 St and Logan Ave, 203A St & Logan Ave, Duncan Way & Glover Rd, Glover Rd and Langley Bypass.
 - » A reconciliatory approach with First Nations in the creation of public art and identity placemaking features should be prioritized.

h) **Vehicle Access Points** | Vehicle access points (like entrances to garages and parking) shall be provided from the lowest-order road available and not directly off Glover Road or Logan Avenue wherever possible. Where access is only available from an arterial street, consolidate driveways and entrances to minimize curb cuts and impact to the public realm, while supporting the continuity of street frontages.

- i) **Off-Street Parking** | Wherever possible, off-street parking should be accommodated underground or at least, partially underground (i.e., a half-storey down) without impacting frontage activation.
 - » Where off-street parking cannot be located underground, it should be integrated within or along the rear facing side of the building, including on upper floors if necessary. Active frontages should be maintained by including units or living spaces in front of internal garages to face public streets or spaces.

j) **On-Street Parking** | Short-term on-street parking should be provided at select locations to support ground-floor retail and commercial uses and allow for efficient pick up/drop off for businesses. Parking strips should be broken up with generously planted sidewalks and landscaped build outs to slow traffic, break up the amount of asphalt and enhance the streetscape.



Figure 36 - On-street parking should be provided at select locations to support ground-floor retail and commercial uses along with ample planting.
 Source: Hewitt. University Village. <https://hewittseattle.com/project/universityvillage/>

- k) Amenities |** Parks and plazas should include a variety of well-designed amenities integrated into the space that make them attractive and enhance their usability. These could include, but are not limited to, signage (for wayfinding and interpretation), benches, garbage receptacles, bicycle racks, pedestrian scaled lighting, built-in furniture, landscaped elevation changes, areas of play, playground facilities, and gardens.
- l) Accessibility |** Parks and plazas should be accessible from multiple sides. Avoid open spaces that are dead ends, or barriers (i.e., fencing) around spaces that limit accessibility.
- m) Street Facing |** Ensure park and plaza spaces are positioned adjacent to public streets to ensure physical access and support public safety by providing overlook.



Figure 37 - Incorporate a variety of well-designed amenities into plazas that make them attractive spaces for gathering.
Source: Nemesis Coffee.

SUSTAINABLE LANDSCAPING

- a) Planting Strategy** | Include a variety of plants and trees within parks/plazas that are appropriate for the City of Langley area that support visual amenity, shade and stormwater infiltration.
- » Prioritize the planting of drought-tolerant and Indigenous species of the BC Lower Mainland.
 - » Consider species durability, climate and soil suitability, and compatibility with the site conditions in public and private landscape design.
 - » Utilize Metro Vancouver's Tree Guide for guidance on appropriate species selection including climate change resilient options.
 - » Avoid planting vegetation that drops large amounts of leaves, flowers or seeds next to pathways to minimize maintenance.
- b) Stormwater Management** | Consideration should be given to the following stormwater integration features:
- » Include suitable stormwater design features such as permeable paving, wetlands, rain gardens, bioswales, detention systems/ponds.
 - » Include frequent planted islands and berms within large impermeable surfaces such as streets/laneways, parking areas, or within hardscape plaza spaces to break up opportunities for water pooling and increase infiltration.
 - » Other than in parks, avoid large flat areas of mown grass, which is poor at providing rainwater infiltration, with preference for planting or longer grass species.



Figure 38 - Incorporate planted islands and gardens to break up impermeable surfaces.



Figure 39 - Bioswales and rainwater gardens are encouraged for stormwater management.
Source: Cherie Xiao, City of Vancouver

SAFETY

- a) **CPTED** | Ensure parks, plazas, greenways and streets incorporate CPTED principles to reinforce personal safety in open spaces and limit as much as possible the impacts of anti-social behaviour. Design strategies should include the following:
- » Access with well-defined routes to allow convenient and safe movement.
 - » Ample surveillance ensuring spaces are overlooked by streets, businesses and, where possible, residential units.
 - » Visual connections with clear sightlines and ample lighting to provide maximum visibility.
 - » Open space placement adjacent to busy areas and high-density development with a frequent user base.
 - » Quality design, active management and regular maintenance to provide a sense of ownership and show that spaces are monitored and cared for.



Figure 41 - Ensure open spaces have ample surveillance with overlooking businesses and residential units.
Source: Runberg Architectural Group. <https://runberg.com/>



Figure 40 - Provide pedestrian scale lighting that keeps throughfares well-lit during the evening.
Source: Meteor Electrical. <https://www.meteorelectrical.com>

6.2 PRECINCT 1 GUIDELINES

BUILDING DESIGN

- a) **Orientation** | Ground floor commercial uses and main internal spaces (like lobbies and offices) should prioritize orientation towards Logan Avenue and the 203A Street plaza and park where applicable.

FRONTAGES

- a) **Frequent Entrances** | Prioritize smaller businesses and frequent entrances ideally every 15m or less. These should be prioritized along Logan Avenue (instead of the Internal Street), to support activation along the arterial road.
- b) **Hub Building** | The hub building should form an active pedestrian interface and frontage with the 203A Street plaza and park. This should include a cohesive and integrated site layout and architectural and landscape features that connect the two.

BUILDING ARTICULATION & MATERIALITY

- a) **Hub Building** | The establishment of a hub building should display a unique architectural identity that conveys permanence and civic qualities, as a prominent built form feature in Langley City. High quality materials, modern detailing, and clear structural expression are encouraged. Use innovative lighting, signage, and on-building public art to create/accentuate the hub building's unique character and significance at this gateway to the Innovation District.
- b) **Differentiation of Uses** | Distinguish between employment uses such as flexible industrial, offices and production areas, through building articulation including glazing, material changes or colour differentiation.



Figure 42 - Create a unique architectural identity with high quality design and materials for the Hub building which includes an active frontage to the 203A Street plaza and park.

Source: Kwantlen Polytechnic University. <https://www.kpu.ca/international/us>

- c) **Focal Point Definition** | Architecturally define the building corners adjacent to the intersections of Logan Avenue and 204 Street and the 203A Street Extension as significant focal points. Design strategies are included under general guidelines.

STREETSCAPE & PUBLIC REALM

- a) **203A Street Plaza and Park Amenity** | The 203A Street plaza and park should provide a variety of design amenity treatments, which could include programmable hardscape areas, trees, and green areas, accessible pathways (that meet universal design principles), furniture, weather protection, lighting, electrical outlets (for event-based uses) and areas of play. The design of the 203A Street plaza and park should also be consistent with the OCP DPA guidelines for Public Open Space and this Plan's policies.
- b) **Shared Use Street** | The shared use street should be publicly accessible, provide pathways for pedestrians and cyclists, and be generously planted, including a range of appropriately sized tree species.

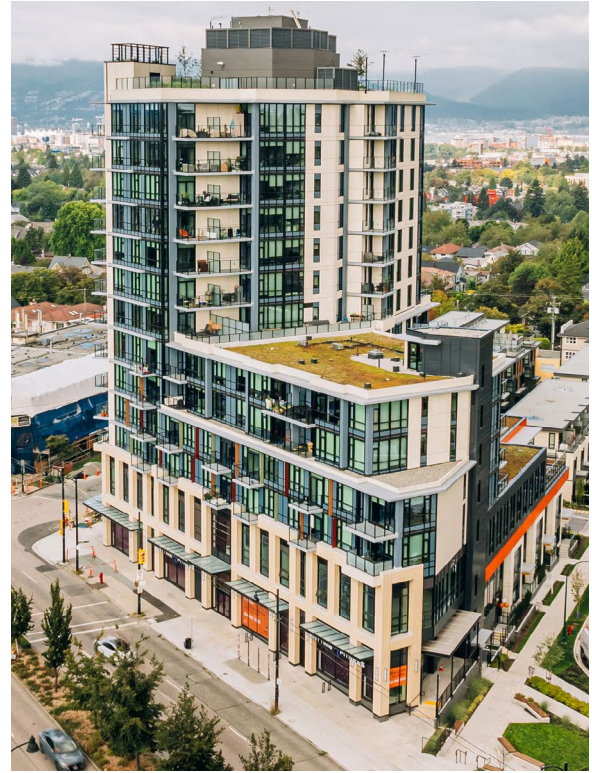


Figure 43 - Clearly distinguish between different uses within mixed use buildings, for instance through changes in materiality, glazing and structural elements.
Source: Cressy, Format. <https://cressey.com/commercial/format/>



Figure 44 - Provide a variety of design treatments at the 203A Street Plaza and Park with a combination of landscaped areas and hardscapes to create an inviting public gathering place.
Source: Mosaic. <https://mosaicdistrict.com/>

6.3 PRECINCT 2 GUIDELINES

BUILDING DESIGN

- a) **Orientation** | Buildings should be oriented towards Glover Road and the Internal Street and away from the existing heavy industrial area. Avoid placing living rooms or balconies overlooking the industrial use to the north wherever possible, to limit noise exposure and maximize sun exposure.

FRONTAGES

- a) **Frequent Entrances** | Prioritize smaller businesses and frequent entrances ideally every 15m or less, wherever possible, along Logan Avenue, Glover Road and the Corner Pedestrian Connection, over the Internal Street. This is to support activation along arterial roads and create a welcoming entrance into the District.
- b) **Lobbies** | Lobby entrances (for both residential and commercial uses) should be positioned along Glover Road and Logan Avenue to give them visual prominence and be clearly visible. Where possible, these should be aligned with, or close to transit stops to support ease of access.
- c) **Land Use Buffer** | Implement design strategies that establish an appropriate buffer area between the Transit-Oriented Core and Industrial designations. This should include the incorporation of large tree species that soften the transition from residential to industrial use to help provide privacy, screening and absorb noise. Maximize the setback of buildings from the industrial area with dimensions decided in the Development Permit process.



Figure 45 - Place frequent entrances to small businesses to animate street fronts and pedestrian throughfares.
Source: Slabtown-Marketplace. GBD Architects. <https://gbdarchitects.com/portfolio-item/block-296/slabtown-marketplace-3/>

SERVICING AND UTILITIES

- a) **Servicing and Garages** | Prioritize access to parking, loading and servicing areas off the Internal Street or private side lanes where possible, over Glover Road or Logan Avenue.

BUILDING ARTICULATION & MATERIALITY

- a) **Differentiation of Uses** | Distinguish between uses in mixed-use buildings with architectural articulation, detailing and materiality. For example, prioritizing contemporary, durable materials like high-performance curtainwalls and metal panels in commercial office facades, or horizontal sliding and heavy masonry cladding in residential facades.

- b) **Focal Point Definition** | Architecturally define the building corners at the Glover Road and Logan Avenue intersection as a significant focal point. Design strategies are included under **Section 6.1 General Guidelines - Corner Definition**.

STREETScape & PUBLIC REALM

- a) **Corner Plaza** | The proposed corner plaza should provide a variety of design amenities to support its role as a key pedestrian throughfare and prominent corner site in the Innovation District. Amenities could include, but are not limited to, featured pieces of public art, wayfinding signage, branding for the Innovation District, landscaping, water features, and street furniture. The corner plaza should also be generally level to enable accessibility, and free of obstructions like infrastructure kiosks and exit stairs.

The design of the corner plaza should also be consistent with the OCP DPA guidelines for Public Open Space.



Figure 46 - Incorporate overlooking fenestration, shop entrances, seating areas, lighting, and generous planting through the corner pedestrian connection which links the Corner Plaza and Internal Street.

- b) **Corner Pedestrian Connection** | The proposed corner pedestrian connection should be designed to be an activated pedestrian only lane following a straight and clear desire line. Design features should include overlooking fenestration, shop entrances, pedestrian scale lighting, seating areas, and a generous amount of planting with appropriately sized trees. Where appropriate, it should also provide room for spill-over space from fronting shops or lobbies.



Figure 47 - Provide a variety of design amenities within the corner plaza to support its role as a key pedestrian throughfare and prominent corner site in the Innovation District.

Source: Discovery Point. <https://thepointofdiscovery.com/>

6.4 PRECINCT 3 GUIDELINES

BUILDING DESIGN

- a) **Orientation** | Buildings should be placed and oriented to directly front onto Glover Road and the Langley Bypass, with the rear of buildings (including drive aisles or parking) facing Collection Drive or potential internal driveway/courtyard.

FRONTAGES

- a) **Interface** | Ground-oriented units, or customer facing functions should interface or be directly visible from Glover Road.
- b) **Edge Treatment** | Use low planting, decorative fencing, and integrated stormwater treatment features like rain gardens to buffer light industrial buildings while maintaining visibility.

SERVICING AND UTILITIES

- a) **Utility, Loading & Servicing** | Utility, loading and servicing areas, should be accessed along the rear of buildings facing Collection Drive or potentially an internal loading courtyard.

BUILDING ARTICULATION & MATERIALITY

- a) **Differentiation of Uses** | Distinguish office portions, entrances, and visitor spaces, from production or manufacturing areas through glazing (minimum 40% on office façades), material change, or colour differentiation. Generally, more building transparency should be fronting Glover Road.



Figure 48 - Building corners on intersections should be distinguished, for example through structural elements and the use of glazing. Source: Central Okanagan Economic Development Commission. <https://www.investkelowna.com/key-sectors/digital-tech/>

- b) **Corner Definition** | Distinguish the corner of sites and buildings at the intersections of Glover Road with Collection Drive and Langley Bypass. Use design strategies identified in General Guidelines to define the prominence of these street corners and break up the boxy look of industrial and manufacturing based buildings. Building up to the setback line is encouraged to provide definition and enclosure to the already expansive intersections.

STREETSCAPE & PUBLIC REALM

- a) **Circulation** | Separate truck, car, and pedestrian circulation. Ensure truck turning movements are along Collection Drive or contained within a potential internal courtyard and do not interrupt pedestrian movement along Glover Road.

6.5 PRECINCT 4 GUIDELINES

The design guidelines for Precinct 4 should generally reflect the recommendations set out under the KPU 2050 Official Campus Plan, or any subsequent version that supports the vision of the Innovation District and its Design Guidelines, which are provided within:

- L3 – Built Form Framework
- L4 – Open Space Framework
- L5 – Movement Framework

The design of the KPU Langley Campus Plaza should also be consistent with the OCP DPA guidelines for Public Open Space.

An aerial photograph of a city, likely a university campus, with a semi-transparent blue overlay. The image shows a mix of residential-style buildings, parking lots, and green spaces. The text '7.0 IMPLEMENTATION' is centered in a large, white, sans-serif font.

7.0 IMPLEMENTATION

7.1 IMPLEMENTATION STRATEGY

In addition to the policies outlined in this area plan, an implementation strategy with a set of action items has been developed. While the policies set requirements to be observed in future development planning, many also require a proactive next step for the City of Langley to prepare for that development. This list establishes those next steps to help realize the policies and put the plan into effect.

The Innovation District has no fixed completion date; it is a long-term vision anticipated to be carried out over many years as redevelopment occurs incrementally. Each action is assigned a priority - short, medium or long term - to guide the order of implementation. A suggested departmental lead within the City of Langley is also assigned.

Funding has not been allocated to these action items, as these should be considered through the City’s annual strategic planning and budget processes. Implementation must be balanced with the availability of resources and with other city priorities.

These action items are intended to be referred to by City of Langley departments in the development of their work plans and reviewed periodically by Planning to confirm completion, priority levels and consider changes to community circumstances and needs.

ACTION	POLICY	LEAD	PRIORITY
SECTION 4: LAND USE			
<p>Amendment – Regional Growth Strategy</p> <p>Request a Metro 2050 land use designation amendment to change the designation of parcels in Precinct 1 from Employment to General Urban to accommodate higher densities and a broader range of commercial and residential uses close to the Langley SkyTrain Station. This is indicated in Section 4.4 - Land Use Strategy through the extension of the Transit-Oriented Core designation. Ensure that amendment results in no net loss of Mixed Employment land.</p>	<p>4.1.2 – Land Use Designation</p> <p>5.2.1 – Designation</p>	<p>Planning</p>	<p>Short</p>
<p>Redesignation – OCP</p> <p>Amend the Langley City OCP land use map and Regional Context Statement, as needed, to align with the redesignation of Mixed Employment to Transit-Oriented Core for the parcels within Precinct 1, as indicated in Section 4.4 - Land Use Strategy. Ensure that amendment results in no net loss of Mixed Employment land.</p>	<p>4.1.2 – Land Use Designation</p> <p>5.2.1 – Designation</p>	<p>Planning</p>	<p>Short</p>

ACTION	POLICY	LEAD	PRIORITY
<p>Mixed Employment Designation</p> <p>Update the definition of the Mixed Employment land use designation within the Langley City OCP to provide specific requirements for parcels designated Mixed Employment within the Innovation District. This should allow for increased building heights of up to 15 storeys (as permitted by the Langley Regional Airport (YNJ) Approach Surface, according to the AZR) and an FAR of 5.5.</p>	4.1.3 – Mixed Employment	Planning	Short
<p>Zoning Bylaw</p> <p>Undertake a review of the Zoning Bylaw 2025, No. 3300 and update, as needed, to facilitate development of the vision for a high-employment, innovation-driven district. This should consider the following:</p> <ul style="list-style-type: none"> • Ensure innovation related uses identified within this plan are permitted within the Mixed Employment, Transit-Oriented Core and University District areas. • Permit the building heights and densities proposed within this plan. • Limit or prohibit the discouraged uses identified within the plan. 	4.1.4 – Implementation 4.1.6 – Discouraged Uses 5.2.3 – Employment 5.2.4 – Innovation Related Uses 5.2.7 – Intensification 5.3.2 – Innovation Related Uses 5.4.2 – Innovation Related Uses 5.4.3 – Intensification 5.5.2 – Innovation Related Uses	Planning	Short
<p>Marketing</p> <p>Continue to develop a program to market the Innovation District. Work with KPU and the business community to secure buy in.</p>	4.1.10 – Business Strategy	Economic Development / SCEDAC / Communications	Ongoing
<p>Network Upgrades</p> <p>Where necessary, work with providers to upgrade the digital infrastructure network that connects to the district, to ensure high-speed network capabilities, which will support the high tech land uses in the area. Consider this as a Development Cost Charge (DCC) item.</p>	4.1.11 – Network Support	Engineering	Medium - Long

ACTION	POLICY	LEAD	PRIORITY
<p>First Nations Engagement</p> <p>Consult with the q̓ic̓əy̓ (Katzie), q̓w̓ a:n̓ł̓ é̓ n̓ (Kwantlen), Mathxwí (Matsqui), and SEMYOME (Semiahmoo) First Nations to understand opportunities to participate in the implementation of this plan.</p>	<p>4.1.13 – First Nations Engagement</p> <p>4.2.10 – First Nations Engagement - Open Space</p>	<p>Planning / Economic Development / SCEDAC</p>	<p>Short</p>
<p>First Nations Partnerships</p> <p>Establish opportunities to partner within hub buildings or other key city-led development with interested local First Nations, as established in First Nations Engagement.</p>	<p>4.1.13 – First Nations Engagement</p>	<p>Planning / Economic Development / SCEDAC</p>	<p>Long</p>
<p>First Nations Integration with District Character</p> <p>Explore opportunities to integrate First Nations art, wayfinding, and other elements into the District Character developed for the Innovation District.</p>	<p>4.1.13 – First Nations Engagement</p>	<p>Planning/ Recreation, Culture, & Community Services</p>	<p>Medium</p>
<p>Airport Zoning Regulation Review</p> <p>The City is currently reviewing the Airport Zoning Regulation (AZR) in place for the Langley Regional Airport (YNJ) and which limits maximum building heights to 46 m or 150 feet within most of the City, including the Innovation District area. Given the close proximity of the Innovation District to YNJ it is unlikely that taller buildings will be possible in the future, but the results of the AZR review should be considered with future planning and development possibilities and initiatives. This includes the possibility of permitting minor building height increases and density transfers from the Innovation District to areas that permit taller buildings through future rezoning and development permit applications.</p>	<p>4.1.14 – Airport Zoning Regulation</p>	<p>Planning</p>	<p>Short</p>

ACTION	POLICY	LEAD	PRIORITY
SECTION 4: OPEN SPACE			
<p>Parks & Green Space Strategy</p> <p>Update the OCP and Parks, Recreation, and Culture (PRC) Plan to identify proposed plazas, parks, and green spaces as described in Section 4.2 - Open Space Policies and identified in Section 4.5 - Parks & Green Space Strategy.</p>	4.2.1 – Parks & Green Space Strategy	Planning / Parks	Short
<p>Parks & Green Space Strategy</p> <p>Create the proposed publicly-accessible plazas, parks, and greenspaces as guided by the Innovation District Plan, OCP, and PRC Plan, through negotiations with landowners and the following approaches or combination thereof:</p> <ul style="list-style-type: none"> a) Parkland dedication (City-owned land) as part of subdivision). b) Land acquisitions (City-owned land) funded by parkland reserve and parkland DCC fund, and/or voluntary developer amenity contributions. c) Plazas and park areas on private land that are publicly accessible through legal agreement with landowners. 	4.2.1 – Parks & Green Space Strategy 4.2.2 – Ownership & Access	Planning / Parks	Ongoing
<p>Amenity Cost Charge Bylaw</p> <p>As part of the development of an Amenity Cost Charge (ACC) bylaw, identify and implement mechanisms to enable the City of Langley to achieve the amenities and open spaces identified as part of this plan.</p>	4.2.3 – Secure Amenity	Planning	Medium (align with ACC process)
<p>District Character</p> <p>Explore the opportunity to create a distinct identity for landscape treatments within the Innovation District including street furniture and lighting standards. If enacted update the City of Langley Design Criteria Manual document to reflect this.</p>	4.2.6 – Character	Planning / Parks / Engineering / Marketing	Medium

ACTION	POLICY	LEAD	PRIORITY
SECTION 4: TRANSPORTATION & MOBILITY			
<p>Cross Section Standards – Glover Road & Logan Avenue</p> <p>Develop an engineering standard that aligns with the proposed cross section shown in Figure 12 for the upgrade of Glover Road and Logan Avenue. Update the Engineering Design Criteria Manual as needed to incorporate this. These should consider adequate space for the provision of sidewalks, cycle paths, transit stops and facilities, street furniture, pedestrian scale lighting, on-street parking as may be appropriate, and generous strips for tree planting and landscaping (as indicated as ‘landscape buffers’ within Section 4.6 - Transportation and Mobility Strategy).</p>	4.3.2 – Glover Road & Logan Avenue	Planning / Engineering	Short-Medium
<p>Master Transportation Plan</p> <p>Review and update the City of Langley Master Transportation Plan to incorporate or align with the proposed transportation and mobility measures outlined in this plan to support the coordinated development of the Innovation District, as generally indicated in Section 4.6 - Transportation and Mobility Strategy.</p>	4.3.3 – City of Langley Transportation Plan	Planning / Engineering	Medium
<p>Public Transit Strategy</p> <p>Work with TransLink to prepare a strategy to enhance public transit services within the Innovation District and incorporate this within the implementation of the South of Fraser East Area Transport Plan. This should look at the need for transit stops and facilities, how bus routes can connect to the Langley SkyTrain through the Innovation District, and support for new cycling paths.</p> <p>Review and update the City of Langley Master Transportation Plan to align with this strategy.</p>	4.3.6 – Transit	Planning / Engineering	Short / Medium
<p>Wayfinding Strategy</p> <p>Develop a wayfinding and signage strategy that connects KPU, the Langley Centre SkyTrain Station and key destinations within the Innovation District.</p>	4.3.11 - Wayfinding	Planning / Engineering	Medium / Long

ACTION	POLICY	LEAD	PRIORITY
ADDITIONAL DISTRICT-WIDE ACTIONS			
<p>Development Cost Charges</p> <p>Review the Development Cost Charges (DCC) Bylaw for opportunities to support and implement the plan. Consider adding upgrades to Glover Road, Logan Avenue, parkland acquisition, and other infrastructure and servicing upgrades as necessary, as DCC items.</p>	<p>4.1.11 – Network Support</p> <p>4.2.2 – Ownership & Access</p> <p>4.2.3 – Secure Amenity</p> <p>4.3.2 – Glover Road & Logan Avenue</p>	<p>Planning / Engineering</p>	<p>Medium (align with corporate finance timelines)</p>
<p>Servicing Study/Strategy</p> <p>Consider undertaking a servicing study to identify potential sewer and water servicing upgrades that benefit large sections of the Plan and identify strategies to fund these upgrades, including DCCs, the potential for latecomer agreements, local area improvements, and/or a special DCC area.</p>	<p>n / a</p>	<p>Engineering</p>	<p>Short</p>
<p>Performance Monitoring</p> <p>Conduct an implementation review after 10 years to measure and report on progress achieved toward key objectives identified within the area plan. A key measure of success should be securing buy in and investment from private sector, post-secondary education and (senior) government sources.</p>	<p>n / a</p>	<p>Planning</p>	<p>Long</p>

ACTION	POLICY	LEAD	PRIORITY
SECTION 5: PRECINCTS			
<p>Cross Section Standards – Proposed Streets</p> <p>Develop an engineering standard that aligns with the proposed cross section shown in Figure 13 for the proposed Internal Street and 203A Street Extension. Update the Engineering Design Criteria Manual as needed to incorporate this. These should consider safe, multi-modal oriented streetscapes, with generous sidewalks, separated cycleways and widened strips for landscaping and tree planting.</p>	<p>5.2.8 – Internal Street</p> <p>5.2.9 – 203A Street Extension</p> <p>5.2.10 – Walkable Streets</p> <p>5.3.5 – Internal Street</p> <p>5.3.7 – Walkable Streets</p>	Engineering	Medium
<p>Cross Section Standards – Service Lane</p> <p>Develop an engineering standard cross-section as necessary for the proposed Service Lane. Update the Engineering Design Criteria Manual as needed to incorporate this. This should consider efficient access for servicing, loading and truck movements.</p>	5.2.11 – Service Lane	Engineering	Medium

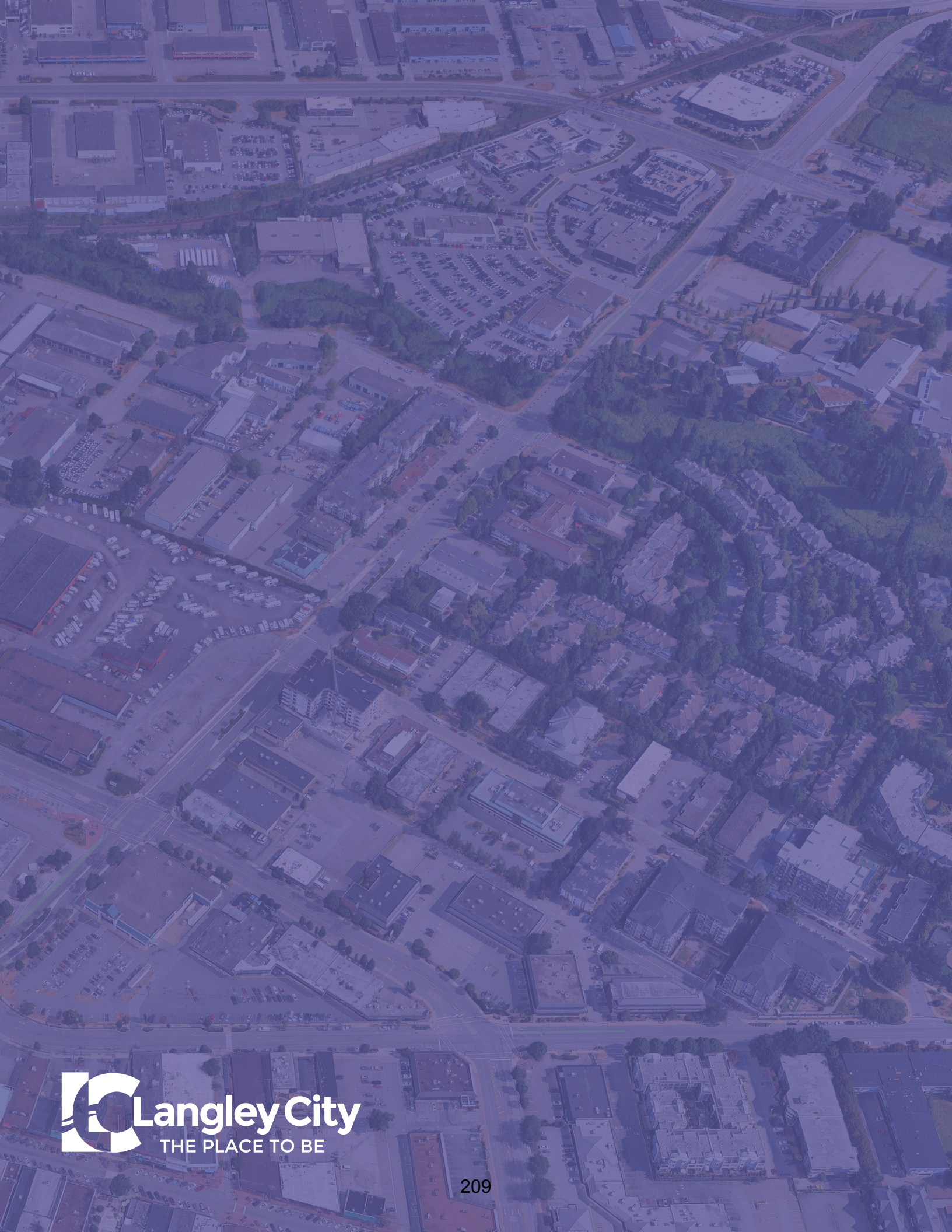
DEVELOPMENT VIABILITY AND INCENTIVES

Given current economic conditions, significant new development in the Innovation District will largely require the prioritization of long-term flexibility, acknowledging that the shifting economic landscape has created challenges to project viability, particularly for high-density, mixed-use buildings. While high-density formats like second-storey commercial are encouraged, they are not mandatory, ensuring the framework remains adaptable until market conditions allow the realization of more complex built forms and uses. This approach recognizes that some mixed-use concepts are not currently viable under current market conditions, such as multi-storey industrial mixed-use, and allows the City to support projects when a viable market need is identified, and market conditions support new development.

Supporting the flexibility to react to different needs and shifting market demand ensures that these lands can transition gradually as business requirements evolve over time. Implementing financial incentives, such as property tax waivers or development cost charge credits, can improve the financial viability of these projects, serving as a catalyst for intensification and ensuring the district remains responsive to future needs.

Also key to the success of development within the Innovation District will be the ongoing collaborative effort and buy-in from a combination of sources. To achieve the vision outlined in this area plan, attracting a mix of private sector, post-secondary education and (senior) government investment will be needed.

ACTION	POLICY	LEAD	PRIORITY
<p>Development Incentives</p> <p>Develop and implement a suite of market-responsive incentives to improve the viability of high-density mixed-employment and residential projects. Measures to be explored could include process related incentives, property tax incentives, and density transfers to other sites in the City that may have the ability to accommodate more density and height depending on the Airport Zoning Regulation (AZR) in place at the time.</p>	4.1.5 – Incentivize	Planning	Short / Medium
<p>Flexible Parking Guidelines</p> <p>Develop a set of market-driven parking guidelines that allow for reduced ratios for industrial and commercial floor area, where supported by market demand, which recognizes that developers are inherently incentivized to provide sufficient parking to ensure the long-term marketability of their buildings while managing total project costs.</p>	4.3.7 – Parking	Planning	Short / Medium



Langley City
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