REGULAR MEETING OF TOWNSHIP COUNCIL AGENDA

Monday, February 23, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – February 23, 2026

That Council adopt the agenda and receive all agenda items of the Regular Council meeting held February 23, 2026.

B. ADOPTION OF MINUTES

1. Regular Council Meeting – February 9, 2026

That Council adopt the minutes of the Regular Council meeting held February 9, 2026.

C. DELEGATIONS

Item C.1 was rescheduled at the January 26, 2026, Regular Council Meeting:

1. Cheryl Wiens
File 0550-07

Request by Cheryl Wiens to appear before Council to discuss the risks of relying exclusively on surface-fed water sources for much of the Township's water supply.

Clerk's Note: Please refer to item P.1.

C. DELEGATIONS

2. Ron and Terri-Lou Trainor
BC Bats
File 0550-07

Request by Ron and Terri-Lou Trainor to appear before Council to present a certificate recognizing the Township of Langley as a Bat Friendly Community.

3. Sunny Hundal
AKSH Solutions Inc.
File 0550-07

Request by Sunny Hundal, AKSH Solutions to appear before Council to discuss the Soil Deposit Application for 4262 – 224 Street.

D. PRESENTATIONS

1. Groundwater Management

Presentation by Stephanie Hunt, Authorizations Specialist, Groundwater, Ministry of Water, Land, and Resource Stewardship, regarding groundwater quality and quantity in the Township of Langley.

Clerk's Note: Council requested the presentation at the February 9, 2026 Regular Council Meeting.

E. REPORTS TO COUNCIL

1. Adopt-A-Program Policy
Report 26-15
File PW 5370-25-001

That Council adopt the new Adopt-a-Program Policy, as presented in Attachment A.

2. Appointment of Chief and Deputy Chief Election Officers
2026 General Local Government Election
Report 26-20
File MA 4200-29

That Council appoint Chanpreet Kooner, Chief Administrative Officer, as the Chief Election Officer for the 2026 General Local Government Election.

That Council appoint Wendy Bauer, Township Clerk, and Kim Stepto, Deputy Township Clerk, as Deputy Chief Election Officers for the 2026 General Local Government Election.

E. REPORTS TO COUNCIL

3. Utility Statement Due Date Options
Report 26-18
File ENG 1610-01

That Council set the annual due date for the 2027 Flat Rate Utility Statement, and for all subsequent years, on:

- March 15 of the year; OR
- March 31 of the year; OR
- April 30 of the year.

That Council direct staff to bring forward a new Council Policy for consideration that implements the selected due date for future Flat Rate Utility Statements, beginning in 2027.

4. Draft Transportation and Mobility Strategy
Report 26-16
File ENG 8330-20-003

That Council direct staff to conduct the fourth and final round of community engagement and seek public feedback on the draft Transportation and Mobility Strategy.

That Council direct staff to bring back the final Transportation and Mobility Strategy for adoption following completion of the final round of community engagement.

5. Draft 2026-2030 Capital and Universal Operating Financial Plan
Report 26-14
File FIN 1700-80

That Council endorse the Draft 2026-2030 Universal Services Operating, Library Services, and Capital Financial Plans for further consideration, discussion, and approval, as received or amended.

That Council direct staff to prepare the Five-Year Financial Plan bylaw and Development Cost Charge Expenditure bylaw for approval.

That Council direct staff to change the funding source of the preapproved project for improvements to the Bell Park playground in the amount of $235,000, from Capital Projects Reserve to the Community Partners in Film Reserve.

That Council direct staff to transfer $1,000,000 from the LAS Reserve fund to the Capital Projects Reserve Fund.

E. REPORTS TO COUNCIL

That Council direct staff to change the funding of $250,000 for a Bedford Channel dredging reserve contribution from Universal Services Operating Budget to Prior Year Surplus funding. For a 2026 total funding of $500,000 to the Bedford Channel dredging reserve from Prior Year Surplus.

That Council direct staff to fund $15,660,000 from the CAC Reserve and to internally borrow $52,200,000 from the Neighbourhood Parkland Reserve, $25,000,000 from the Sewer Capital Works Reserve and $1,850,000 from the Public Works Equipment Replacement reserve for the outstanding project funding required for the Smith Athletic Park and the Ice and Dry Arenas Projects to be repaid by CAC and/or General Revenue within a maximum of 30 years at an interest rate of 4.69%.

Clerk's Note: The 2026 Draft Budget package will be received under separate cover and electronically.

6. 2026 Transit Related Road Infrastructure Program Grant Application
Report 26-19
File ENG 1855-60

That Council approve a grant application to Coast Mountain Bus Company for $63,000 toward completing the 2026 Transit Improvements, and if successful, authorize $63,000 from a combination of existing Township carry forward funding and project funding within the 2026 Capital Budget process.

7. 4262 – 224 Street Soil Deposit Application
Report 26-17
File ENG SO2700

That Council direct staff to refer the Soil Deposit Application for 4262 – 224 Street to the Agricultural Land Commission.

OR

That Council direct staff not to refer the Soil Deposit Application for 4262 – 224 Street to the Agricultural Land Commission and not process the Application further.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

1. Rezoning Application No. 100777
(4250079 Canada Inc. / Jim Pattison Developments /
3228 and 3258 – 200 Street)
Bylaw No. 6185
Report 26-13
File CD 07-26-0131

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (4250079 Canada Inc.) Bylaw No. 6185 rezoning 3.67 ha (9.08 ac) of land located at 3228 and 3258 – 200 Street to Comprehensive Development Zone CD-184 to facilitate the development of approximately 452 apartments and 12,476.88 m² (134,300 ft²) of commercial and office space, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with the Booth Neighbourhood Plan requirements:
    a. provision of confirmation from the School District that there is sufficient school capacity for the Booth Neighbourhood or at least the Brookswood-Fernridge community
    b. secure a community stormwater detention site to serve the storm catchment area
    c. accommodate one local-serving grocery store in the Commercial Village designation with a maximum size of 4,500 m² within a mixed-use commercial/residential building, provided that at least half of the minimum total floor area for office uses are built in advance of or in conjunction with the grocery store use
    d. provide a “shell” space for a satellite Recreation Centre to the acceptance of the Township of Langley, subject to other provisions of this Plan, along with the rezoning of any lands designated as Commercial Village, before any development may occur in this Phasing Area
    e. provide a public square of a minimum size of 4,050 m² (43,593.84 ft²) that is central to the Commercial Village at the northeast corner of the new intersection at 201 Street and the new “Main Street” road.
2. A Servicing Agreement being entered into with the Township to secure required road, greenway, utility upgrades and extensions, pedestrian connections and tie-ins extended to the nearest road intersection(s) or road improvement and groundwater protection and management information in accordance with the Township’s Subdivision and Development Servicing Bylaw, Brookswood-Fernridge Community Plan, Booth Neighbourhood Plan and Brookswood-Fernridge Engineering Services Plan.
3. Completion of a subdivision to create the lots.
4. Provision of road dedications, widenings and necessary traffic improvements including dedication along 200 Street (including greenway), 201 Street, 32 Avenue (including greenway) and internal

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

"Main Street" in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and Booth Neighbourhood Plan.

5. Dedication and construction of a 4.5 metre wide street greenway on the east side of 200 Street and north side of 32 Avenue, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
6. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
7. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
8. Registration of restrictive covenants acceptable to the Township:
    a. restricting development and subdivision until a Development Permit is issued for development Permit Areas 'B' – Commercial and Mixed Use and 'D' – Neighbourhood Forest Fire Hazard Conditions and policies for the Booth Town Centre included in the Booth Neighbourhood Plan have been satisfied
    b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
    c. identifying the units (10% of apartment units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
    d. restricting construction of the grocery store until 2,115 m² (22,765.67 ft²) of office space is constructed or is developed in conjunction with the grocery store.
9. Compliance with the requirements of the Brookswood-Fernridge Greenway Amenity Policy, Brookswood-Fernridge Arterial Road Completion Policy and the Township's 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed rezoning application, provision of $4,721,798 as a voluntary amenity contribution.
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

Explanation – Bylaw No. 6185

Bylaw No. 6185 rezones land located at 3228 and 3258 – 200 Street to Comprehensive Development Zone CD-184 to facilitate development of apartments and commercial space.

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

J. ITEMS FROM PRIOR MEETINGS

Mayor Woodward has directed reconsideration of the following item from the February 9, 2026 Regular Meeting of Council in accordance with Section 131 of the *Community Charter*. A replacement motion that complies with the LGLMA requirements has been provided.

1. **RV Tenant Protection**

That the following motion be forwarded to the Lower Mainland Local Government Association for submission in the 2026 Conference resolutions:

Whereas:

1. As a result of British Columbia's worsening cost-of-living crisis, more people are finding the most affordable home in which to reside is a Recreational Vehicle (RV) which are only permitted to remain on-location at RV Parks for a short period of time, in most cases a maximum of 6-months, and have no permanent structures or fixtures, and;
2. RV owners are not able to sign tenancy agreements with their landlords, only License to Occupy agreements, which do not afford them the same protections or rights as they would be entitled to under the Manufactured Home Park Tenancy Act and only the Province of British Columbia has the authority to create any legal protection for these RV owners during the ongoing cost-of-living crisis;

Therefore be it resolved that the UBCM call on the Government of British Columbia to examine policy changes to provide rental protection to long-term RV-based tenants in RV and Mobile Home Parks across British Columbia.

K. MAYOR AND COUNCIL REPORT

L. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

M. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

N. FOR INFORMATION

1. **Service Level Improvements with Replacement Fire Hall No. 5**
   Memorandum – Protective Services Division - Fire
   File 7200-01

2. **Heritage Advisory Committee**
   Minutes – February 4, 2026
   File 0540-20

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

3. **World Primary Immunodeficiency Week**
   File 0630-01

   Email received from A. Nemeth, ImmUnity Canada, requesting the week of April 22-29, 2026 be proclaimed as World Primary Immunodeficiency Week.

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

O. MOTIONS ARISING FROM INFORMATION

P. OTHER BUSINESS

Item P.1, Notice of Motion from Councillor Kunst, was rescheduled at the January 26, 2026, Regular Council Meeting:

1. **Water Resilience and Emergency Preparedness**

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

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

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

   Therefore be it resolved that Council direct staff to:

P. OTHER BUSINESS

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

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

Mayor Woodward provided the following Notice of Motion within the deadlines according to Council's Policy:

2. 272 Street Urban Upgrades in Aldergrove

That Council directs staff to consider and add to the Report to Council regarding the potential pedestrian connection upgrade(s) to 272nd Street from 24 Avenue and 28 Avenues, including the potential completion of finished sidewalk(s), lighting and other applicable upgrades as it may be appropriate for Council to consider.

Q. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item G.1 - Section 90(1) (g) Legal
Item G.2 - Section 90(1) (m) Another Enactment
Item I.1 - Section 90(1) (e) Property
Item I.2 - Section 90(1) (g) Legal

R. TERMINATE

REGULAR MEETING OF TOWNSHIP COUNCIL MINUTES

Monday, February 9, 2026 at 1:30pm
Fraser River Presentation Theatre
4th Floor, 20338 – 65 Avenue, Langley, BC

PRESENT: Mayor E. Woodward

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

C. Kooner, W. Bauer, T. Hansen, S. Ruff, A. Ruhl, and J. Winslade

C. Longhi

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

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

A. ADOPTION AND RECEIPT OF AGENDA ITEMS

1. Regular Council Meeting – February 9, 2026

Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That Council adopt the agenda and receive all agenda items of the Regular Council meeting held February 9, 2026.
CARRIED

B. ADOPTION OF MINUTES

1. Regular Council Meeting – January 26, 2026

Moved by Councillor Rindt,
Seconded by Councillor Ferguson,
That Council adopt the minutes of the Regular Council meeting held January 26, 2026.
CARRIED

C. DELEGATIONS

1. Susan Gorris
Art in the Country
File 0550-07

Susan Gorris, Art in the Country, appeared before Council to discuss a permanent, public installation within the Township of Langley of a mural she painted titled “RAMIRA”. This painting was made to honor Langley artists and the Art in the Country Studio. It also serves as a reminder to the community that the arts in Langley are prominent. She is not seeking reimbursement for the cost of her labour, however she is requesting reimbursement for the cost of her materials.

REFERRAL
Moved by Councillor Ferguson,
Seconded by Councillor Rindt,
That the delegation of Susan Gorris be referred to the Recreation, Culture, and Parks Advisory Committee.
CARRIED

REFERRAL
Moved by Councillor Richter,
Seconded by Councillor Whitmarsh,
That the delegation of Susan Gorris be referred to staff for review and a report back to council, which should include possible venues where her mural could be displayed.

DEFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That the motion be deferred until the delegation of Susan Gorris has been considered by the Recreation Culture and Parks Advisory Committee.
CARRIED

Councillors Kunst, Martens and Richter opposed.

2. Jami Watson
File 0550-07

Jami Watson appeared before Council to discuss providing closed captioning at Township of Langley Council meetings. She asked that live closed captioning be displayed during Council as this would benefit many in the community, including those hard of hearing, seniors, and non-English speakers.

MOTION
Moved by Councillor Baillie,
Seconded by Councillor Pratt,
That Council approve the implementation of closed captioning for all Council meetings, including all platforms and formats in which they are broadcasted.

C. DELEGATIONS

AMENDMENT
Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That 2026 Council Contingency be used to fund the implementation of closed captioning.
CARRIED

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

D. PRESENTATIONS

E. REPORTS TO COUNCIL

1. **Township-Wide Parking Study and Bylaw Review**
Report 26-08
File ENG 5260-26-025

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council receive the Township-wide Parking Study and Bylaw Review.
CARRIED

MOTION
Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
That Council direct Staff to report to Council with draft bylaw amendments to implement the 7 recommendations regarding Accessible Parking no later than the end of Q2, 2026.

That Council direct Staff to bring forward for Council approval the necessary bylaw changes in order to implement the recommendations regarding Loading Zone regulations no later than the end of Q2, 2026.
That Council direct Staff to bring forward necessary changes to the Zoning Bylaw and any other required changes in order to implement shared parking within mixed-use developments, no later than the end of Q2, 2026.

That Council hereby endorses a 15 percent reduction in the residential parking requirements for 1 bedroom apartment units within a 200-metre radius of future Bus Rapid Transit stations.

That Staff report to Council with draft Zoning Bylaw amendments regarding the potential parking reductions for Council consideration no later than the end of Q1, 2026, and;

E. REPORTS TO COUNCIL

That Council hereby direct Staff to initiate a petition of the Milner Heights neighbourhood regarding the concept of a Pilot Project for a resident-only, permit parking system, at no cost to the resident, with the petition completed no later than the end of Q2, 2026.

DEFERRAL
Moved by Councillor Richter,
Seconded by Councillor Martens,
That consideration of Township-Wide Parking Study and Bylaw Review be deferred to allow time to review the motion and consult with staff regarding costs.
DEFEATED

Mayor Woodward, Councillors Baillie, Ferguson, Pratt and Rindt opposed.

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

Councillor Richter opposed.

2. Local Area Services Policy Update
Report 26-12
File ENG 5320-01

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the revised Local Area Services Policy 05-007, presented as Attachment A to this report.
CARRIED

Councillor Richter opposed.

3. 2026 Emergency Operation Centres Equipment and Training Grant
Report 26-11
File ENG 1855-35

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council authorize an application to the 2026 Union of British Columbia Municipalities Emergency Operation Centres Equipment and Training Grant for $30,000 of funding towards the EOC Training and Functional Exercise Project.
CARRIED

E. REPORTS TO COUNCIL

4. 2026 Accessibility Grant Applications
Report 26-10
File ENG 1855-95

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That Council authorize an application to the Royal Bank of Canada's Barrier Buster Grant Program for $40,000 of funding towards the undertaking of accessibility improvements at W.C. Blair Recreation Centre.

That Council authorize an application to the Local Community Accessibility Grant Program for $25,000 of funding towards the undertaking of accessibility improvements at W.C. Blair Recreation Centre.
CARRIED

MEETING RECESSED
The meeting recessed at 3:16pm.

MEETING RECONVENED
The meeting reconvened at 3:25pm.

F. BYLAWS FOR FIRST AND SECOND READING

G. BYLAWS FOR FIRST, SECOND AND THIRD READING

H. BYLAWS FOR THIRD READING

I. BYLAWS FOR FINAL ADOPTION

1. 2026 Utility Budgets and Rate Bylaw
Bylaw No. 6193
Report 26-06
File FIN 1700-80

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council give final reading to the Utility Rate Bylaw No. 6107 Amendment Bylaw No. 6193.
CARRIED

I. BYLAWS FOR FINAL ADOPTION

Associated Motion

Moved by Mayor Woodward,
Seconded by Councillor Ferguson,
That for 2026 the spring Utilities Statement due date for Flat Annual Rate Utilities be July 2, 2026, with set billing and due dates implemented starting in 2027, and with any necessary bylaw amendments advanced to Council at its next Regular Meeting of Council.
CARRIED

J. MAYOR AND COUNCIL REPORT

Councillor Pratt reported that he attended a Water Symposium hosted by the Langley Environmental Partners Society.

Councillor Ferguson acknowledged Langley residents who are competing in the 2026 Winter Olympics, and wish them success.

Councillor Whitmarsh stated that it would be helpful to make information available to the public and encouraged an oral budget presentation to ensure the information is readily accessible.

Councillor Martens reported that she will be taking part in Langley Animal Protection Society's Kennel Breakout on February 21.

K. METRO VANCOUVER AND OTHER REGIONAL COMMITTEE REPRESENTATIVES REPORT

Councillor Pratt provided an update on the Metro Vancouver Housing Committee.

Councillor Ferguson reported that he attended the Connecting Leaders Opportunity on January 14, where he engaged in meaningful discussions with leaders from various countries.

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

The following items have been brought forward from the January 26, 2026 Closed Council Meeting for public information:

1 Heritage Advisory Committee Recommended Motion
File 0540-20

That Council endorse the appointment of the following to the Heritage Review Panel for a two-year term expiring December 31, 2027, as per Section 8.3.6 of the Heritage Advisory Committee Terms of Reference for this subcommittee:

L. ITEMS BROUGHT FORWARD FOR PUBLIC INFORMATION FROM CLOSED MEETINGS

- B. Mason (Heritage Advisory Committee Member)
- F. Pepin (Heritage Advisory Committee Member)
- T. Taylor (Heritage Advisory Committee Member)
- B. Clarke (External Expert – *per section 8.3.2 of the Heritage Advisory Committee TOR*)
- M. van der Zalm (Community Representative, Fort Langley)
- J. Robertson (Community Representative, Fort Langley)
- K. Lescisin (Community Representative, Murrayville)

CARRIED

Section 90(1) (a) Personnel

2. Recreation, Culture, and Parks Recommended Motion
File 0540-20

That Council endorse the appointment of the following community member to the Museum Advisory Group, as outlined in the Recreation, Culture, and Parks Advisory Committee Terms of Reference, 8.4 Appointing Members to the Museum Advisory Group:

- Alena Buis - 2 year appointment

CARRIED

Section 90(1) (a) Personnel

M. FOR INFORMATION

1. 2026 Fraser River Spring Freshet Notification
Memorandum – Public Works Division
File 5225-07-003

2. Development Cost Charges Regional Comparisons
Memorandum – Community Development Division
File BA00050

3. W.C. Blair Recreation Centre Annual Pool Maintenance Shutdown
Memorandum – Recreation, Arts and Culture Division
File 7900-20

4. South of Fraser East Area Transport Plan –
Project Overview and Upcoming Public Engagement
Letter - TransLink
File 0400-67

M. FOR INFORMATION

5. Seniors Advisory Committee
Minutes – January 21, 2026
File 0540-20

6. Agricultural Advisory Committee
Minutes – January 28, 2026
File 0540-20

N. MOTIONS ARISING FROM INFORMATION

1. Seniors Advisory Committee Recommended Motion
File 0540-20

Moved by Mayor Woodward,
Seconded by Councillor Rindt,
That Council approve the Seniors Advisory Committee draft 2026 Work Plan, presented as Attachment A.
CARRIED

2. Agricultural Advisory Committee Recommended Motion
File 0540-20

Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council approve the Agricultural Advisory Committee draft 2026 Work Program, presented as Attachment A.
CARRIED

O. OTHER BUSINESS

1. Water Safety Program

Moved by Councillor Whitmarsh,
Seconded by Councillor Kunst,
That Council support the Water Safety Program, as outlined by the memo from the Recreation, Arts and Culture division.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Kunst,
That the motion be amended to specify that the program be funded from the 2026 Council Contingency to allow the program to be implemented this year.
DEFEATED

Mayor Woodward, Councillors Baillie, Ferguson, Pratt, Martens, Rindt and Whitmarsh opposed.

O. OTHER BUSINESS

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

2. 208 Street in Brookswood

Moved by Councillor Pratt,
Seconded by Councillor Ferguson,
Be it resolved that Council direct staff to Report to Council with potential design options and high-level cost estimates for upgrading 208 Street from 44 Avenue to 36 Avenue to an urban arterial standard. The upgrade should consider sidewalks, treed medians, and bike lanes, in accordance with the urban arterial road standards being developed as part of the Transportation and Mobility Study currently being finalized for Council's review. The report shall include an analysis of both a two-lane urban arterial road and a four-lane urban arterial road.
CARRIED

3. RV Tenant Protection

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the following motion be forwarded to the Lower Mainland Local Government Association for submission in the 2026 Conference resolutions:

Whereas:

1. As a result of British Columbia's worsening cost-of-living crisis, more people are finding the most affordable home in which to reside is a Recreational Vehicle (RV) parked at a RV Park or a Manufactured Home Park,
2. These RVs are technically only permitted to remain on-location for a short period of time, in most cases a maximum of 6-months, and have no permanent structures or fixtures,
3. RV owners are not able to sign tenancy agreements with their landlords, only License to Occupy agreements, which do not afford them the same protections or rights as they would be entitled to under the Manufactured Home Park Tenancy Act,
4. Landlords are taking advantage of the precarious living conditions that these RV owners find themselves in, resulting in arbitrary evictions, drastic rental rate hikes, and other negative consequences for the RV owners,
5. There are jurisdictions across North America that have greater legal protections in place for RV owners who rent space within RV or Manufactured Home Parks, and;
6. Only the Province of British Columbia has the authority to create any legal protection for these RV owners during the ongoing cost-of-living crisis:

O. OTHER BUSINESS

Therefore be it resolved that the UBCM call on the Government of British Columbia to examine policy changes to provide rental protection to long-term RV-based tenants in RV and Mobile Home Parks across British Columbia.
CARRIED

4. Rail Crossing Safety Improvements – Glover Road (Fort Langley)

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

- The at-grade rail crossing on Glover Road between Billy Brown Road and Mavis Avenue in Fort Langley is a key pedestrian and vehicular route connecting the village core, residential areas, and the riverfront; and
- The sidewalks on both sides of Glover Road run perpendicular to the rail corridor, creating a direct pedestrian approach to the tracks with no physical barrier or deterrent to prevent crossing when trains are approaching or actively occupying the crossing; and
- The crossing consists of two active rail tracks, resulting in a wider-than-average crossing distance for pedestrians and increasing the need for clear, visible, and redundant safety measures on both sides of the roadway and at both ends of the sidewalk where the crossing occurs; and
- Pedestrians frequently access informal “cut-through” areas adjacent to the tracks, further elevating the risk of unsafe interactions with rail traffic; and
- A recent fatality of a pedestrian and his dog at this location has underscored the urgent need for improved pedestrian safety infrastructure and stronger deterrents to unsafe crossing behavior; and
- Other municipalities, including the City of White Rock near the pier and at several other points, has successfully implemented cost-effective pedestrian-focused rail safety upgrades such as railings, channelization, and pedestrian-specific crossing gates that have significantly improved compliance and reduced risk;

Therefore be it resolved that:

A. Council direct staff to prepare a report on potential safety improvements for the Glover Road rail crossing, including but not limited to:
    - Installation of railing or fencing to deter pedestrians from accessing informal cut-through areas,
    - Installation of pedestrian-specific crossing gates on both sides of the roadway and at both ends of the sidewalk where the crossing intersects the tracks,
    - Additional physical or visual deterrents to prevent pedestrians from entering the crossing when trains are approaching or present,

O. OTHER BUSINESS

- Review of signage, sightlines, lighting, and other low-cost enhancements that could be implemented in the short term.

B. The staff report include:

- Estimated costs.
- Potential funding sources.
- A proposed implementation timeline prioritizing immediate, high-impact measures.

AMENDMENT
Moved by Mayor Woodward,
Seconded Councillor Pratt,
That the motion be amended to include "*Improvements for the Glover Road and Church Street crossing"*
CARRIED

AMENDMENT
Moved by Mayor Woodward
Seconded by Councillor Whitmarsh
That the motion be amended to include "*And other higher risk pedestrian urban crossings as it may be appropriate for Council to consider."*
CARRIED

Councillor Richter opposed.

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

5. Presentation by Stephanie Hunt

Moved by Councillor Pratt,
Seconded by Mayor Woodward,
That Council authorize a 10-minute presentation by Stephanie Hunt, Ministry of Water, Land and Resource Stewardship, at the February 23, 2026 Council Meeting.

AMENDMENT
Moved by Councillor Richter,
Seconded by Councillor Martens,
That the date for the presentation by Stephanie Hunt be moved to a future meeting with fewer items on the agenda.
DEFEATED

Mayor Woodward, Councillors Baillie, Ferguson, Kunst, Martens, Pratt, Rindt, and Whitmarsh opposed.

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

O. OTHER BUSINESS

6. 2026 Universal Budget Open House

Moved by Councilor Martens,
Seconded by Councillor Richter,
That staff organize an open house on the draft 2026 Universal Budget for public awareness and opportunity for meaningful feedback.

REFERRAL
Moved by Mayor Woodward,
Seconded by Councillor Pratt,
That Council refer this motion to the 2026 Budget Process.
CARRIED

Councillors Kunst, Martens and Richter opposed.

P. MOTION TO RESOLVE INTO CLOSED MEETING

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

Item A.1 - Section 90(1) (n) Consideration
Item D.1 - Section 90(1) (f) Law Enforcement
Item E.1 - Section 90(1) (g) Legal
Item G.1 - Section 90(1) (g) Legal
Item G.2 - Section 90(1) (e) Property
Item G.3 - Section 90(1) (g) Legal
Item G.4 - Section 90(1) (k) Negotiations
Item I.1 - Section 90(2) (b) Intergovernmental
Item I.2 - Section 90(1) (g) Legal
CARRIED

Q. TERMINATE

Moved by Councillor Pratt,
Seconded by Councillor Baillie,
That the meeting terminate at 4:59pm
CARRIED

CERTIFIED CORRECT:

Mayor

Township Clerk

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Cheryl Wiens
Date: Friday, December 12, 2025 9:22:27 AM

Please note the following response to Delegation Requests has been submitted at Friday December 12th 2025 9:20 AM.

- **I / we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  01/26/2026

- **Name of delegate or organization wishing to appear**
  Cheryl Wiens

- **Topic**
  My presentation will explore the risks associated with relying exclusively on surface-fed water sources for much of the Township's water supply, drawing lessons from the challenges recently faced by Sunshine Valley. It will highlight how municipalities like Delta are proactively diversifying their water sources to ensure reliable emergency and backup supply, mitigating the vulnerabilities of relying solely on purchased Metro Vancouver water. The presentation will then build the case for Councillor Margaret Kunst's motion, advocating for the drilling of new wells in North and South Langley as a critical step toward improving water security, fire suppression, and seismic resilience. This approach is essential to safeguarding Langley's long-term water resilience and ensuring a sustainable, diversified water system for the future.

- **Purpose of presentation**
  Information only

- **Desired resolution**
  That Mayor and Council vote in favor of Councillor Kunst's motion calling for the Township to:

  1. Report back on the costs and timelines associated with drilling and commissioning new wells in Fort Langley and Brookswood to restore emergency and supplementary water capacity to the northwest and southwest water systems;

  2. Report back with a public communication and engagement plan

detailing key risks, system benefits, and decision options associated with future municipal water system configurations as it relates to item 1; and

3. Publish an updated Water Emergency Response Plan (WERP) to ensure transparency, community safety, and public confidence in the Township's readiness level.

- **Full name**
  Cheryl Wiens

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

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

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

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

From: do_not_reply@notifications.tol.ca
To: legservicesinfo
Subject: Delegation Requests by Terri-Lou & Ronald Trainor
Date: Monday, February 02, 2026 12:42:41 PM

Please note the following response to Delegation Requests has been submitted at Monday February 2nd 2026 12:38 PM.

- **I/we would like to appear as a delegation at the Council meeting on (at the 1:30pm Regular Meeting)**
  2/23/2026

- **Name of delegate or organization wishing to appear**
  BC Bats - Ron & Terri-Lou Trainor - Bat Ambassadors

- **Topic**
  We respectfully request delegation authority to present a framed certificate recognizing the Township of Langley as a Bat Friendly Community. This acknowledges the township's exemplary efforts in protecting local bat habitats through habitat preservation and community education initiatives. The presentation will be made at the upcoming municipal council meeting, highlighting Langley Township's leadership in biodiversity conservation and encouraging continued stewardship across the region.

- **Purpose of presentation**
  Information only

- **Full name**
  Terri-Lou & Ronald Trainor

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

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

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

- **Alternate Phone**

Council Delegation Request

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

1 Delegate Information

Applicant/Organization name **Sunny Hundal / AKSH Solutions Inc.**			
Address FOIPPA s.22(1)		City FOIPPA s.22(1)	Postal code FOIPPA s.22(1)
Primary phone FOIPPA s.22(1)	Secondary phone	Email FOIPPA s.22(1)	

2 Council Meeting Information

Council meeting date
02/23/2026 **at 1:30pm**

3 Topic

Strategic overview and community benefit presentation for Soil Application (4262 224 Street).

4 Additional Information

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

Desired resolution
Approval of the Soil Deposit permit to facilitate the agricultural and equestrian development plan, ensuring compliance with all Township and ALC requirements.

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

SEE NEXT

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

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-15
FROM:	PUBLIC WORKS DIVISION	**FILE:**	5370-25-001
SUBJECT:	ADOPT-A-PROGRAM POLICY		

RECOMMENDATION:

That Council adopt the new Adopt-a-Program Policy, as presented in Attachment A.

EXECUTIVE SUMMARY:

The Township's Adopt-a-Programs are established volunteer initiatives that engage the public in litter clean-up activities. The programs include Adopt-a-Street, Adopt-a-Park, Adopt-a-Trail, Adopt-a-Creek, and the recently added Adopt-a-Catch Basin program. The program has been operating for more than 30 years and currently involves more than 3,500 active participants.

As the Adopt-a-Program has grown and evolved, guidelines have been updated over time, most recently in May 2021 as part of the Township's COVID-19 Restart Plan. The program is administered by the Solid Waste Department within the Public Works Division, and there is currently no formal governing policy.

Staff have recently reviewed the existing program guidelines and recommend that Council endorse an Adopt-a-Program Policy to formalize requirements and guide program components.

PURPOSE:

The purpose of this report is to seek Council's endorsement of an Adopt-a-Program Policy to formalize program application and participation requirements for all the Adopt-a-Programs.

BACKGROUND/HISTORY:

The Township's Adopt-a-Program is a volunteer-based initiative to help increase community awareness and participation in litter control across the municipality. As part of the overall program, volunteers commit to cleaning litter in a designated area through Adopt-a-Street, Adopt-a-Park, Adopt-a-Trail, Adopt-a-Creek or Adopt-a-Catch Basin programs. Participants are eligible to apply for a recognition sign for street, park, trail and creek adoptions once they have completed six months of regular clean-ups.

With over 3,500 active participants, the longstanding and well-subscribed Adopt-a-Program has grown and evolved since its inception over 30-years ago. Program guidelines were last updated and presented to Council in May 2021 in response to the COVID-19 Restart Plan.

The program is managed by the Solid Waste Department within the Public Works Division. There is currently no formal policy in place for the Adopt-a-Program.

DISCUSSION/ANALYSIS:

Staff recently completed a review of the various Adopt-a-Program guidelines, and given the growth of the program over time, including the recent introduction of the Adopt-a-Catch Basin Program in the fall of 2025, staff recommend a formal program policy be adopted to guide current and future program guidelines.

The proposed Adopt-a-Program Policy, included in Attachment A, incorporates best practices and formalizes the various program requirements. If approved by Council, staff will update the Adopt-a-Program webpage and application process to ensure it is in line with the new policy.

Respectfully submitted,

James Storey
DIRECTOR, PUBLIC WORKS
for
PUBLIC WORKS DIVISION

ATTACHMENT A Proposed Adopt-a-Program Policy

Township of Langley

Est. 1873

COUNCIL POLICY

ADOPT-A-PROGRAM

POLICY NUMBER: TBD
EFFECTIVE DATE: TBD

1. Purpose

1.1. To implement and administer the Township of Langley's ("Township") Adopt-a-Program (the "Program"), which includes Adopt-a-Street, Adopt-a-Park, Adopt-a-Trail, Adopt-a-Creek, and Adopt-a-Catch Basin.

2. Background

2.1. The Township has been offering the volunteer-based Adopt-A-Program for over 30 years. Program application and participation guidelines are being formalized to ensure, among other things, protection and preservation of Township property, resident safety, meaningful outcomes, and appropriate and respectful volunteer participation.

3. Participation Requirements

3.1. Township residents, businesses, schools or other community groups or organizations are required to apply to the Program to adopt a municipal street, park, trail, creek, or catch basin, subject to being made available by the Township, using the Township's online web form.

3.2. Participants must commit to keeping their adopted area free of litter, and in the case of catch basins, also free from vegetation debris, as either a one-time event or for a minimum of two years, or such other timing as may be approved by the Township, in its sole discretion.

3.3. The Township may provide, subject to availability, the necessary cleanup supplies for participants, including, among other things, pickers, vests, gloves, and litter bags.

3.4. Collected litter is to be disposed of by participants with other regular household garbage and recycling. Participants may request that the Township pick up the collected litter if needed, and the Township may agree to do so, in the Township's sole discretion, and subject to the availability of Township resources.

3.5. Participants are required to submit online clean up reports to the Township for their adopted area at any time upon request from the Township, at its sole discretion, or at a minimum, as follows:

- After a one-time clean up event;
- At least once per month for a street, trail, or park; and
- At least four times per year for a creek.

3.6. Participants must not make any physical or structural changes, including the addition of any structures, signs or other fixtures, to the adopted area without prior written approval from the Township.

3.7. Participation in the Program does not entitle participants to any interest in the adopted area, other than the ability to access the area for the purposes of clean up in accordance with the Program requirements and this Policy, and subject to any other restrictions that may be imposed by the Township.

3.8. The Township may require a participant to cease clean up in an adopted area at any time and for any reason and may remove an adopted area from the Program or relocate a participant to another adopted area at any time and in the Township's sole discretion.

4. Application Requirements

4.1. Eligible participants must either reside in the Township, have a valid business license in the Township, be a school, or be a registered community organization or group serving the Township community.

4.2. Each participant may initially only make one application for the adoption of one street, park, trail or creek and up to six catch basins.

4.3. After two years of active participation in the Program, and where a participant has otherwise complied with all requirements of the Program and this Policy, a participant may make an application for the extension of an adopted area or for the adoption of a further area.

4.4. Subject to this Policy, an individual or group may adopt up to two streets, parks, trails or creeks and up to six catch basins at any one time, and a business, school or non-profit organization may adopt up to three streets, parks, trails or creeks and up to six catch basins at any one time. Additional adoptions may be considered for larger groups, with proof that the existing commitments have been met.

4.5. A maximum of two groups may share the adoption of a street, park, trail or creek with no requirement to coordinate cleanups.

4.6. Participants must sign an Authorized Township of Langley Volunteer Partial Waiver and Release of Rights prior to their participation in the Program and otherwise fully disclaim and waive all liability to the Township as a result of their participation in the Program.

4.7. Participants must also review and follow this Policy, as amended and updated from time to time, including all the guidelines contained in the "Guide to Safe Litter Cleanup" document included in the application package and on the Township's website.

4.8. Any failure by a participant to comply with the guidelines for the Program or this Policy may result in a participant being immediately removed from the Program.

5. Application Review

5.1. The Township will review all applications to ensure all requirements are met and the requested location and type of adoption is available.

5.2. Review and approval of applications is subject to the availability of Township resources, and the Township does not guarantee any timelines for review or approval of an application.

6. Recognition of Participants

6.1. After completing six months of regular cleanups for an adopted street that is a minimum of 0.4 km in length (both sides), a park, a trail that is a minimum of 1.0 km in length, or creek, and demonstrating full compliance with the Program guidelines and this Policy, a participant may apply to the Township for one recognition sign to be installed by the Township.

6.2. The approval and placement of Program recognition signs is in the sole discretion of the Township, and may be refused for any reason, including where a participant has otherwise met all minimum requirements for installation of a recognition sign.

6.3. The Township reserves the right to remove or relocate a recognition sign at any time and for any reason.

6.4. Once installed in accordance with this Policy, recognition signs will typically remain in place for the duration of the active adoption, subject to the discretion of the Township.

6.5. If a participant chooses to withdraw or is removed from the Program, the Township will be entitled to remove the sign, in its sole discretion.

6.6. If a recognition sign is vandalized, the Township may repair, replace, relocate, or remove the sign, subject to the availability of Township resources, in the Township's sole discretion.

6.7. Recognition signs installed for participants in the Program will be subject to the following additional requirements:

6.7.1. In the case of an individual or family that has adopted a street, park, trail, or creek, only the individual's legal name, or legal family name, will be displayed on the sign. Proof of legal name will be required prior to a sign being made and installed.

6.7.2. In the case of an organization, company, or business that has adopted a street, park, trail, or creek, only the registered legal name of the organization, company, or business will be displayed on the sign. Proof of legal name will be required prior to a sign being made and installed.

6.7.3. Signs will adhere to design elements determined by the Program and will be installed in compliance with the Township of Langley Sign Bylaw 2012 No. 4927 and Highway and Traffic Bylaw 2010 No. 4758, as amended or replaced from time to time.

6.8. The Township reserves the right to recognize participants and volunteers in ways other than the installation of a recognition sign.

6.9. Recognition signs are not provided to participants adopting catch basins.

7. Discretion of the Township

7.1. The Township reserves the right to modify this Policy or the Program guidelines at any time and for any reason, in the Township's sole discretion.

7.2. The Township reserves the right to deny or cancel a participant's inclusion in the Program at any time, in its sole discretion, on notice to the participant. Decisions regarding participation will be made by the Director of Public Works, or their designate (the "Director"), and in consideration of the following:

7.2.1. A participant's non-compliance with the Program guidelines or this Policy;

7.2.2. Costs or resources associated with administering the Program;

7.2.3. An excess number of applications for participation in the Program;

7.2.4. An unavailability of adoptable areas in the Township;

7.2.5. Any ground, not enumerated in section 8 of the *Human Rights Code*, RSBC 1996, c 210, which may pose a safety risk to residents, a reputational risk to the Township, or which may otherwise cause harm to the Township or any Township resident, business or non-profit organization;

7.2.6. Any factor affecting the Township's operations, needs, or interests in administering the Program; or

7.2.7. Any other factor the Director considers reasonable.

Approval History

Approved TBD

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-20
FROM:	MUNICIPAL ADMINISTRATION DIVISION	**FILE:**	4200-29
SUBJECT:	APPOINTMENT OF CHIEF AND DEPUTY CHIEF ELECTION OFFICERS 2026 GENERAL LOCAL GOVERNMENT ELECTION		

RECOMMENDATIONS:

That Council appoint Chanpreet Kooner, Chief Administrative Officer, as the Chief Election Officer for the 2026 General Local Government Election.

That Council appoint Wendy Bauer, Township Clerk, and Kim Stepto, Deputy Township Clerk, as Deputy Chief Election Officers for the 2026 General Local Government Election.

EXECUTIVE SUMMARY:

Every four years a General Local Election is scheduled to elect one (1) Mayor, eight (8) Councillors and five (5) School Trustees for the Township of Langley. Appointing the Chief and Deputy Chief Election Officers is a required first step in the planning for the election.

PURPOSE:

To appoint the Chief and Deputy Chief Election Officers as required by the *Local Government Act* to prepare for the 2026 General Local Election.

BACKGROUND/HISTORY:

Section 52 of the *Local Government Act* states that local government elections must be held every four years on the third Saturday of October. As in the past, the Township expects to conduct the election for School Trustees in exchange for the use of school gymnasiums on Election Day.

DISCUSSION/ANALYSIS:

Council is requested to appoint the Chief and Deputy Chief Election Officers for the upcoming Local General Election. In previous years the Township used independent contractors for this process. Following the successful completion of the 2025 Council By-election using staff resources, staff are recommending the General Election be managed in house utilizing the expertise of staff across the organization. The use of staff with specialized skills provided the opportunity to enhance and improve the election process. It is expected that repeating this method will continue these advancements.

General Voting Day will be Saturday, October 17, 2026 to fill the positions of one (1) Mayor, eight (8) Councillors, and five (5) School Trustees. The Nomination period for candidates for the above elected positions will commence at 9:00am Tuesday, September 1, 2026 and close at 4:00pm on Friday, September 11, 2026, in accordance with Section 84(1) of the *Local Government Act*.

Financial Implications:

As the General Local Election is legislatively required, the funding amount has been included in the Draft 2026 Operating Budget.

Respectfully submitted,

Chanpreet Kooner
CHIEF ADMINSTRATIVE OFFICER
for
MUNICIPAL ADMINSTRATION DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff
LEGISLATIVE SERVICES DIVISION	W. Bauer

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-18
FROM:	ENGINEERING DIVISION	**FILE:**	1610-01
SUBJECT:	UTILITY STATEMENT DUE DATE OPTIONS		

RECOMMENDATIONS:

That Council set the annual due date for the 2027 Flat Rate Utility Statement, and for all subsequent years, on:

- March 15 of the year; **OR**
- March 31 of the year; **OR**
- April 30 of the year.

That Council direct staff to bring forward a new Council Policy for consideration that implements the selected due date for future Flat Rate Utility Statements, beginning in 2027.

EXECUTIVE SUMMARY:

During consideration of the 2026 Utility Budgets and Rate Bylaw, Council provided direction on February 9, 2026, to implement set billing and due dates to be implemented for 2027 and subsequent years. In response to Council's direction, staff have proposed three potential dates that Flat Rate Utility bills could be set to on an annual basis.

No Bylaw amendments are required to enact this change, but staff are recommending that a Council policy be brought forward for Council's consideration to formalize the chosen date.

For 2026, Utility Statements will be due by July 2 as per Council's February 9 direction.

PURPOSE:

To seek Council Direction on setting 2027 and subsequent year, flat rate utility statement due dates.

BACKGROUND/HISTORY:

At the February 9, 2026, Regular Meeting, Council adopted the following motion:

> *That for 2026 the spring Utilities Statement due date for Flat Annual Rate Utilities be July 2, 2026, with set billing and due dates implemented starting in 2027, and with any necessary bylaw amendments advanced to Council at its next Regular Meeting of Council.*

DISCUSSION/ANALYSIS:

Currently, the Langley Waterworks Regulation Bylaw No. 6074 under 9.1.2 notes:

> *All Water System charges shown in the Utility Rate Bylaw shall be billed by the Municipality on a schedule established by the Municipality and are payable within 30 days of the billing date. Accounts remaining unpaid after 30 days shall be assessed a ten percent (10%) penalty.*

Similar wording is in place in the Langley Sewerworks Regulation Bylaw No. 5367 and the Solid Waste Management Bylaw 2016 No. 5200.

Staff have confirmed that with this wording, no bylaw amendments are necessary to fulfill Council's direction for a fixed due date for annual statements. Staff are proposing that a Council Policy be brought forward for adoption to provide additional clarity and transparency once a preferred date for the annual Flat Rate Utility Statement is selected.

To fulfill Council's direction, staff have proposed three options that could be adopted for the annual Utility Flat Rate Statement due date.

Option	Due Date	Pros	Cons
1	March 15	• Avoids due date falling during Easter and minimizes conflicts with Spring Break • Allows for due date and reminder bill separation from property taxes	• Utility Rate bylaw updates would need to be adopted by February 1 annually
2	March 31	• Allows for one additional Council meeting for annual Utility Rate bylaw updates to be adopted	• Potential conflicts with Spring Break or Easter
3	April 30	• Allows for most time for annual Utility Rate bylaws to be adopted	• Billing period conflicts with Property Tax bills

For 2026, Utility Statements will be due by July 2 as per Council's February 9 direction.

Respectfully submitted,

Ryan Chapman
MANAGER, ADMINISTRATION & BUSINESS SERVICES
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff

Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-16
FROM:	ENGINEERING DIVISION	**FILE:**	8330-20-003
SUBJECT:	DRAFT TRANSPORTATION AND MOBILITY STRATEGY		

RECOMMENDATIONS:

That Council direct staff to conduct the fourth and final round of community engagement and seek public feedback on the draft Transportation and Mobility Strategy.

That Council direct staff to bring back the final Transportation and Mobility Strategy for adoption following completion of the final round of community engagement.

EXECUTIVE SUMMARY:

Major changes have occurred since the Township's Master Transportation Plan (MTP) was adopted in 2009. The plan predates the Surrey–Langley SkyTrain and Langley to Haney Place Bus Rapid Transit projects, significant population growth, and provincial legislative and policy changes including Small-Scale Multi-Unit Housing and Transit-Oriented Areas requirements. The 2009 MTP is largely automobile-focused and provides limited direction on transit integration, walking and cycling networks, goods movement, and complete-streets design. Related plans, including the 2015 Cycling Plan, also require updates to align with current design guidelines and best practices.

A scoping study for the Transportation and Mobility Strategy (TMS) was undertaken, and Terms of Reference were developed and endorsed by Council. The TMS Study was awarded to a qualified consultant, Urban Systems Limited (USL), in August 2023. Since September 2023, Staff have been working with the consultant team on developing a comprehensive TMS. Updates and workshops with Council were completed at various milestones, with feedback incorporated into the TMS.

The draft TMS has been developed through a five-phase process that began in the fall of 2023 and is anticipated to conclude in 2026. The five phases are: Laying the Foundations, Deeper Dive, Looking Forward, Planning for Tomorrow, and Moving Forward. The study is currently in Phase 5 (Moving Forward). The TMS also includes four rounds of community engagement, with the first three rounds completed, and Round 4 Engagement planned as part of the current phase.

As directed by Council at the October 6, 2025, Regular Afternoon Meeting, the draft TMS is provided as Attachment A. Subject to Council approval, Round 4 Engagement is tentatively scheduled for March 2026, including a virtual open house and online feedback. The public feedback received will be incorporated into the final TMS for Council's consideration.

PURPOSE:

The purpose of this report is to present the draft Transportation and Mobility Strategy (TMS) and seek Council's direction to conduct the fourth round of community engagement.

BACKGROUND/HISTORY:

The Township of Langley is one of the fastest-growing municipalities in Metro Vancouver and the Fraser Valley. The population has increased by over 13% between 2016 and 2021 and is projected to more than double from over 150,000 residents today to approximately 350,000 residents by 2050. The Township's 2009 Master Transportation Plan (MTP) and 2015 Cycling Plan no longer reflect transportation needs in the Township and provides limited guidance on active and sustainable modes of transportation. The 2009 MTP does not consider the arrival of the Surrey–Langley SkyTrain (SLS) and the Langley–Haney Place Bus Rapid Transit (LHP BRT) projects, or more recent provincial land use changes including Small-Scale Multi-Unit Housing (SSMUH) and Transit-Oriented Areas (TOA) requirements, which will influence growth patterns and travel demand in the Township and neighbouring municipalities.

In late 2022, a Solicitation of Qualifications (SOQ) for a Transportation and Mobility Strategy (TMS) was issued on BC Bid, resulting in a Request for Proposal (RFP) being issued to a short list of consultants. Following review of the RFP's received, Urban Systems Limited (USL) was awarded the project in August 2023. Since September 2023, Staff have been working with the consultant team on developing a comprehensive TMS. Updates and workshops with Council were completed at various milestones, with feedback incorporated into the TMS.

At the Regular Afternoon Meeting on October 6, 2025, Council passed the following motion:

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

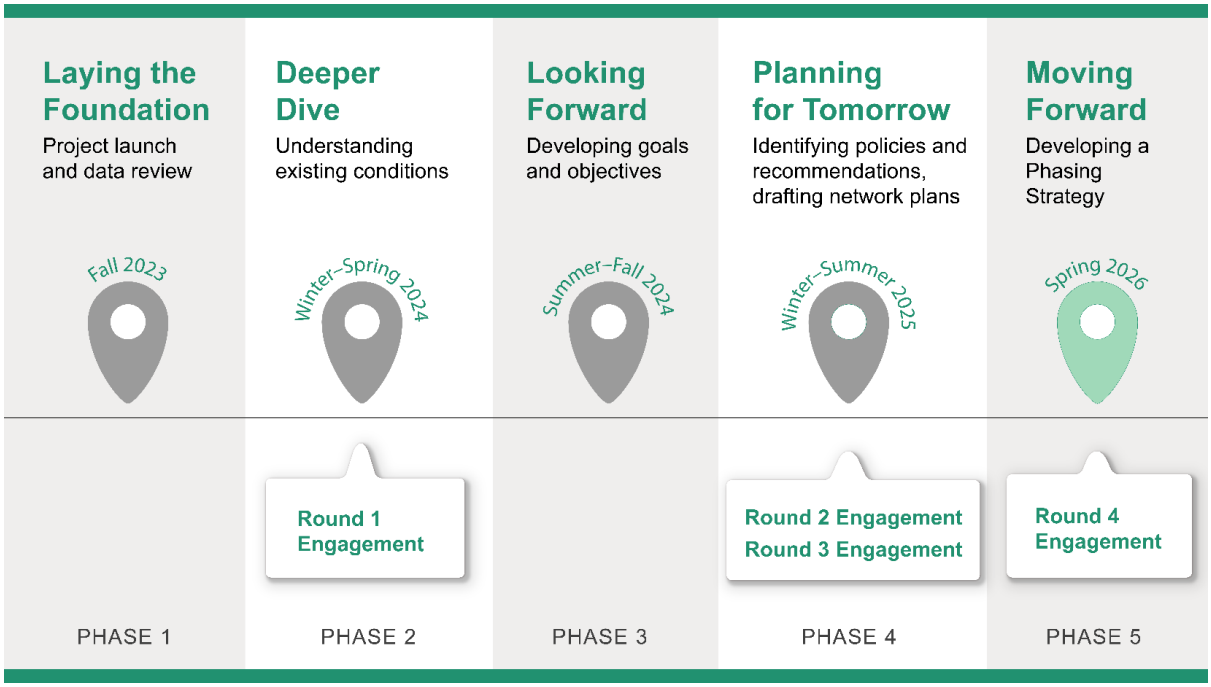
DISCUSSION/ANALYSIS:

The TMS is a long-term strategic planning document that identifies the vision, goals, and targets for transportation in the Township for the next 25 years. It incorporates items such as the Vision Zero principles, complete streets, slow streets, active transportation, rapid transit, transit-oriented development (TOD), emerging mobility modes, goods movement, transportation demand management (TDM), parking and curbside management, social equity goals, and climate action goals. It reviews current policies, guidelines and standards related to transportation and recommends policies, programs, and initiatives to encourage safer, accessible, and sustainable transportation.

As a key component of the TMS, a Road Safety Strategy (RSS) was developed in parallel to the TMS and is incorporated into the TMS. The RSS provides a path forward for improving transportation safety for all modes of transportation with the ultimate objective of eliminating fatalities and serious injuries on the Township's roads. As part of the development of the RSS, the Township has incorporated Vision Zero principles and the Safe System Approach framework for achieving this goal.

Project Approach:

The TMS has been developed through a five-phase process that began in fall 2023 and is anticipated to conclude in spring 2026, as shown below. The strategy has been informed by a combination of technical analyses grounded in industry best practices, along with careful alignment to existing Township, regional, and provincial policies and plans.



TMS Timeline

Phase 1: Laying the Foundations: September 2023 to November 2023 (completed):

Phase 1 of the project involved setting the framework for the TMS to set the project up for success. The consultant team and Township staff organized project meetings to clarify project goals and objectives, and reviewed relevant background information such as reports, studies, and planning documents. An internal Working Group was formed, consisting of representatives from 12 internal Township departments. Staff also conducted an extensive data collection process, including GIS-based data, traffic speeds and volumes, intersection turning movement counts, and collision data from both the RCMP and ICBC. In addition, a comprehensive Communications and Engagement Plan was developed to include four rounds of community engagement.

Phase 2: Deeper Dive: December 2023 to June 2024 (completed):

Phase 2 documented current issues and challenges with the Township's existing transportation system and identified opportunities and challenges to meet transportation needs and goals over the next 25 years and beyond. Staff worked with the Internal Working Group to obtain the land use assumptions (population and employment) for the horizon year of 2050. Staff also worked with the consultant team on the following tasks:

- developing a Travel Demand Model
- analyzing traffic operations of 100 study intersections
- assessing existing conditions
- developing a community profile, including an equity analysis
- reviewing the Township's current road safety practice
- developing a vision and guiding principles for a Road Safety Strategy (RSS)
- undertaking collision data review and network screening for the RSS
- identifying transportation issues and opportunities
- summarizing best practices and emerging trends in mobility
- conducting the first round of community engagement
- identifying Township priorities
- presenting the engagement results to Mayor and Council (June 24, 2024).

Phase 3: Looking Forward: July 2024 to November 2024 (completed):

Phase 3 began envisioning the future of the Township's transportation system. This included developing a vision for the transportation system that is consistent with local, regional, and provincial plans and strategies, along with supporting goals and Key Performance Indicators (KPIs) to guide the plan and targets to monitor progress. This was done through a review of existing Township planning and policy documents that identify a vision and goals for the community and based on input collected during the first round of engagement for the TMS.

A workshop with Mayor and Council was held on September 23, 2024 to seek input on the draft TMS vision and goals and to discuss potential targets.

Phase 4: Planning for Tomorrow: Planning for Tomorrow: December 2024 to June 2025 (completed):

Phase 4 is the 'what' of the TMS, with the purpose of exploring the possibilities for each mode, network, or element within the Township individually before developing an integrated plan that reflects the aspirations and directions for each mode. Staff and the consultant team collaboratively completed the following tasks:

- identifying network and infrastructure gaps
- assessing the travel demand and market potential for each transportation mode
- updating the Road Classification Map and categories
- developing urban and rural road cross sections
- identifying support programs and policies
- developing strategies, actions, implementation plan, and monitoring plan for the RSS
- identifying recommendations and feedback on the land use plan
- developing long-term network maps for transit, cycling, walking, and driving
- identifying candidate infrastructure projects
- conducting the second and third rounds of community engagement
- preparing a memo summarizing the engagement results to Mayor and Council (September 15, 2025).

Phase 5: Moving Forward: July 2025 to April 2026 (in progress):

The purpose of Phase 5 is to provide the Township with the 'how' to implement the projects identified to meet the vision and goals. Key activities in this phase include:

- refining 2050 road network maps for transit, cycling, walking, and driving
- updating road design standards
- creating a Road Infrastructure Map with cross sections for arterial and collector roads
- providing high-level cost estimates for proposed transportation infrastructure projects
- identifying funding sources and Development Cost Charge (DCC) eligible projects
- creating an implementation and monitoring plan
- drafting the Road Safety Strategy (RSS)
- conducting the fourth round of community engagement
- finalizing the TMS document.

A second Council workshop was held on September 29, 2025, to confirm the direction of the TMS strategies, actions, and network recommendations and to discuss the approach to prioritization.

Community Engagement:

Community engagement is crucial for the development of the TMS. Staff strive to conduct innovative, meaningful, and inclusive engagement that builds capacity and generates value for the communities we serve. Mayor and Council, community members, stakeholders, and agency partners were invited to be part of creating the TMS through four rounds of community engagement.

Round 1 Engagement: March to May 2024 (completed):

The purpose of Round 1 Engagement was to inform community members about the project and collect broad input on transportation needs, challenges, and opportunities. Engagement activities completed included the following:

- one community survey (1,210 respondents)
- three pop-up events (226 people engaged)
- one Road Safety Strategy workshop (31 attendees)
- two open houses (38 attendees)
- three interest group roundtables (51 attendees)
- one agency meeting (36 attendees)
- one Trinity Western University event
- one presentation to the Agricultural Advisory Committee.

A total of 1,615 interactions were received as of May 1, 2024.

Round 2 and 3 Engagement: March to May 2025 (completed):

The purpose of the Rounds 2 and 3 Engagement was to collect feedback on the proposed planning approach and preliminary recommendations. The following engagement activities were conducted:

- one community survey (1,897 respondents)
- two pop-up events (200 people engaged)
- one Road Safety Strategy workshop (28 attendees)
- one open house (20 attendees)
- two interest group roundtables (39 attendees)
- one agency meeting (29 attendees)
- three presentations to advisory committee meetings.

A total of 2,254 interactions were received as of June 6, 2025.

Round 4 Engagement: March 2026 (upcoming):

The purpose of Round 4 Engagement is to collect feedback on the draft TMS and outline what has changed since the previous round of engagement. A virtual open house and an online public feedback form are tentatively planned for this final round of engagement in March 2026, subject to Council direction.

First Nations Engagement (ongoing):

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

Respectfully submitted,

PAUL CORDEIRO
MANAGER, TRANSPORTATION ENGINEERING
for
ENGINEERING DIVISION

ATTACHMENT A Draft Transportation and Mobility Strategy



Transportation and Mobility Strategy

Draft

Township of Langley
Est. 1873

February 2026

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1 Introduction

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

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

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

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

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

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1.1 Plan Process and Timeline

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

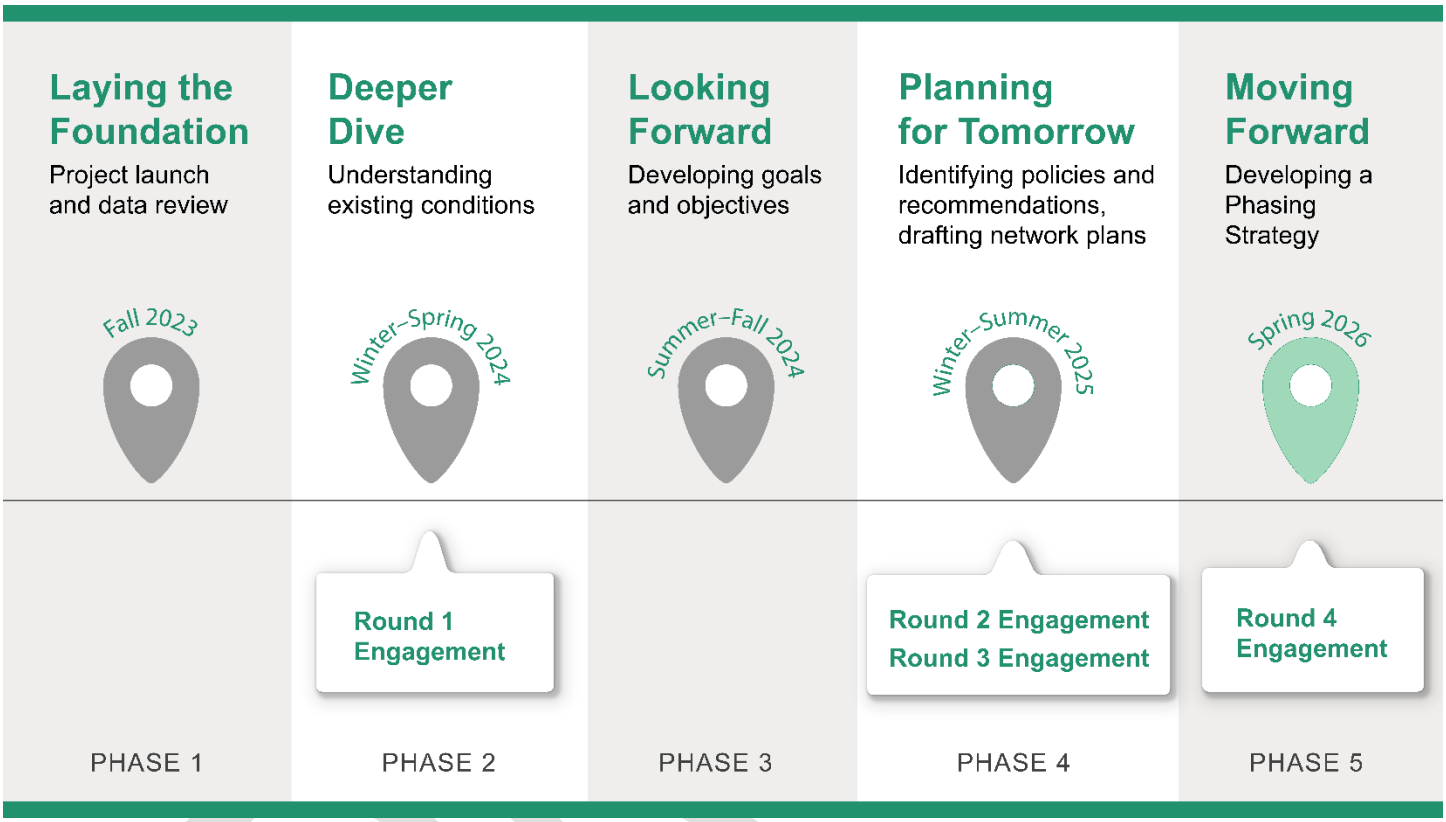


Figure 1: TMS Project Process

1.2 Community Engagement

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

Table 1: Summary of Engagement Activities

Round 1 Engagement	Round 2 and 3 Engagement	Round 4 Engagement
Purpose: To inform community members about the project and collect broad input on transportation needs, challenges, and opportunities.	**Purpose:** To collect feedback on the proposed planning approach and preliminary recommendations.	**Purpose:** To collect feedback on the draft TMS and what has changed since the previous round of engagement.
Activities: • 1 community survey (1,210 respondents) • 3 pop-up events (226 people engaged) • 1 Road Safety Strategy workshop (31 attendees) • 2 open houses (38 attendees) • 3 interest group roundtables (51 attendees) • 1 agency meeting (36 attendees) • 1 Trinity Western University event • 1 presentation to the Agricultural Advisory Committee	**Activities:** • 1 community survey (1,897 respondents) • 2 pop-up events (200 attendees) • 1 Road Safety Strategy workshop (28 attendees) • 1 open house (20 attendees) • 2 interest group roundtables (39 attendees) • 1 agency meeting (29 attendees) • 3 presentations to advisory committee meetings • 2 Council workshops*	**Activities:** • virtual open house unless otherwise directed • online public feedback form *To be completed – Early 2026*
More than 1,600 interactions.	**More than 2,250 total interactions**	

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

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

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

1.3 First Nations Engagement

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

1.4 TMS Framework

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

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

The TMS also includes an implementation and monitoring plan that identifies short-, medium-, and long-term priorities along with implementation approaches and funding sources.

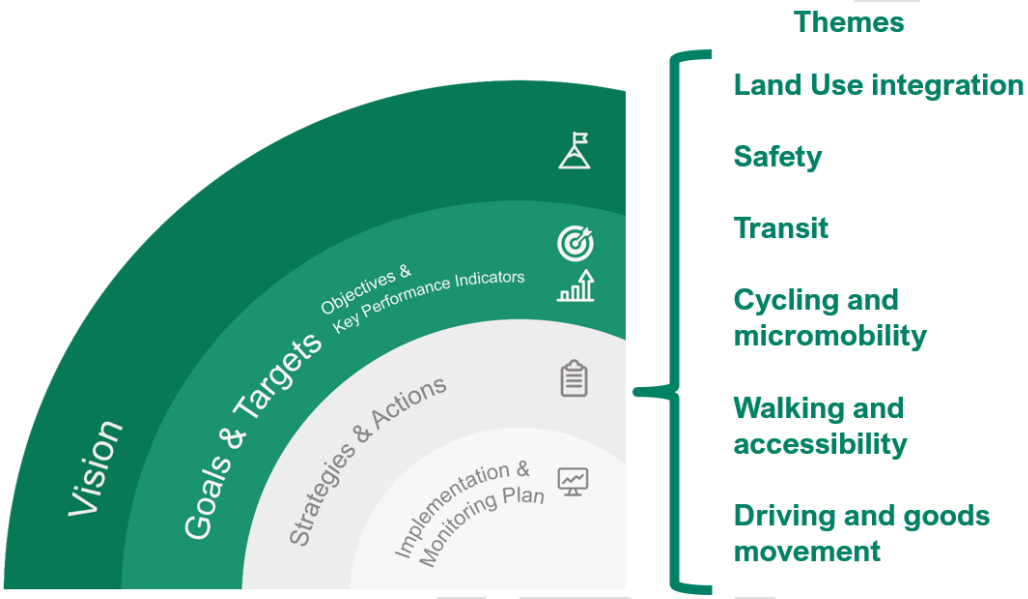


Figure 2: TMS Framework

1.5 TMS Overview

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

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

The TMS also has the following appendices:

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

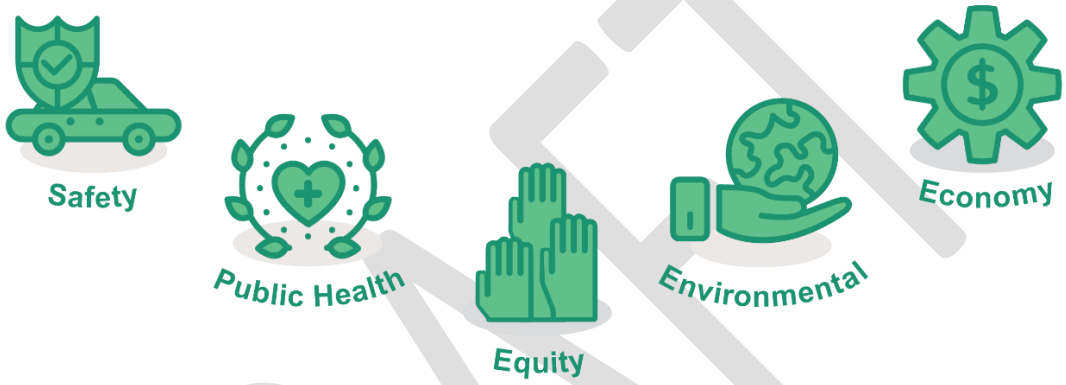
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2 Setting the Stage

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

2.1 Why Mobility Matters

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



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

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

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

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

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

2.2 Opportunities and Challenges

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

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

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

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

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

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

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

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

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

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

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

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

2.3 An Equity-Informed Plan

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

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

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

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

2.4 Policy Context

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

Local Plans and Policies

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

External Plans and Policies

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

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

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

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

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

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

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

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

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

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

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

2.5 Community Context

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

Geography and Land Use

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

Demographics

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

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

Travel Patterns

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

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

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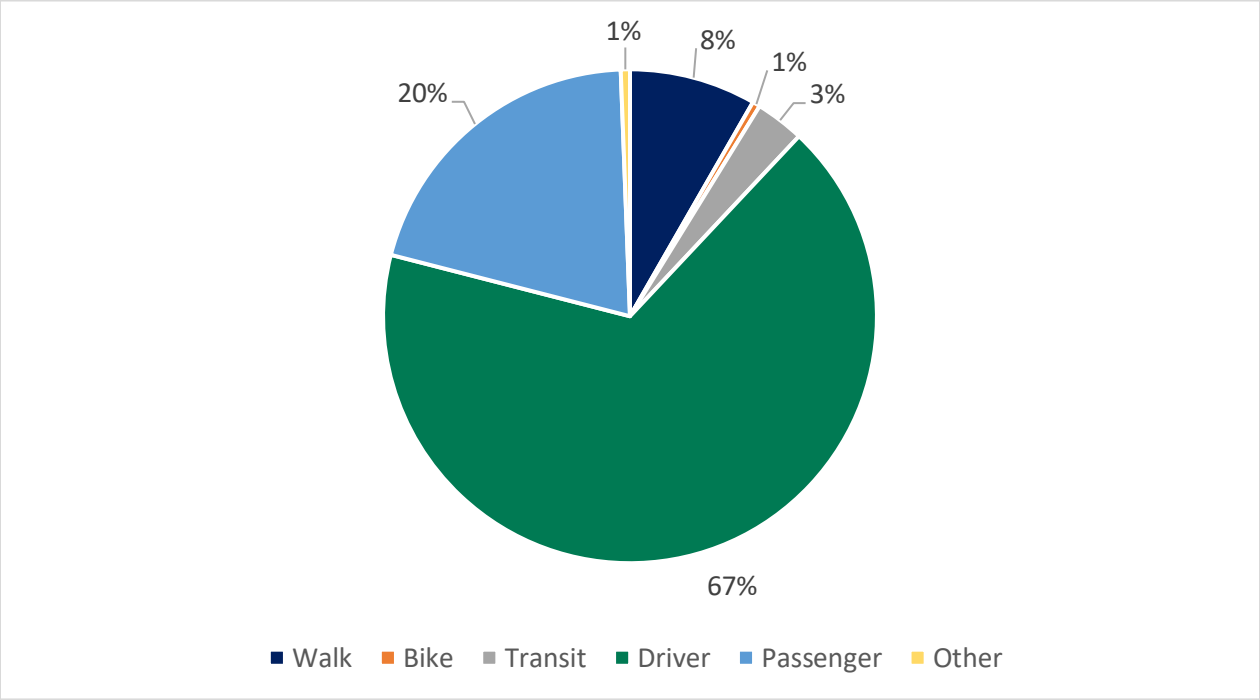


Figure 3: Mode Share (Source: TransLink, 2023 Trip Diary Survey)

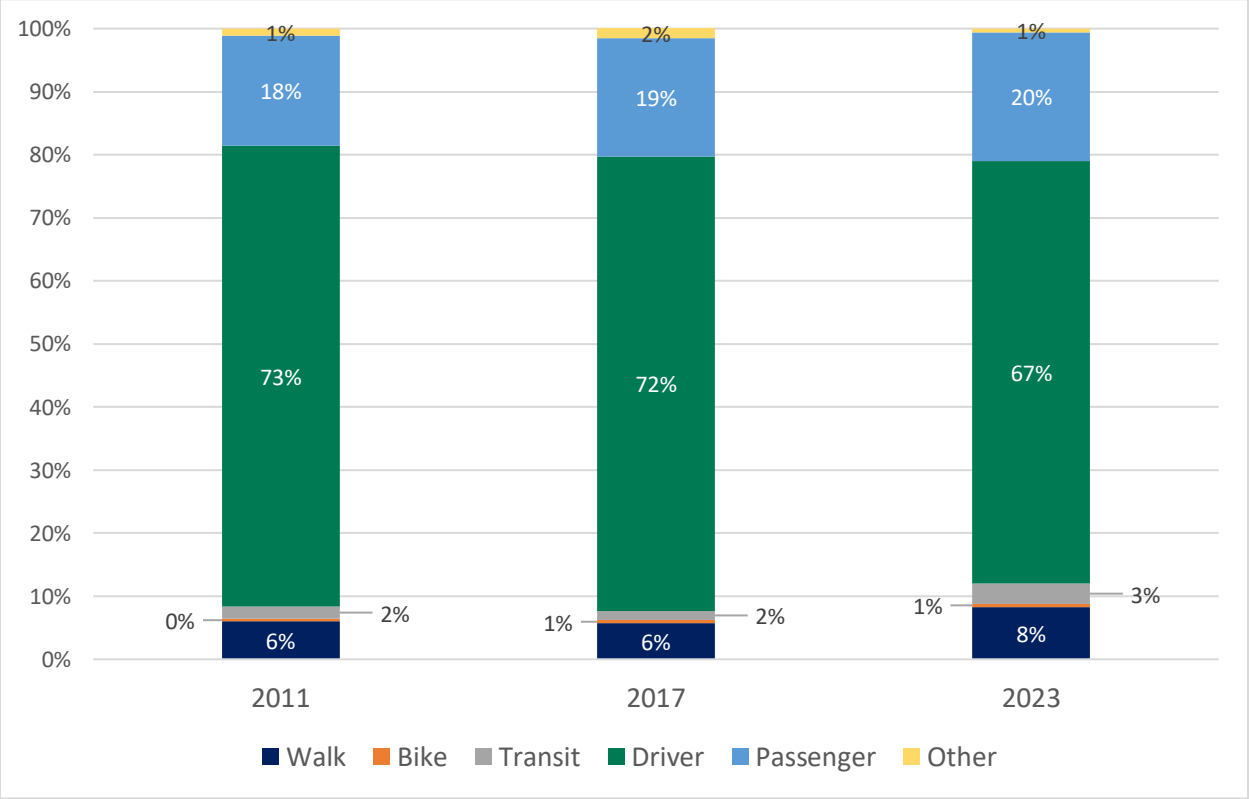


Figure 4: Mode Share by Year (Source: TransLink, 2023 Trip Diary Survey)

3 Planning for the Future

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

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

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

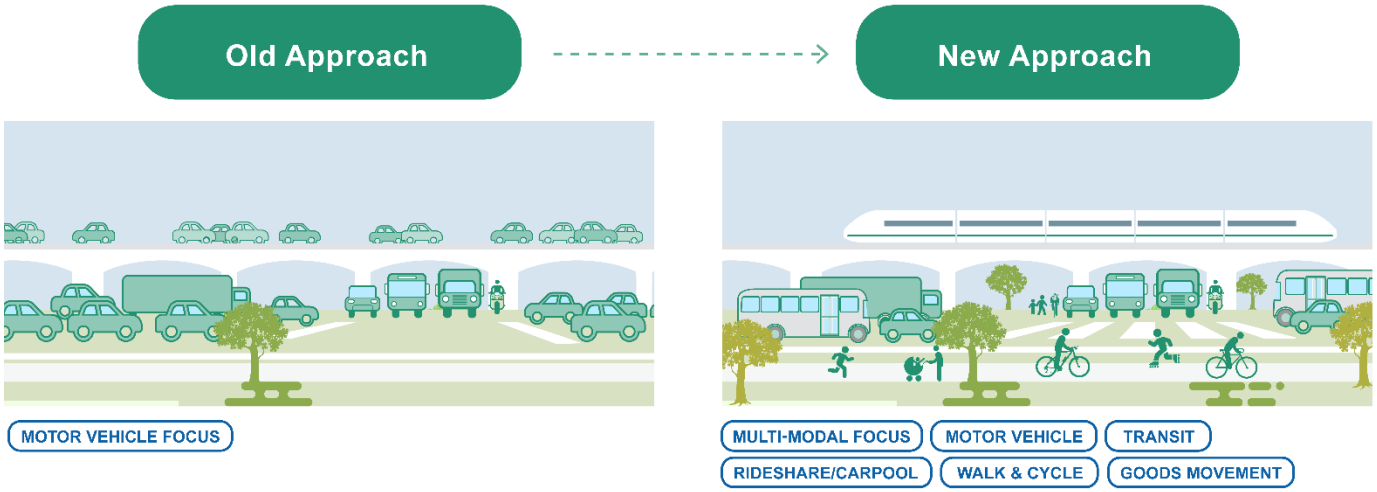


Figure 5: Township of Langley Planning Context (Previous Transportation Plan compared to the new TMS)

3.1 Vision, Goals, and Targets

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

Vision

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

TMS Vision

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

Goals

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

- **Adaptive and Efficient.** Provide an adaptive transportation network that ensures the efficient and reliable movement of people and goods.
- **Connected and Integrated.** Provide a connected community, with both connected infrastructure and enhanced social connections.
- **Safe and Inclusive.** Make transportation safer, more inclusive, socially equitable, and work towards achieving Vision Zero.
- **Sustainable and Healthy.** Create a transportation system that helps to reduce climate change and supports the well-being of community members

Targets

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

Three targets were developed to serve as benchmarks to monitor, measure and evaluate progress implementing the TMS and working towards achieving the vision and targets.

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

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

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

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

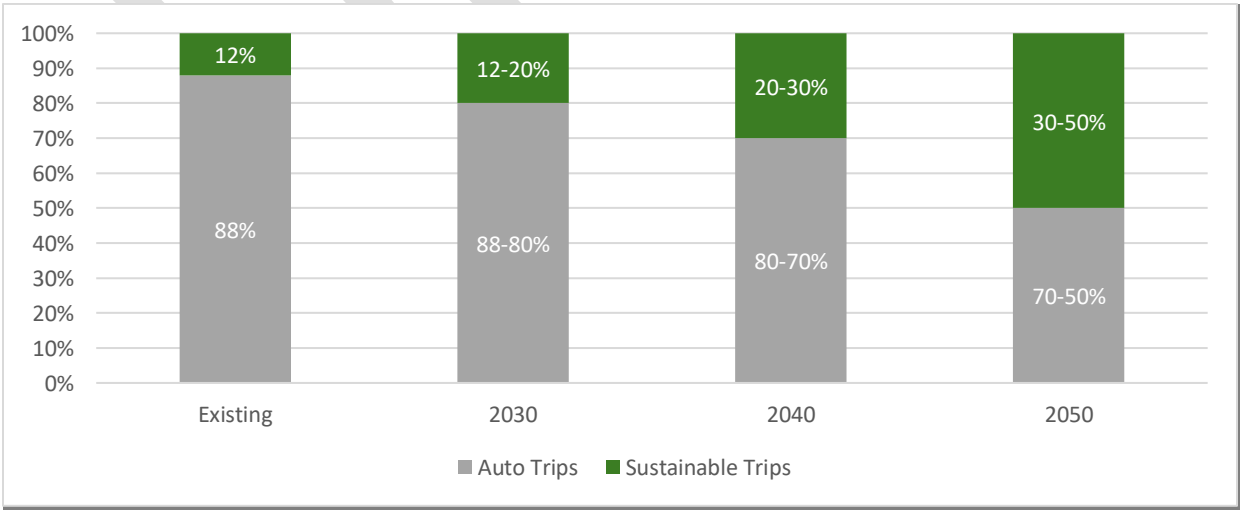


Figure 6: Sustainable Transportation Mode Share Targets (All Trip Purposes)
Source: Existing 2023 TransLink Trip Diary

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

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

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

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

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

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

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

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

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

4 Strategies and Actions

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

The six themes of the TMS are:

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

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Theme 1 Land Use Integration

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

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

Current Context

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

Strategies and Actions

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

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

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

LU1- Integrate Land Use and Transportation Planning.

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

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

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

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

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

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

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

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

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

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

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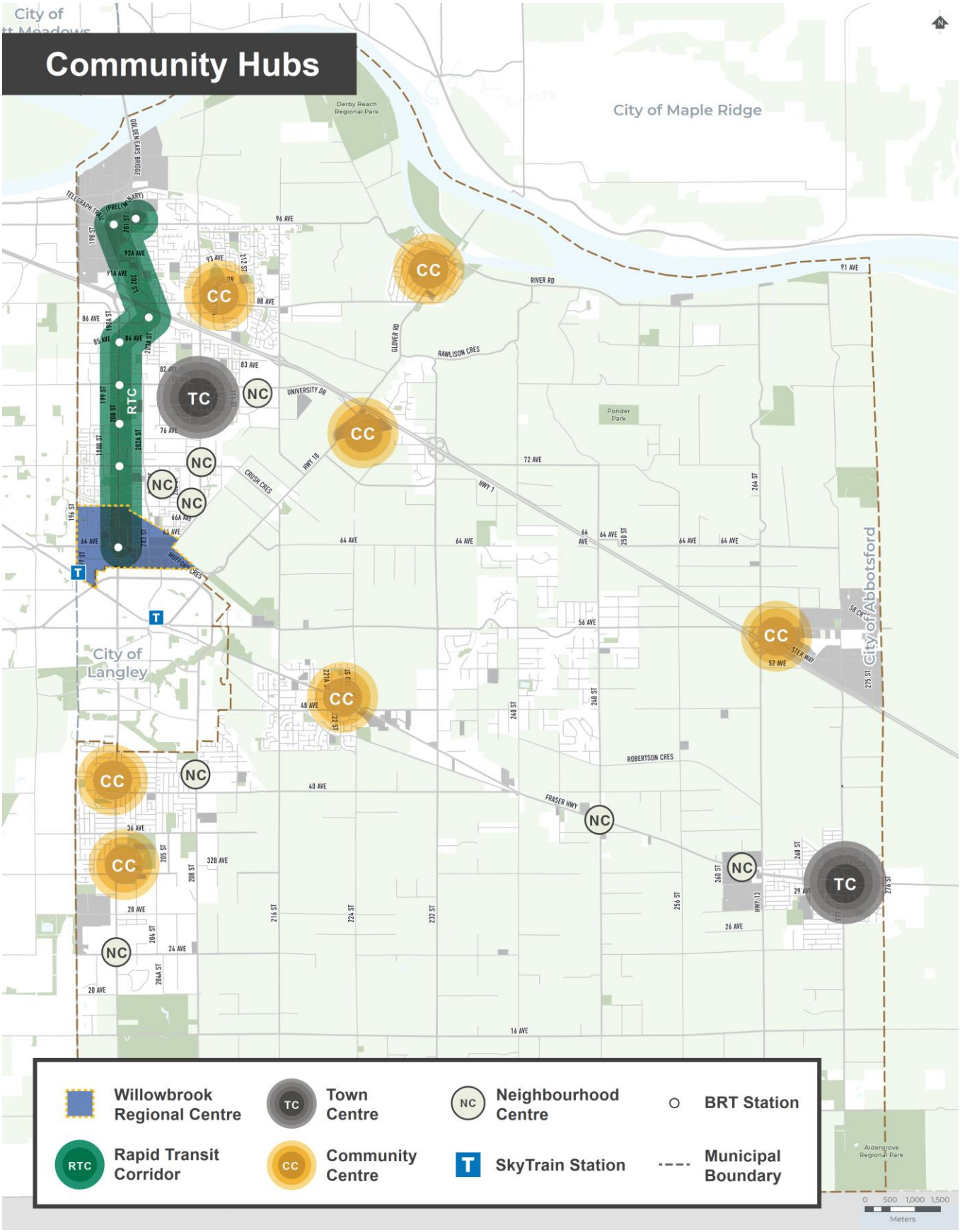


Figure 7: Township Community Hubs

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Strategy, Age-and Dementia-friendly Action Plan, Accessibility Plan, and others may also be updated based on the TMS.

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

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

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

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

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Theme 2 Safety

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

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

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

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

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

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

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

To understand collision trends in the Township, Collision data was provided by the ICBC based on claims submitted to them during the 5-year period between 2018 and 2022. The records included all collisions that occurred on both Township roads and on roads under provincial jurisdiction (MOTT). In addition to ICBC data, RCMP data has also been reviewed and presented throughout the document. It is important to note that the different data sets provide different types of information and are recorded/reported at different times. Both have their benefits and limitations and can differ in the results. Information from both data sources has been presented throughout this chapter.

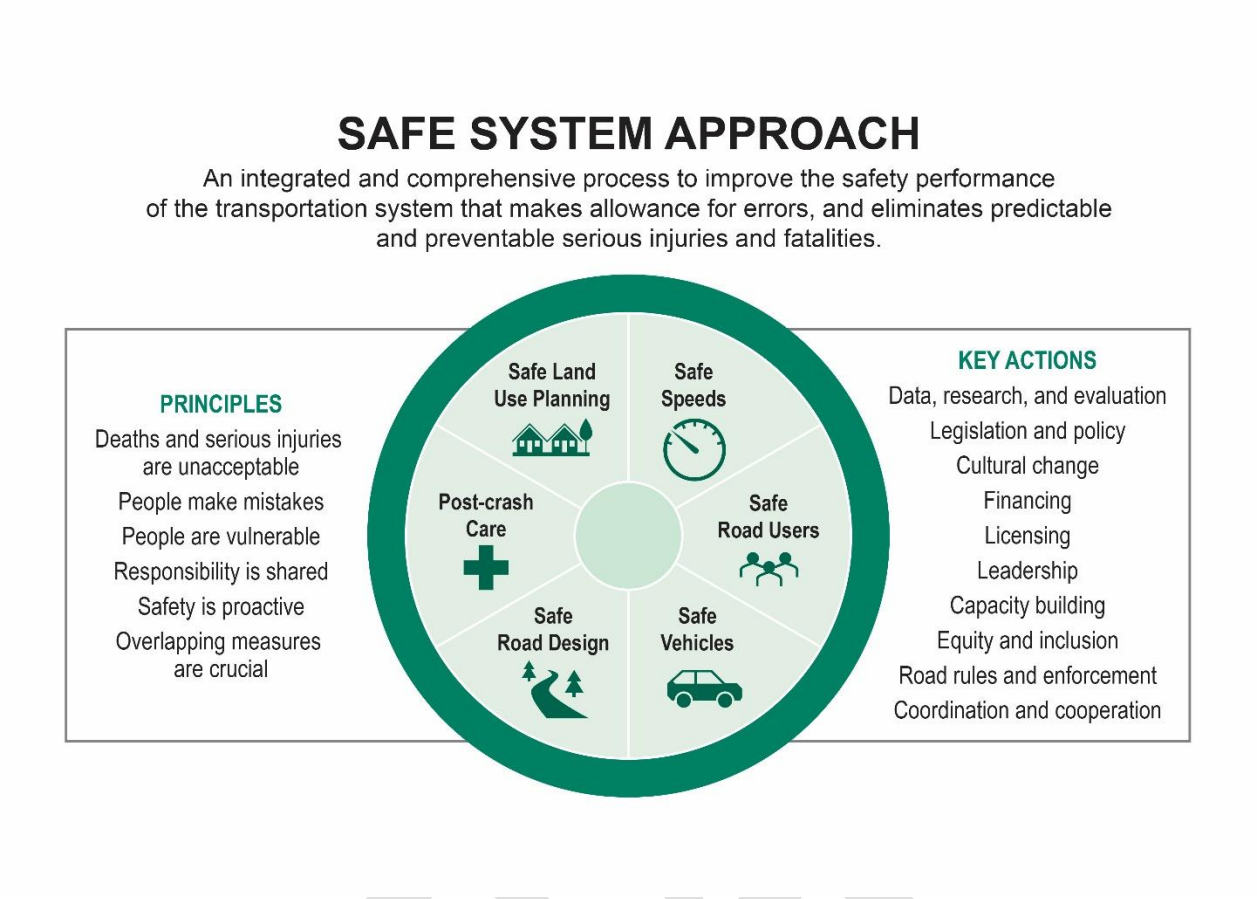


Figure 8: Safe System Approach Framework
(Source: Adapted from TAC - https://www.tac-atc.ca/en/vz-ss-primer-canada)

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

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

Current Context

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

Strategies and Actions

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

Under the theme of Safety there are six strategies and a total of 21 actions:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

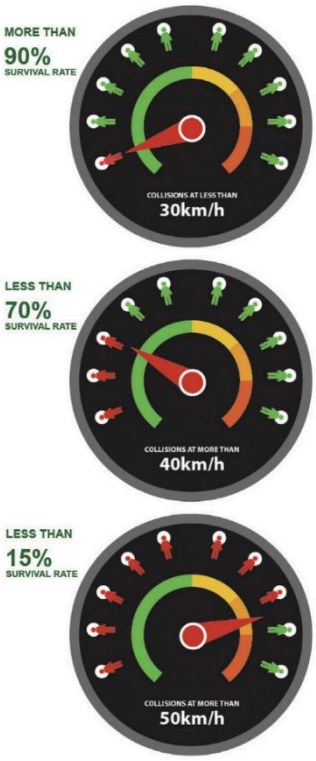
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S2 – Manage speeds on Township roads.

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

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

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



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

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

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

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

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

Why are communities reducing the width of motor vehicle lanes?

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

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

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

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

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

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

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

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

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

  The next steps for the Township to pilot slow streets are listed below.
  - Pilot a slow street project in residential areas. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits.
  - Review and update (as needed) the Township's Traffic Calming Policy.
  - Implement improvements for active transportation users, to benefit from the slower vehicle speeds.
  - Evaluate effectiveness of pilot programs.
  - Identify additional roadways and implement changes.

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

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

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

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

S3 – Enhance safety at urban intersections.

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

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

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

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

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

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

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

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

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

occupied with looking to the left for traffic and may be accelerating to accept a gap while a pedestrian is crossing.

Some of the treatments that have been shown to reduce right-turn speeds and conflicts between motor vehicles and pedestrians include the following.

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

The next steps for the Township to enhance right-turn treatments at intersections are listed below.

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

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- **Action S3.3: Expand intersection safety enforcement.**
  The RCMP, provincial government, and ICBC have partnered together to operate the Intersection Safety Camera program. Through this program, there are currently 140 cameras in 26 communities across the Province to deter drivers from running a red light. The cameras are placed at intersections based on the type, severity, and frequency of crashes at that location. Intersection Safety Cameras that issue tickets for red-light violations are a proven countermeasure, with some studies claiming a 30% reduction in injury or fatalities in right-angle collisions at signalized intersections.

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

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S4 – Enhance safety at rural intersections.

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

Observations at rural and suburban intersections revealed wide intersection geometries at several locations, higher motor vehicle speeds, a mixture of different types of traffic control along the same corridor, and poor stop compliance (primarily rolling stops). The recommendations under this strategy focus on mitigating the safety issues identified at rural and suburban intersections.

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

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

- **Action S4.2: Explore opportunities to implement roundabouts where feasible.**
  The Township has implemented two roundabouts in rural areas on its roads and has coordinated with the Province on additional highway installations. As roundabouts have fewer conflict points and traffic speeds are slower than within a traditional intersection, roundabouts tend to be a safer intersection treatment. The benefits of multi-lane roundabouts are slightly less pronounced than single-lane roundabouts.

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

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

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

  Why Implementing Roundabouts Can Sometimes Be Challenging.

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

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

- **Action S4.3: Implement access management and alternative designs.**
  At some unsignalized intersections and driveways, it was observed that drivers are undertaking high-risk maneuvers to cross oncoming traffic. This can result in severe side-impact collisions, particularly along

high-speed roads or at intersections where adequate sight distance is not provided or movements from a cross-street are unexpected. In these cases, safety can be improved by:

- addressing sight line issues
- providing right-in/right-out access
- consolidating driveways

Reducing or consolidating existing access points and driveways would require consultation with residents or business owners that may be impacted. Also, in some cases an alternate route may need to be identified to provide safer access to and from the property or neighbourhood. The next steps for the Township are listed below.

- Identify collision-prone unsignalized intersections and conduct SSAs.
- Update access management hierarchy - from restricting only the riskiest movements to providing alternative designs, a full closure, or consolidation with other access points.
- Work with landowners to address issues and discuss alternative access.
- For new developments, enforce bylaws that limit left-turn and through movements to/from driveways across major roadways, implement signage, and consider physical infrastructure treatments such as raised medians.

S5 – Protect vulnerable road users.

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

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

Vulnerable road user safety strategies aim to:

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

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

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

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

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

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

  The Township has implemented leading pedestrian intervals around some schools and shopping centres. The next steps for the Township are listed below.
  - Evaluate the impact of leading pedestrian intervals at all locations where they have been installed.
  - Adopt or develop criteria for the installation of leading pedestrian intervals, which should include collisions, pedestrian volumes, and vehicle turning volumes.
  - Identify signalized intersections with a high frequency of collisions between turning vehicles and pedestrians.
  - Implement leading pedestrian intervals at select locations.
  - Evaluate effectiveness of all new leading pedestrian interval installations and consider additional installations.

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

- **Action S5.2: Provide protected intersections.**
  A protected intersection is designed to make it safer for vulnerable road users in the approach to and when crossing an intersection. This is achieved by shortening crossing distances, reducing exposure, increasing visibility, and improving yielding behaviour by motor vehicle drivers. Protected intersections consist of several interacting design elements, the most important are listed below.
  - Crossride setback, or the lateral offset from the motor vehicle lane to the bicycle crossride, which enables better sightlines and allows more time for drivers to stop for pedestrians and people on bicycles.
  - Forward stop bar, which places people on bicycles who are waiting further ahead than motor vehicles, improving the visibility of people on bicycles and reducing potential for conflicts at the start of the signal phase.
  - Corner safety island, which separates and protects the bicycle and pedestrian space from the roadway at the corner.
  - Integrated accessibility features to facilitate safe crossing by vulnerable road users.

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

The next steps for the Township are listed below.

- Identify candidate locations for piloting a protected intersection (new or retrofit projects).
- Conduct an in-service review of the candidate location(s) to fully understand the use by different modes, operations at all conflict points, and the collision history.
- Design and construct protected intersections as part of cycling and active transportation projects, where feasible.

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

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

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

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

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

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

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

  The Township currently has no specific programs or activities related to e-micromobility safety. However, partners such as Fraser Health and community organizations have targeted initiatives. E-micromobility safety can be supported via a combination of more education, enforcement, and more explicit consideration in engineering studies. As e-scooters and other e-micromobility devices continue to involve, there needs to be greater consideration about how to safely integrate them into mobility system and network.
  - Education: More messaging to the public about how to safely operate e-micromobility devices.
  - Engineering: Ensure that road alignment, geometric design, and maintenance practices consider the operational characteristics of e-micromobility devices. The increased presence of e-micromobility devices may also impact preferred facility width and user separation considerations.
  - Enforcement: Target e-micromobility behaviours that may be unsafe such as double-riding, not wearing a helmet, and sidewalk riding.

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

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

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

S6 – Facilitate a culture of transportation safety.

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

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

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

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

While changing beliefs is difficult and could take years, it is necessary to start now to start seeing the results within a few years. No municipality is likely to achieve zero serious injuries and fatalities without this cultural transformation. Some efforts have been focused on younger members of the community (children and youth), as it is less challenging to influence beliefs and habits at a younger age. It is important to start these efforts well before driver licensing, since young drivers are over-represented in injury and fatality collisions.

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

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

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

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

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

  The first surveys that are conducted would represent a baseline understanding of the state of road safety culture in the Township. Future surveys could then be conducted to assess changes in public culture and the effectiveness of the efforts and work underway by the Township and its partners. The next steps to implement this action are listed below.
    - Consult with other road safety partners (ICBC, RCMP, TransLink, MOTT) on the merits and viability of a KAP survey.
    - Assist road safety partners in the following:
      - Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association and the Traffic Injury Research Foundation.
      - Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture.
      - Share the results with agency partners to support the identification of mitigation measures.
    - Conduct follow-up surveys to assess effectiveness, and to monitor changes in public culture over time.

- **Action S6.3: Build a safety culture among children.**
  Children and youth are highly impressionable and start to form habits that they often maintain into adulthood. They are exposed to various road situations for the first time, whether it be riding a bicycle or crossing the street by themselves. Children, due to their size, are harder for drivers to see, and have not fully developed their cognitive abilities. Some youth (e.g., teens) may experience feelings of invulnerability and can be more likely to engage in risk-taking behaviour, while also being less experienced in identifying hazards. As a result, the transportation system needs to be designed to safely accommodate younger users. Children are also generally highly receptive to training and encouragement, and these opportunities should be provided as much as possible through both the school system and other community initiatives. There are several existing programs that have been developed by other agency partners including ICBC, TransLink, and the Province.

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

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

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Theme 3 Transit

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

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

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

Current Context

- The transportation network will be strained and congested without more transit options.
- There is limited transit service in the evening and on weekends and no access to some important destinations and areas of the Township.
- 90% of all transit stops are classified as accessible but there are opportunities to provide more amenities such as shelters and benches at transit stops.
- The extension of the SkyTrain line (SLS) will provide the Township with rapid transit access to the rest of Metro Vancouver.
- Planning work is currently underway for the LHP BRT route.
- TransLink has recently initiated the South of Fraser East Area Transport Plan. Additionally, as part of planning for SLS and LHP BRT a Bus Integration Plan will be prepared in advance of the launch of each project.

Strategies and Actions

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

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

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

T1 - Support the implementation of planned transit projects.

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

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

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

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

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

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

the BRT corridor. The Township will develop an Operations, Maintenance and Rehabilitation Agreement with TransLink for the LHP BRT as it will be infrastructure on municipal roads.

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

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

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

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

T2 – Increase transit service coverage and convenience.

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

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

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

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

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

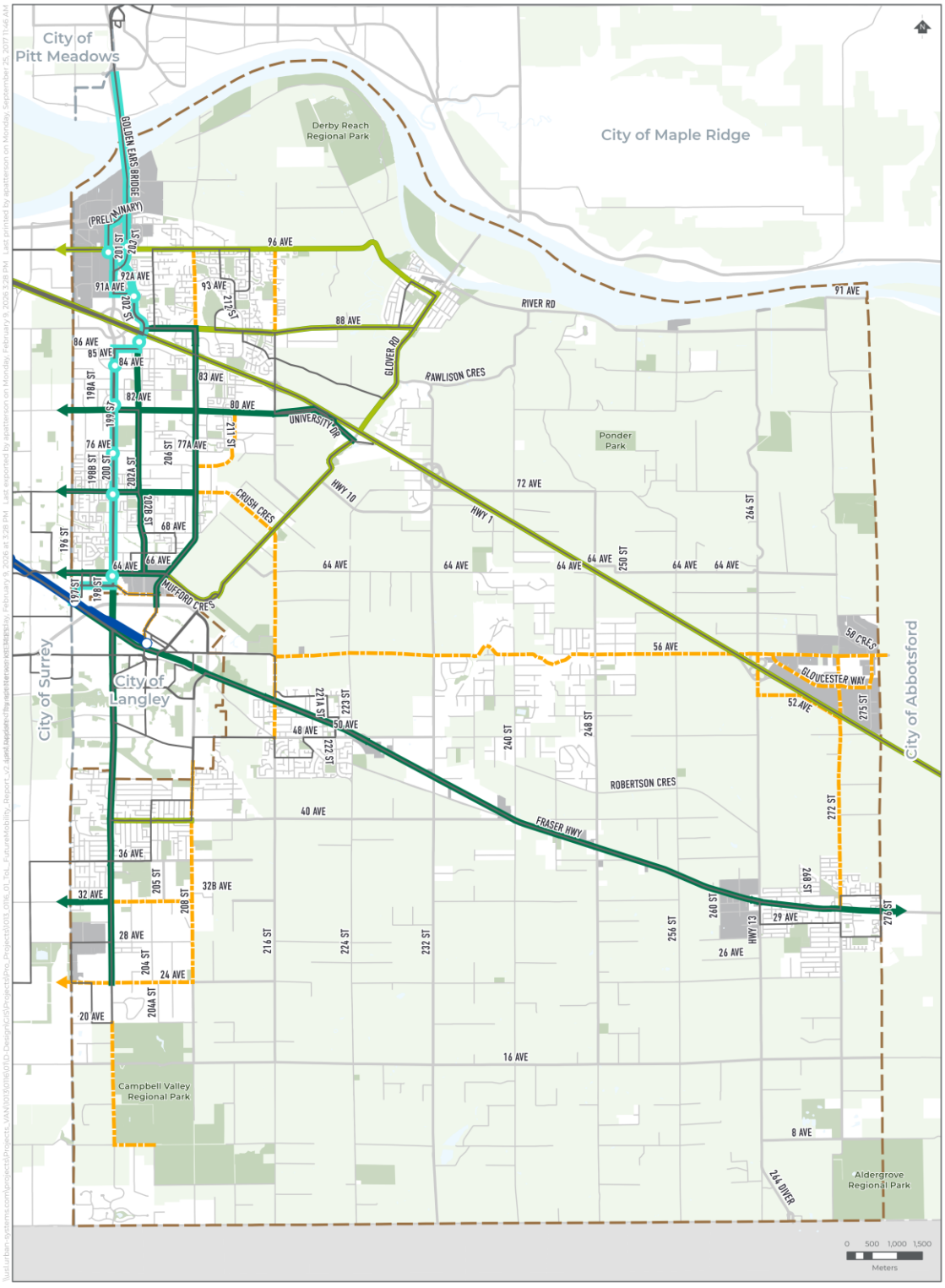
  In support of this action, the Township will work with TransLink, MOTT, and BC Transit and share the recommendations of the TMS and suggest changes to improve service coverage and frequency. Additionally, the Township will work with transit agencies to explore the feasibility of on-demand transit services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

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

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

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

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TRANSIT NETWORK

- Future Bus Rapid Transit Stop
- Future SkyTrain Station
- Future SkyTrain
- Future Bus Rapid Transit - Planned Alignment
- Proposed New Frequent Transit Network (15 minutes or less frequency every day)
- Proposed Improved Transit Service (More frequent bus service than existing)
- Proposed New Transit Routes
- Existing Conventional Bus Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

Figure 9: Desired Long-Term Transit Network Concept

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

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

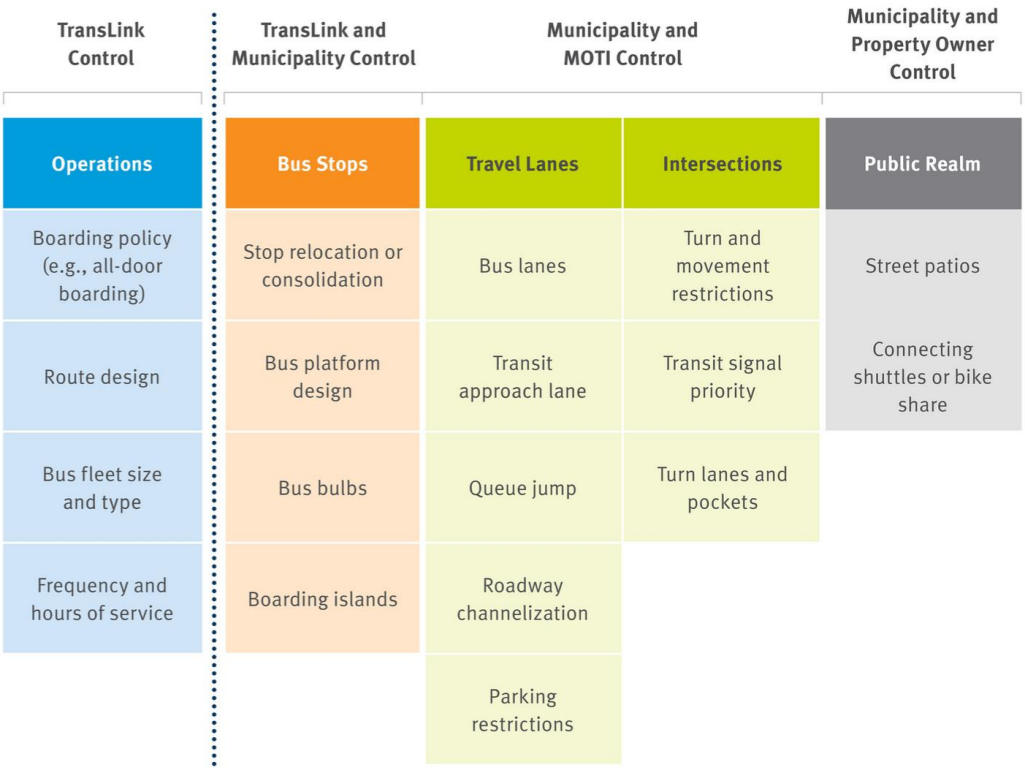


Figure 10: Control of Transit Elements
Source: TransLink 2023 Bus Speed and Reliability Report

T3 – Enhance access to and amenities at transit stops.

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

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

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

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

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

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

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Theme 4 Cycling and Micromobility

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

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

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

Current Context

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

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

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Strategies and Actions

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

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

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

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

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

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

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

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

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

It is important to note that many of the routes identified as part of the long-term cycling and micromobility network will also accommodate pedestrians. For example, on-street routes that are multi-use pathways, greenways, bicycle accessible shoulders, and active transportation overpasses are all facilities that are part of the pedestrian network.

In support of this action, the Township will work to fill gaps in the cycling and micromobility network by exploring the feasibility and implementing the proposed routes identified in **Figure 11.** Through strategic partnerships with other agencies the Township will also work to advocate for more active transportation overpasses to reduce barriers and enhance network connectivity. In cases where there are parallel rural routes identified (such as 64 Avenue and 56 Avenue as well as 16 Avenue, 8 Avenue, and 0 Avenue) a feasibility study will be completed to determine the preferred route.

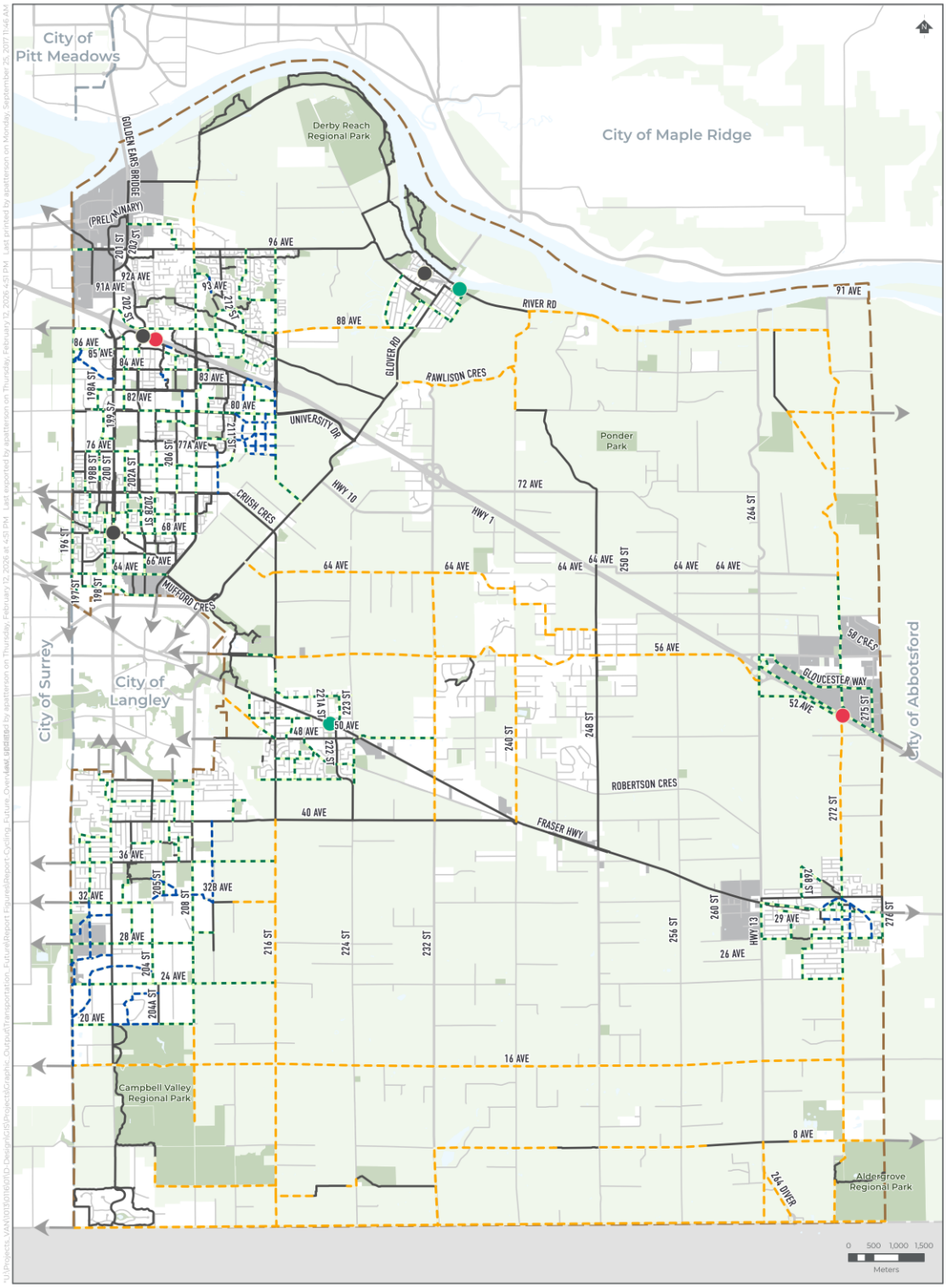
On existing routes, the Township will continue to maintain equestrian access to designated equestrian routes and explore the feasibility of providing new equestrian trail connections with the potential expansion within Campbell Valley Regional Park and within South Langley.

The Township will continue to fill gaps and continue to develop a complete and connected cycling and micromobility network through various methods, including Township led capital projects (road retrofits or new road projects), developer-initiated projects, and by working with community and agency partners (as described in more detail in **Action C1.3)**.

Please note that filling in gaps in the cycling network, particularly in developing areas, will require land acquisition, road construction (including utilities), to ensure the cycling facility is in the ultimate location. Alternatively, a temporary interim facility may be implemented, where feasible.

As new cycling and micromobility projects are implemented, the Township will update their digital inventory of the network and other transportation assets.

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LONG-TERM CYCLING AND MICROMOBILITY NETWORK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Connection to existing route in neighbouring community
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Figure 11: Long-Term Cycling and Micromobility Network

- **Action C1.2: Work to upgrade existing cycling and micromobility routes to align with current design guidelines.**
  The Township has been making strides in providing more cycling infrastructure throughout the community and **Figure 11** also identifies existing routes within the Township. However, many of the cycling improvements completed since the 2015 Cycling Plan were built to the design guidelines in place at the time, before the BC Active Transportation Design Guidelines and the most recent update to the Transportation Association of Canada (TAC) Geometric Design Guide for Canadian Roads. In some cases, these facilities may not be appropriate for the current road conditions. Moving forward, building out and enhancing the Township's active transportation network to meet the current best practices is critical to providing safe, comfortable for most, and complete facilities. Prior to the development of the TMS, the Township completed an Active Transportation Network Assessment which identifies existing active transportation routes that do not meet current design guidelines. In support of this action, the Township will:
  - develop an investment program focused on upgrading existing cycling and micromobility routes that do not meet current design guidelines, where feasible
  - continue to upgrade existing cycling and micromobility routes as part of development projects, road rehabilitation, and standalone upgrade projects, based on the results of the Active Transportation Network Assessment
  - continue to monitor updates to active transportation design guidelines

- **Action C1.3: Support regional cycling and micromobility connections.**
  TransLink's Transport 2050 proposes a Major Bikeway Network of approximately 850 kilometres, which builds on existing regional cycling networks, and connects urban centres and major destinations. Corridors in Township identified as part of the Major Bikeway Network include 200 Street, Fraser Highway, Highway 10/Glover Road, 216 Street, 96 Avenue, 80 Avenue, 56 Avenue (or a similar corridor), and 272 Street. Other regional cycling related initiatives include the Metro Vancouver Regional Greenway Network, active transportation projects implemented as part of major transportation infrastructure projects including the SLS and the Fraser Valley Highway 1 Corridor Improvement Program, and projects implemented by neighbouring municipalities.

  In support of this action, the Township will continue to work with neighbouring municipalities and transportation agencies to support regional cycling and micromobility connections. The following is a list of next steps for the Township to support this action.
  - Continue to support and advocate for the implementation of active transportation infrastructure as part of major transportation projects and investments, including SLS, LHP BRT, Highway 1 widening, and other future projects.
  - Ensure all regional and provincial projects are designed in accordance with the B.C. Active Transportation Design Guide and TAC guidelines.
  - Advocate for routes and connections on roads that are under MOTT's jurisdiction, but are located within the Township's municipal boundary, to enhance the cycling and micromobility network.
  - Integrate the Township's network with routes within neighbouring municipalities. This includes considerations regarding the location of infrastructure but also the type of facilities being installed. This will be important to ensure seamless integration of facilities between municipalities and avoid routes that end or change dramatically upon crossing a municipal border.

- **Action C1.4: Provide a network of routes that are comfortable for most users.**
  Comfortable for most routes can consist of physically separated facilities, such as multi-use pathways (also included as part of the pedestrian network) and protected bicycle lanes and cycle tracks on streets with high traffic volumes and/or speeds, as well as neighbourhood bikeways. Neighbourhood bikeways are signed bikeways on low volume neighbourhood streets, where cyclists travel on-street with vehicles. These streets have lower speed limits and traffic volumes, and potential traffic calming features implemented by the Township. Cycling and micromobility networks typically also include routes with less comfortable supporting facilities that provide more options for cyclists but may not be suitable for all. This includes bicycle accessible shoulders and painted bicycle lanes (**Figure 12**).



Figure 12: Proposed Facility Types for Cycling and Micromobility

The Township has focused on providing a variety of facility types to accommodate different types of users. For example, this includes providing on-street routes for strong and confident cyclists and people using micromobility devices moving at faster speeds. And then facilities such as multi-use pathways for families and people travelling at slower speeds.

As electric micromobility devices, such as e-bikes and electric kick scooters, have become more prevalent there has been increased consideration regarding the appropriateness of different types of devices on different types of transportation infrastructure. This is discussed in more detail within **Strategy C2**.

From a more general planning and design perspective, improvements to cycling infrastructure, including the construction of a network of all ages and abilities cycling facilities, will improve safety for people on both standard bicycles and e-bikes and e-kick scooters and further encourage the uptake of these modes among interested but concerned segments of the population. Additionally, the Township can consider designing wider facilities (striving for recommended desirable or upper limit facility type widths) to accommodate larger devices and passing.

In support of this action, the Township will work to implement the following.

- Update recommendations for new cycling and micromobility facilities in the Subdivision and Development Servicing Bylaw (**Action S2.1**) to align with current design guidelines.
- Use current design guidelines, including considerations for accommodating micromobility devices, to design all new and upgraded cycling and micromobility routes.
- Continue to update their design practices as guidelines evolves over time when implementing new projects.

Once cycling facilities are installed, it is important to ensure that cycling infrastructure is well maintained on a regular basis, all year-round. Riding surfaces should be kept smooth and free of debris, while pavement markings and signage should be visible for all road users. This includes prioritizing road

maintenance on cycling routes and ensuring that durable pavement markings are used to identify cycling routes. The Township should consider developing and implementing maintenance and cleaning guidelines for cycling routes, prioritizing routes with high ridership.

- **Action C1.5: Improve intersections and crossings for people cycling and using micromobility devices.**
  Improvements to intersections and other crossings can make using the cycling and micromobility transportation network safer and feel more comfortable and convenient. To enhance intersections and crossings for people cycling and using micromobility devices, the Township will take the following steps.
  - Install signage, conflict zone markings, or guiding lines through intersections to help raise awareness to the presence of cycling and micromobility routes and people crossing. This will be done as new routes are implemented and as upgrades to existing routes occur.
  - Consider opportunities to provide bicycle detection and activation at new or upgraded signals along designated cycling and micromobility routes. .
  - Continue to improve crossing treatments where multi-use pathways/greenways intersect with a roadway (also noted in Theme 5 - **Action W2.1**).
  - Continue to explore the removal of barriers (baffle gates) that create obstructions at cut-throughs and multi-use pathway entrances. While it is best practice to remove barriers that impede pathway access, there may be instances where this is not feasible, particularly when there is a steep hill, there is a demonstrated history of motor vehicle encroachment and/or collision history. In these instances, there may be an opportunity to retrofit existing barriers to provide enough space to accommodate the width of mobility devices and cyclists, ensuring that people of all ages and abilities can access a pathway but larger motor vehicles cannot.

    At the time of this report, a Baffle Gates Pilot Project is currently under way to retrofit up to 25 locations on Parry-Evans Trail and surrounding areas in Willoughby.

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C2 - Plan for electric micromobility and shared options.

Electric micromobility devices present an opportunity for increasing accessibility and use of active transportation within the Township. However, electric micromobility devices can present challenges, including safety issues related to travel speeds, helmet usage, and conflicts with other road users. The actions under this strategy focus on identifying an approach to planning for, regulating, and potentially implementing shared and electric micromobility options proactively.

- **Action C2.1: Advocate for more study, guidance, and regulation of electric micromobility devices.**
  This action aims to ensure that new electric mobility technologies (e.g., electric kick scooters, e-bikes, hoverboards, motorized skateboards, segways etc.) are reviewed, considered, and monitored as trends, best practice, and technology changes.

  The Township joined the first provincial pilot project for electric kick scooters in September 2022 and rejoined the BC Electric Kick Scooter Pilot Project in June 2024 after the pilot project was renewed. The pilot is intended to test the limited use of kick-scooters and gather information on their impact on a community, the mobility system, and on users. In support of this action, the next steps for the Township are listed below.
  - Continue to monitor results of the electric kick-scooter pilot and the safety issues associated with electric micromobility devices and advocate to the Province for more clear guidance on the regulation, including if they are permitted, and on which facilities. Based on the results consider revising bylaws and restrictions on use of electric micromobility devices.
  - Ensure the design of new and upgrades to existing cycling and micromobility infrastructure consider comfortable passing widths and speeds on infrastructure. Due to the varied sizes and speeds of e-micromobility devices, there may be infrastructure design challenges when considering comfortable passing and side-by-side riding.
  - Implement the actions identified under Theme 2 – **Action S5.5**, which focus on education campaigns and strategies.

  The Province has recently produced an information pamphlet on the Pilot project and on Buying an Electric Scooter. It includes information on the legal use, including information for parents noting that it is illegal for a person under 16 to operate an electric kick scooter and for a parent or guardian to permit it. Fines are up to $598.

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Electric Kick-scooters

Electric kick-scooters are single occupant vehicles with an integrated battery that have a maximum speed of 25 km/h. At the time of writing, electric kick-scooters (and similar small, one-person electric vehicles such as hoverboards, motorized skateboards, and self balancing electric unicycles) are not permitted on public roadways or sidewalks in B.C. Nonetheless, e-scooters and other forms of electric micromobility have become an increasingly common sight on streets and pathways throughout the Township, Metro Vancouver, and the rest of the Province. In B.C. you must be 16 years of age or older to ride a kick-scooter.

In response, the Province has launched an electric kick scooter pilot project that allows participating municipalities to enact bylaws to allow for use of electric kick scooters on streets in their communities. The pilot program came into effect on April 5, 2021. In 2024, the pilot was extended for another four years. Electric kick-scooters are still illegal to operate in any community that is not participating in the pilot project and in any pilot community that has not yet enacted bylaws for the pilot project. Furthermore, the pilot is limited to electric kick-scooters – other one-person electric micromobility devices were not included and remain illegal to operate on BC streets. The Township is currently participating in the pilot.

The B.C. Electric Kick Scooter Pilot Project enables the operation of legal e-scooters throughout participating municipalities roadways as follows:

- On roads with a speed limit of 50km/h or less, electric kick scooters must use a designated cycling lane if one is available or stay as far right as practicable.
- On roads with a speed limit above 50km/h, electric kick scooters can only operate in a designated cycling lane.

Safety concerns related to electric kick-scooters have become more prominent. A study conducted by the City of Portland's Bureau of Transportation found that the injury rate for electric kick-scooters appeared to be more than 40 times the rate for motorcycles, although injuries were usually minor and either did not require medical attention or required very little. Helmets are a safety issue to consider with electric kick-scooters. Many jurisdictions have chosen to encourage or require helmet usage in a similar way to bicycle helmets.

Safety concerns have also been identified when are used on sidewalks (which is not a permitted space for use of e-kick scooters). Without proper policies in place for how electric kick-scooters should be used, some users end up on sidewalks, which causes conflicts with pedestrians. electric kick-scooters have a maximum speed of 25 km/h which is much faster than others using the sidewalk, which can present a high risk for pedestrians, especially when approaching corners.

Significant study is underway to better understand the issues and countermeasures associated with electric kick-scooters and if they are appropriate and where. Due to high operating speeds, there have been questions as to whether e-kick scooters and e-bikes be considered a motor vehicle

Additional information:
Provincial Electric Kick-scooter Pilot: https://www2.gov.bc.ca/gov/content/transportation/driving-and-cycling/cycling/personal-mobility-devices/scooter

Safety study: https://www. consumerreports.org/product-safety/e-scooter-ride-share- industry-leaves-injuries-and-angered-cities-in-its-path/

Electric Bikes (e-bikes)

In B.C., e-bikes are currently defined under the B.C. Motor Vehicle Act (MVA) as motor assisted cycles. According to the B.C. MVA, a motor assisted cycle means a device to which pedals or hand cranks are attached that will allow for the cycle to be propelled by human power.

E-Bikes, as defined by provincial legislation, encompass a wide-range of vehicle types and can be classed as either scooter-style e-bikes or bicycle-style e-bikes. Bicycle-style e-bikes are further divided into powered (throttle controlled) bicycles and power-assisted bicycles (pedelecs).

While both vehicle types are governed to a maximum speed of 32 km/h by law, bicycle-style and scooter-style e-bikes have very different appearances, dimensions, and weights, which have implications on where they should be operated. The speed of conventional bicycles depends on several factors, including topography, bicycle model, facility type, and rider ability, with typical adults travelling at average speeds of 15 km/h to 30 km/h on flat level terrain. Although within typical range of cycling speeds, the average speed of e-bikes speed is greater than that of conventional bicycle.

Under the B.C. MVA, e-bikes are currently able to operate anywhere a standard bicycle is legally permitted, unless further restricted by a municipal bylaw.

Increasingly, communities are differentiating between scooter-style and bicycle-style e-bikes in their traffic bylaws. For example, Toronto, Ottawa, and Mississauga prohibit scooter-style e-bikes from operating in protected bicycle lanes and multi-use pathways, but permit their operation in conventional bicycle lanes, under the rationale that it is more difficult for scooter- style e-bikes to safely pass slower moving bicycle users in width-restricted facilities but that they can more easily pull out into a motor vehicle lane to pass in a conventional bicycle lane scenario. In the future, further consideration may be required regarding power-assist cargo tricycles and other similar vehicle types.

- **ActionC2.2: Work with shared micromobility service providers to pilot service in the Township.** Shared mobility systems allow people to access a network of shared devices that have been spread across a community or portion of a community, as opposed to privately-owned devices or rental companies based in a single location. Shared mobility systems currently include shared motor vehicles (discussed in more detail in **Action D3.2**), shared bicycles and e-bikes (including docked and dockless systems), and shared electric kick scooters. Shared electric kick-scooter systems are permitted in British Columbia, but only within specific communities that have chosen to participate in the provincial Electric Kick Scooter Pilot Project, which the Township is part of.

  In support of this action, the Township can independently or work with neighbouring municipalities to explore the feasibility of the development and operation of a shared micromobility program (may include conventional bikes, e-bikes, and could include electric kick-scooters). The Township can collaborate with service providers to initiate a Shared Micromobility Feasibility Study to analyze the potential for a program to identify system needs (scale, technology) and impacts for the operation of shared micromobility within the Township and neighbouring municipalities.

  In the meantime, the Township can consider exploring the development of a program to incentivize the purchase of an e-bike by community members. This has been explored by other B.C. municipalities including Nelson, the District of Saanich, and West Vancouver to name a few.

C3 - Support cycling and micromobility in the Township.

This strategy includes actions that focus on making cycling and micromobility in the Township more convenient and creating a culture of cycling and active transportation. This can be done by providing education, skills, and confidence there is a safe and secure place to park a device.

- **Action C3.1: Conduct a bicycle parking review and develop a program to provide more secure bicycle parking and end of trip facilities.**
  End of trip facilities such as secure bicycle parking, showers, and change rooms can make cycling and multi-modal trips seamless and convenient. Access to secure bicycle parking reduces the fear of theft or vandalism, providing people with peace of mind. Bicycle parking is essential to encouraging people to cycle as their go-to mode of transportation. Through this action, the Township will work to develop a bicycle parking program to support cycling around the Township. The program can include several components such as those listed below.
  - Conducting an inventory of existing Township-owned bicycle parking. This inventory would include the bicycle parking type, the condition, if the bicycle parking type meets best practice, and if the placement is accessible.
  - Providing more bicycle parking at Township-owned facilities such as at parks, community centres, and other civic facilities.
  - Work with the Langley School District to encourage more bicycle parking on school grounds.
  - Explore opportunities to implement more bicycle parking within the public right-of-way, this can be done using a variety of methods including Bicycle Rack Sponsorship Programs or Bicycle Racks for Businesses Programs.
  - Continuing working with community organizations to provide a bike valet at major events.
  - Continue working with TransLink, the MOTT, and other transportation agencies to provide safe and secure bicycle parking at transit stations, exchanges, and high activity bus stops, where feasible.
  - Update the Zoning Bylaw to include updated bicycle parking and end of trip requirements for new residential, commercial, and employment developments based on the recommendations of the 2026 Township Wide Parking Study and Bylaw Review .
    - Review existing bicycle parking supply rates against best practices and consider further land use differentiation to ensure that bicycle parking supply rates reflect potential demand.
    - Provide greater clarity on expectations relative to the required dimensions, configuration, and location of bicycle parking.
    - Include requirements for non-standard bicycle parking.
    - Establish minimum design guidelines for end of trip facilities (e.g. showers).

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- **Action C3.2: Continue to support active transportation education, promotional programs, and initiatives.**
  To foster a culture of cycling and active transportation, investing in education and awareness initiatives that support active transportation can empower residents of all ages and abilities to walk and cycle more often by building knowledge, encouraging safe practices, and celebrating progress. To support this action, the Township will continue to:
  - Work with TransLink and other community partners to support school-based active transportation programs and initiatives as outlined in the TravelSmart4Kids Strategy and follow-up initiatives.
  - Implement the recommendations outlined under **Action S6.3** under the Safety theme to build safety culture among children.
  - Support programs and initiatives that promote active transportation.
    - Supporting, when feasible, existing programs that raise awareness about active transportation such as promoting Go by Bike Week through the Township's communication channels.
    - Build partnerships with organizations like ICBC and Fraser Health to support the development of tailored road safety and education campaigns for all road users as outlined in **Action S6.1**.
    - Develop communications materials to share active transportation resources and benefits to educate community members and decision-makers on the benefits of active transportation.
    - Host events to celebrate active transportation successes through social media, events, and activations to get people excited about the implementation of new active transportation infrastructure.
  - Develop, publish, and continue to update digital and print-out maps of the Township's existing cycling and micromobility network for community members and visitors. A continually updated inventory of existing and new routes will be required to ensure information if current and reflects the network.

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Theme 5 Walking and Accessibility

Walking is the most fundamental form of transportation. Walking is a part of every trip, whether that trip is made by car, transit, or bicycle. If suitable conditions exist within a community – such as having a complete connected and accessible pedestrian network and major destinations within walking distance – walking can be a convenient alternative to the automobile for almost all short trips. Promoting walking can help reduce automobile dependence and greenhouse gas emissions, improve public health outcomes, and help to create more liveable and vibrant communities.

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

This theme includes strategies and actions to create a more walkable and accessible community for people of all ages and abilities, focusing on the areas where people are most likely to walk for transportation.

Current Context

- There are several different facilities that make up the existing pedestrian network including sidewalks, walkways (pedestrian cut throughs typically between streets or within parks and school sites), greenways/trails including multi-use pathways, and designated pedestrian crossings. Multi-use pathways and some trails are also part of the cycling and micromobility network.
- There are some geographic and safety barriers when walking for their daily needs in some areas in Township. These barriers include gaps in the sidewalk network, especially around key destinations, and transit routes. The limitations of building infrastructure in the ALR and the suburban land use structure (where destinations tend to be separated by farther distances) are not always conducive to walking.
- Through engagement, a desire for safer places to walk, more crosswalks, connected routes, better lighting and separation from motor vehicle lanes was noted as a priority for community members.

Strategies and Actions

Under the theme of Walking and Accessibility there are three strategies and a total of 10 actions:

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

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

W1 - Expand and enhance the pedestrian network connecting people to community destinations.

A connected and continuous pedestrian network of sidewalks and multi-use pathways allows people to comfortably walk or roll to the daily destinations in their neighbourhoods, like schools, parks, shops, and services. The Township is geographically large compared to many other cities in Metro Vancouver with large portions of the community within the ALR where sidewalks may not be appropriate or feasible. Additionally, many of the gaps in the sidewalk network in residential areas can be attributed to neighbourhoods and subdivisions being planned and built to road standards that did not include requirements for sidewalks on both sides of the street. However, as new development occurs, gaps in the network are created where new

sidewalks are installed as part of a development project but end at the property line. There are opportunities to expand and enhance the pedestrian network to provide more safe and comfortable pedestrian connections to community destinations that people are accessing daily. The actions under this strategy focus on filling in gaps in the pedestrian network and providing wider pedestrian facilities in high activity locations through development and capital projects.

- **Action W1.1: Fill in gaps in the pedestrian network by strategically investing in new sidewalks and multi-use pathways in pedestrian priority areas.**
  The Township will work to address connectivity gaps in the sidewalk network by strategically investing in new infrastructure. The intent of this action is to work towards a connected walking network where there is a continuous accessible walking route to community destinations, prioritizing where there is the highest potential for walking based on:
    - proximity to community hubs
    - proximity to transit
    - connections to schools
    - proximity to destinations (parks, community facilities (libraries, recreation centres, etc.))
    - areas with reported collisions involving a pedestrian

  Please note that in many cases, filling in gaps in the pedestrian network may require property acquisition, and construction of the road to the ultimate condition (including utilities) or by providing a temporary facility where feasible.

  New pedestrian connections can be sidewalks, multi-use pathways, and active transportation overpasses that are shared with cyclists and other users. The existing pedestrian network also includes paved shoulders and multi-use paths in rural areas of the Township (**Figure 13**).



Non-separated sidewalks: urban | Separated sidewalks: urban | Multi-use paths: urban and rural | Paved shoulders: rural

Figure 13: Pedestrian Facility Types

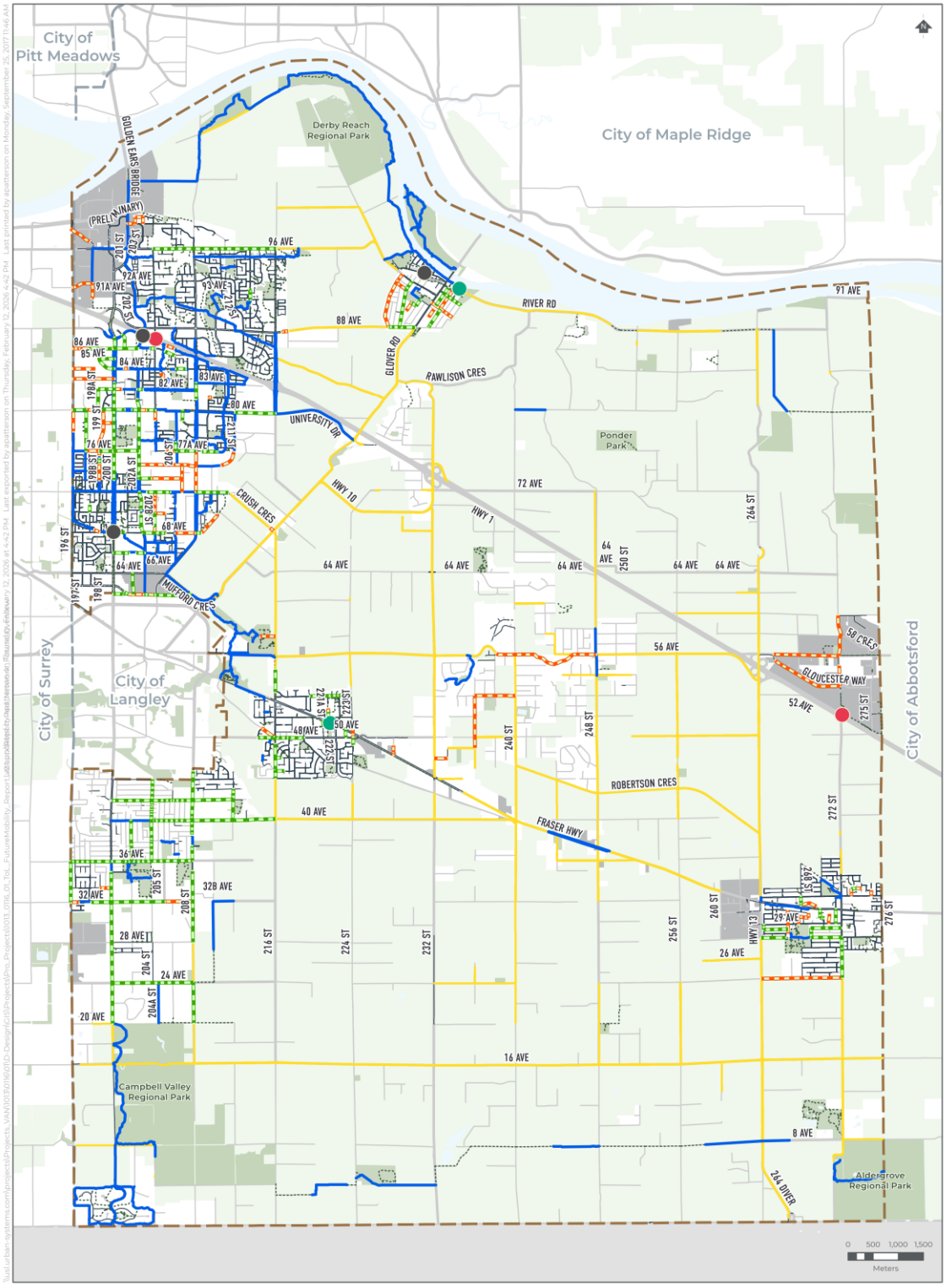
Figure 14 highlights pedestrian network gaps within the Township where there is no pedestrian facility on either side of the street. The map also identifies potential pedestrian improvement projects, these are locations where a pedestrian facility exists on at least one side of the street, but an improvement is needed. Pedestrian facilities can be implemented in five primary ways.

- **Township initiated pedestrian improvements** are delivered by the Township through capital projects. These types of projects may include broader corridor construction, be integrated into other Township and regional infrastructure projects (e.g. stormwater or utility improvements), or be targeted pedestrian infrastructure projects. Investments may be funded by the Township's capital budget, through Development Cost Charges as part of new roadways or road widening, or through grants and partnerships.
- **Developer initiated pedestrian improvements**, these are required through redevelopment as per the Township's Engineering Servicing Plans, Subdivision and Development Servicing Bylaw, relevant development permit guidelines, and other documents as required by the Township. All developments are expected to provide suitable pedestrian facilities along the full frontage of the property – including those not identified in **Figure 14**. As part of the TMS, updates to the Subdivision and Development Servicing Bylaw have been proposed including updated recommendations for pedestrian facilities (**Action S2.1**).
- **MOTT,** pedestrian improvements along infrastructure owned and operated by the Province. These corridors include Highway 10/Glover Road, and Highway 13/264 Street. Additionally, the Township will work with the Province to explore the feasibility of providing more active transportation overpasses to reduce barriers and enhance network connectivity over Highway 1.
- **Resident initiated sidewalks,** where residents can request a sidewalk through the Local Area Service Program. Residents may partner with their neighbours to fund a sidewalk to connect the street they live on to the broader walking network.
- **Temporary sidewalks or multi-use path**, where land, environmental or other factors restrict the ability to provide the ultimate sidewalk or multi-use path, a temporary facility may be constructed, as a Township capital project, subject to priority and funding, where feasible.

In support of this action, the Township will focus on filling gaps in the pedestrian network by strategically investing in new infrastructure to fill priority gaps where development is not anticipated in the next five years.

As new pedestrian infrastructure projects are implemented through any method, the Township will update their digital inventory of the network and other transportation assets.

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PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Figure 14: Pedestrian Network Gaps and Improvements - Potential Projects

- **Action W1.2: Widen and enhance pedestrian facilities within community hubs and along major streets.**
  The proposed updates to the Township's Subdivision and Development Servicing Bylaw include updated requirements for wider pedestrian facilities in the form of new sidewalks and multi-use pathways, to align with current design guidelines. As existing pedestrian facilities are upgraded and replaced, the Township will work to provide wider pedestrian facilities and include more separation between the pedestrian facility and motor vehicle lane where feasible, particularly in community hubs and along major streets.

- **Action W1.3: Provide more off-street connections and cut-throughs such as walkways.**
  Direct pedestrian connections support a walkable community by making walking trips shorter. The existing road network in the Township includes locations where local roads end in cul-de-sacs and/or crescents and long street blocks where a walkway has been implemented to enhance pedestrian connectivity. For infill areas, new subdivisions, and new institutional sites (e.g. hospital and school sites), developments should continue to provide a dense and connected grid of publicly accessible active transportation connections. In infill areas, this may include dedicated transportation right-of-way to provide an active transportation connection that shortens the travel path between two or more existing roadways. As part of this action, the Township can consider the following next steps.
    - Work with developers to identify active transportation connections, including cut-throughs and walkways that provide the most direct travel path between destinations.
    - Ensure that street frontages and new cut-throughs are accessible, include adequate lighting, and follow CPTED principles.
    - Explore opportunities to partner with agencies, organizations and institutions to:
        - create public easements on institutional land through redevelopment or where new institutions are being constructed.
        - ensure sites are designed and oriented to prioritize walking and meet current design guidelines.
        - improve walking connectivity on, around, and through existing large sites where feasible, secure, and appropriate.
    - Work with developers to ensure new subdivisions feature high intersection density and a connected road network.

- **Action W1.4: Expand and enhance existing greenways and trails, and the on-street connections to them.**
  Trails and some greenways, while sometimes considered recreational facilities can play an important role in the active transportation network. While the Township continues to develop the greenway network, integration with active transportation facilities implemented as part of the road and transportation network is critical. As part of this action, the Township will consider the following next steps.
    - Continue interdepartmental coordination (working with the Township parks and recreation team) to implement recommendations and the proposed greenways identified in Neighbourhood and Community Plans, Services Servicing Plans, the OCP, and the TMS.
    - Through the update to the Rural Plan, the Township will continue to explore opportunities to implement multi-use pathways along utility rights-of-way. The Township will also continue to work with the equestrian community to maintain, and explore potential options to expand, equestrian access and designated equestrian routes in more rural areas of the Township.
    - Work with Metro Vancouver and other organizations to expand the regional trail network.

W2 – Enhance accessibility for people walking.

The following actions have been identified to create a community that is more equitable, universally accessible, and barrier free. There are several existing Township plans that provide guidance and direction to help create a universally accessible and barrier free community. These documents include the Age- and Dementia-friendly Action Plan, Social Sustainability Strategy, and Accessibility Plan (currently under development).

Universal Design Benefits Everyone

Access to transportation is essential for a full and independent life. Barriers to transportation can limit access to daily needs, community participation, and overall quality of life.

Applying barrier-free or universal design principles enhances safety, convenience, and accessibility for all users. This includes people with reduced mobility, vision, hearing, strength, dexterity, comprehension, or those facing cognitive or language barriers.

When active transportation is universally designed, it accommodates everyone without requiring adaptation or specialized features. For example, extending crossing signals benefits not only older adults and those using mobility aids, but also caregivers with strollers, travelers with luggage, and individuals recovering from injury.

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- **Action W2.1: Create new and enhance existing crossings to accommodate people of all ages and abilities, this includes both operational and infrastructure enhancements.**
  Building on the actions identified under the Safety theme related to intersection safety improvements, this action speaks to exploring opportunities to implement new designated crossing opportunities and implementing features at intersections that enhance accessibility for all road users, including people with reduced mobility, vision, hearing, strength, dexterity, and comprehension. In support of this action, the Township will consider the following next steps.
    - Explore the feasibility of implementing new mid-block crossings to ensure there are safe places to cross the street. Additional crossing locations will be explored where demand warrants, providing more safe and accessible crossings at greenways/trails, in community hubs, and access to parks and schools, and near bus stops throughout the community.
    - Enhance safety, accessibility, and network connectivity to new and existing intersections and crosswalks. Potential improvements can include:
        - Following accessibility best practices for all new and improved infrastructure as outlined in the Township's engineering specs, the B.C. Active Transportation Design Guide, and other resources.
        - Ensure that curb ramps transition from sidewalks, multi-use paths, greenways, trails, stairs, and ramps are present at all intersections.
        - Implement detectable warning surfaces and audible pedestrian signals where applicable.
        - Reduce pedestrian crossing distances by providing curb extensions at crosswalks where feasible.
        - Continue to review opportunities for new and upgraded crosswalks on an ongoing basis, by reviewing the current crossing control at crosswalks in community hubs and near other community destinations (parks, schools, recreation centres, etc.) to determine if an upgrade in crossing control is warranted. This includes implementing features such as Rapid Rectangular Flashing Beacons (RRFBs), overhead flashing beacons and pedestrian signals.
        - Continue to improve crossing treatments where multi-use pathways/greenways intersect with a roadway.
        - Implement the intersection recommendations identified in **Theme 2** including installing leading pedestrian intervals and protected intersections.

- **Action W2.2: Use an universal accessibility lens and review current best practice design guidance during the planning, design, construction, and operation of transportation projects.**
  Universal design is a fundamental design principle that ensures the built environment is safe and accessible for all, regardless of age, language, background, or any type of physical or cognitive disability. In support of this action, as new transportation projects are implemented, the Township will follow current design practices outlined in the Province's B.C. Active Transportation Design Guide, guides from TAC, and TransLink.

  The Township will update design criteria outlined in the Subdivision and Development Servicing Bylaw for features such as curb ramps to align with current best practices and design guidelines.

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Additionally, the Township will apply a universal accessibility lens when considering, planning and implementing projects (new infrastructure and infrastructure upgrades) to identify and understand:

- the impact on persons with disabilities.
- potential barriers created within the process and/or the design.
- steps to address potential barriers or remove existing ones.

- **Action W2.3: Enhance lighting, where appropriate, particularly in community hubs and areas with high pedestrian activity.**
  Lighting not only illuminates areas but can provide a sense of personal safety throughout the community. Lighting adjacent to roads is installed in the Township by following the guidance in the Subdivision and Development Servicing Bylaw. In the Bylaw, the provision of lighting is based on road classification and pedestrian activity level. As part of the TMS, the lighting recommendations for the Bylaw have been updated to include additional pedestrian scale lighting based on pedestrian lighting guidelines.

  Additionally, the Township will review existing lighting locations and consider where additional lighting may be warranted on streets, walkways, greenways, and trails located in priority areas. Priority areas include within community hubs, at bus stops, routes that provide connections to community and recreation centres, and mixed-use areas. Implementing lighting can be challenging and is not always feasible due to space constraints and environmental considerations. As noted in the OCP, the placement of lighting needs to consider the nocturnal activities of local wildlife in lighting designs for urban development and design these to minimize negative impacts on wildlife. Additionally, when considering lighting along walkways, trails, and cut-throughs the impacts on neighbouring homes and buildings and resilience to vandalism should be considered.

- **Action W2.4: Implement the transportation recommendations identified in the Township's Accessibility Plan.**
  During the development of the TMS, the Township was in the process of developing an Accessibility Plan. The purpose of the Accessibility Plan is to identify, remove, and prevent barriers to individuals in or interacting with the Township. The Plan is being developed in consultation with the Accessibility Committee and is to be reviewed and updated at least once every three years. The Township will work to implement the transportation recommendations identified in the Accessibility Plan and integrate the recommendations of the TMS into the Accessibility Plan document, where appropriate.

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W3 – Encourage walking in the Township.

This strategy includes actions that focus on encouraging and creating an environment that supports walking in the Township.

- **Action W3.1: Develop a Wayfinding Strategy for active transportation users (for pedestrians, micromobility users, equestrians) and routes.**
  Providing clear and consistent wayfinding, including signage and maps, can provide important information to help people make decisions about how to navigate the community. Wayfinding can provide key information about distances, features, amenities, and route options. There is opportunity for a more consistent approach to wayfinding and signage in the community. Additionally, the Township's Age- and Dementia-friendly Action Plan and OCP both identify actions to enhance wayfinding and signage to support mobility and navigation in the Township. In support of this action, the Township will consider the following next steps.
    - Conduct a wayfinding and signage review to understand existing wayfinding and signage in the community. This review will document information such as the location, type, and information on wayfinding and signage.
    - Based on the wayfinding and signage review, the Township will develop a Wayfinding Strategy to update and implement new wayfinding as the active transportation network is implemented.
    - Consider working with community and agency partners to develop an approach to signage and wayfinding for active transportation routes that cross jurisdictions.
    - Work with community and agency partners to develop maps of the Township's pedestrian and cycling network as new routes are added, identifying key routes and community destinations.

- **Action W3.2: Explore opportunities for open streets/car free days as part of special community events.**
  The Township will continue to work with community partners including community associations, business associations, and others to explore opportunities to identify potential locations for temporary or seasonal pedestrian-only streets (building on the special events where this already occurs). This will require engaging with businesses and community partners on the level of interest and support for such initiatives and looking at other case study examples to understand what has worked in different locations. This would not apply to residential streets or "block parties".

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Theme 6 Driving and Goods Movement

Driving is currently the most common mode of transportation in the Township and the use of the road network for commercial vehicles is important for the regional and local economy. By encouraging a safe, connected, and efficient road network, driving and goods movement trips can avoid long, circuitous routes to their destinations, reducing congestion, greenhouse gas emissions, and the risk of collision. The TMS is prioritizing a shift away from vehicle dependence to more active and sustainable transportation options. However, the Township is expected to continue experiencing rapid growth, and the road network needs to sufficiently accommodate growth to ensure all residents have access to amenities, services, employment opportunities, and recreational areas. Additionally, as the Township's urban communities densify, on-street parking demand will increase and will need to be appropriately managed based on the recommendations outlined in the 2026 Township Wide Parking Study and Bylaw Review.

From a goods movement perspective, the Township is centrally located for goods movement connecting the Vancouver Fraser Port Authority and its associated goods from Asia and abroad to the rest of Canada and North America. The Township also has a border crossing at Highway 13 facilitating cross border traffic and goods movement. Enhancing the Township's strategic role in the movement and logistics of this supply-chain network are key components of the Township's transportation network and economy.

The recommendations for Driving and Goods Movement were developed through an assessment of existing and projected future traffic volumes using TransLink's Regional Travel Demand Model, which had been updated to reflect proposed land uses in the Township and neighbouring communities. The model's findings were utilized to assess projected changes in vehicle volumes across the road network by 2050 and to validate the requirement for new or expanded roadways in accordance with anticipated demand and available roadway capacities.

This theme includes strategies and actions that enhance the road network by creating new connections and improvements to reduce inefficiencies and accommodate growth, improve safety, managing the demand on the road network, and facilitating people and goods movement. Additionally, there are actions that focus on supporting and coordinating the 'electrification' of travel and new mobility.

Current Context

- The future demand on the road network cannot be accommodated by motor vehicle trips alone.
- Currently, most intersections in the Township operate at an acceptable level of delay/congestion in the AM and PM peak periods. However, peak period congestion and delay occurs at several intersections in the Willowbrook, Willoughby, Walnut Grove, and Northwest Langley communities. Congestion and delays are most prevalent during PM peak.
- Growth and development, particularly in underdeveloped urban areas, will require new streets, widened roads, and new road network connections.
- Current land use and spaced-out neighbourhoods means that many community members must travel by motor vehicle to access their daily needs.
- There is an opportunity to widen streets in some areas, but in others, road space is limited, and widening is not feasible.
- Community members expressed concerns about motor vehicle traffic congestion getting worse as new development occurs and the population grows.
- Goods are moved in various ways including trucks, trains, bikes, and even on foot. In recent years, there has been a rise in smaller vehicles. However, large trucks and trains are essential for the Township's economy.

Strategies and Actions

Under the theme of Driving and Good Movement, there are three strategies and a total of 15 actions:

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

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

D1 – Improve the street network to accommodate motor vehicle travel.

Improve the street network to accommodate motor vehicle travel and goods movement within the Township. This includes building new streets and widening existing streets where feasible.

- **Action D1.1: Update the Township's road classification map.**
  The roadway classification system describes the intended function of the roadway and guides decision making about changes in physical design characteristics, as well as the access characteristics of surrounding land uses. As part of neighbourhood, community, and engineering servicing plans, the Township reviews the road classifications to confirm their appropriateness for the transportation network and the surrounding neighbourhood.

  The updates proposed to the road classification network are based on:
  - a review of function, modal priority (is the corridor a transit route or part of the cycling and micromobility network), and forecasted traffic volumes based on planned population and employment growth
  - simplifying the classification system by removing the major and minor distinction for arterial and collector roads
  - aligning with existing community, neighbourhood, and engineering servicing plans
  - alignment with neighbouring municipalities and surrounding land uses (existing and planned)
  - identifying new arterial and rural roads to be implemented as development occurs

  The future road classification map can be seen in **Figure 15**.

  Road classifications and designations within the Township include:
  - **Provincial Highways** are roadways that are owned and operated by the MOTT and accommodate regional and provincial through traffic. At-grade signalized intersections are widely spaced and posted speeds are typically higher than other municipal roadways. It is important to note that Highway 1 functions differently than Highway 10 and Highway 13.
  - **Arterial Roads** are higher-order municipal streets that provides continuous, longer-distance travel across the Township and connects neighbourhoods to major regional routes, highways, and key destinations. Arterial roads carry large traffic volumes, support goods movement, and typically have limited access points to preserve mobility. They form the primary framework of the road network and serve as the main corridors for transit, cycling, and utilities.
  - **Collector Roads** provide intermediate connections between local streets and arterial roads. Their role is to collect traffic from neighbourhoods and distribute it to the arterial network while also providing access to community destinations such as schools, parks, and small commercial nodes. Collector roads carry moderate traffic volumes and have a balance between mobility and

property access. They often form the internal spine of neighbourhoods and provide important transit and cycling connections.

- **Local Roads** provide direct access to homes, businesses, and community services within a neighbourhood. These streets serve short, low-volume trips and prioritize livability, pedestrian comfort, and access over mobility. Local roads feed into the collector system and generally feature shorter block lengths, lower design speeds, and more frequent property access points.

Additionally, the TransLink Major Road Network (MRN) is a road designation principally composed of municipal arterial roadways that serve a regional function and that accommodate a high volume of general-purpose vehicles, transit passengers, and/or trucks. TransLink partners with municipalities to fund the operation, maintenance, and rehabilitation of the MRN; however, municipalities retain ownership and operational responsibilities for this group of roadways. Changes that reduce the people-moving capacity of an MRN roadway are subject to approval by TransLink. MRN routes are not shown on the road classification map but include Fraser Highway, 16 Avenue, 200 Street, and portions of 216 Street, 232 Street, 88 Avenue, 96 Avenue, 64 Avenue/Mufford Crescent, 32 Avenue, 204 Street, and Golden Ears Way (TransLink owns, operates, and maintains).

A road infrastructure map was developed, bringing together the updated road classifications and road cross sections. This map identifies the recommended ultimate cross sections for collector and arterial roads throughout the Township, reflecting the updated cross sections and standards (**Appendix C**).

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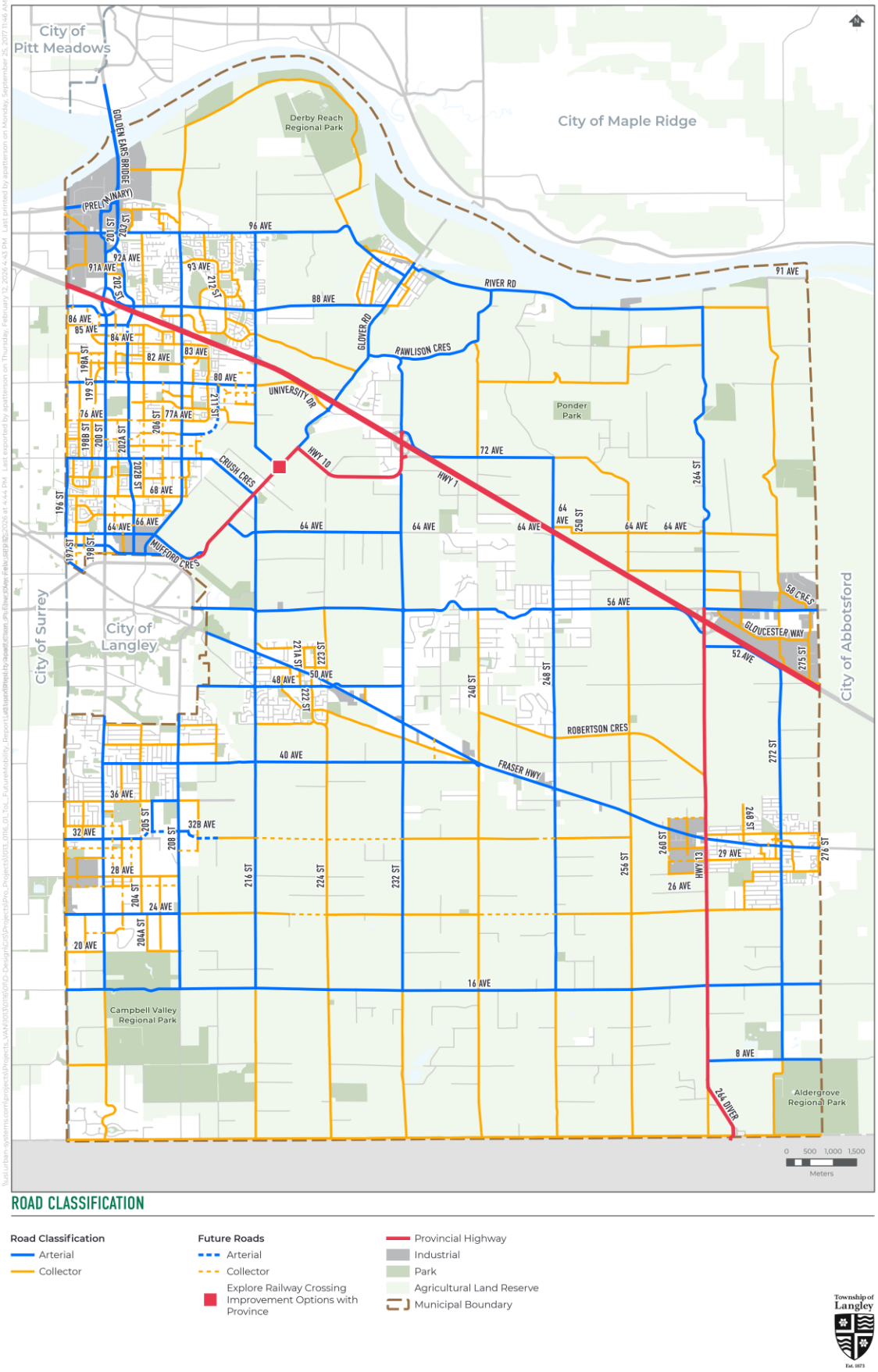


Figure 15: Road Classification

- **Action D1.2: Complete and enhance mobility on the Township's arterial and collector road network.** Future traffic forecasts and growth projections indicate that many of the Township's arterial and collector corridors and intersections will operate beyond acceptable capacity if driving continues to be the primary mode of travel. As a result, continuing to expand driving infrastructure across the network would deliver diminishing returns and is constrained by limited right-of-way, cost, and community impacts. The Township's approach to network planning therefore focuses on completing and enhancing the arterial and collector network in a strategic and targeted manner, directing investments to locations where they deliver the greatest mobility, reliability, and economic benefits.

  At the same time, the network must continue to provide reliable access for those who need to drive and support goods movement to and from the Township. To accommodate projected growth within physical and operational constraints, the Township will plan corridors based on people-moving capacity and introduce attractive alternatives to driving, including transit and active transportation. Given competing demands for space within the right-of-way, projects have been carefully selected and designed to balance vehicle movement, goods movement, transit reliability, and active transportation needs.

  The road network improvement projects, including projects identified on MOTT roads, are shown in **Figure 16** and summarized in **Table 2** were shortlisted using the following approach.
  - Using future traffic forecasts and growth projections to identify priority arterial and collector corridors where targeted improvements provide the greatest network and reliability benefits.
  - Focusing roadway investments on critical connections, missing links, safety improvements, and goods movement corridors rather than broad-based capacity expansion.
  - Preserving reliable driving conditions where it's most needed, particularly for commercial vehicles, limit impacts on agricultural land, and access to employment and industrial areas.
  - Planning and designing arterial and collector corridors using a people-moving lens, integrating transit and active transportation facilities within constrained right-of-way.

  It is important to note that each of these projects will be reviewed in more detail to confirm feasibility and design details. In the case of the recommendations for 32 Avenue, 24 Avenue, and 16 Avenue east of 216 Street, it is not anticipated that all three of these corridors will be upgraded. Instead, a detailed follow up study will be required to review the options for an enhanced east/west connection in south Langley and determine which corridor, or combination of corridors, can be enhanced to address connectivity and congestion challenges in the area.

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Table 2: Summary of Proposed Road Projects

Location	Project Type	Description
96 Avenue *(between 204 Street and 216 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with left turn lanes at intersections along most of the corridor west of 210 Street. • Recommendation: Widen to four lanes with two travel lanes in each direction.
86 Avenue *(between 200 Street and 202 Street)*	Future Arterial Road Widening	• Existing: A four-lane arterial roadway between 200 Street and 201 Street, two-lane arterial roadway between 201 Street and 202 Street. • Recommendation: Provide two travel lanes in each direction for general purpose traffic. With the future implementation of the LHP BRT project, one lane in each direction may be converted to a bus only lane.
80 Avenue *(between 196 Street and 216 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with a few segments of the corridor with four-lanes. • Recommendation: Widen the remaining segments that are currently two travel lanes to four travel lanes, except for the section between 212 Street and 216 Street, which requires five travel lanes (two eastbound and three westbound) to accommodate higher westbound through volumes. Additional details are outlined in the Williams ESP.
72 Avenue/Crush Crescent *(between 202A Street and Glover Rd)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes with two lanes in each direction plus left turn lanes.
Willowbrook Drive/62 Avenue *(between Fraser Highway and 62 Avenue and 62 Avenue between Willowbrook Drive and 204 Street)*	Future Arterial Road Widening	• Existing: A four-lane arterial roadway with left turns lanes at all major intersections. • Recommendation: Widen to four travel lanes and two bus lanes between Fraser Highway and 200 Street (more details in the LHP BRT project). Widen to four travel lanes between 200 Street and 204 Street.
Fraser Highway *(between east of 232 Street and Highway 13, 271 Street and 276 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway with left turns lanes at all major intersections. • Recommendation: Widen existing roadways to 4 lanes with two travel lanes in each direction and maintain turn lanes. There are more details regarding the section between 271 Street and 276 Street in the Aldergrove Core Area ESP.
32 Avenue *(between 196 Street and 256 Street)*	Future Arterial Road Widening and Future New Arterial Road (between 196 Street and 212 Street) Future Rural Road	• Existing: A two-lane arterial roadway between 196 Street and 206 Street. • Recommendation: Widen to four travel lanes between 196 Street and 210 Street. Construct a new two-lane arterial roadway between 210 Street and 212 Street. More details regarding this project are outlined in the Brookswood/Fernridge ESP.

Location	Project Type	Description
	Improvement Corridor and Future New Rural Collector Road (between 212 and 256 Street)	East of 216 Street, a detailed study is needed to determine whether 32 Avenue or 24 Avenue can provide the most feasible east-west connection if 16 Avenue can't be widened to four lanes. If that is the case, either 24 or 32 Avenue would be required to provide extra capacity and enhance network connectivity.
24 Avenue *(between 196 Street and Highway 13)*	Future Arterial Road Widening (between 196 and 208 Street) Future Rural Road Improvement Corridor and Future New Rural Collector Road (between 208 Street and Highway 13)	• Existing; A two-lane arterial roadway. • Recommendation: Widen to four travel lanes between 196 Street and 208 Street. More details about this project can be found in the Brookswood/Fernridge ESP. East of 208 Street, a detailed study is needed to determine whether 32 Avenue or 24 Avenue can provide the most feasible east-west connection if 16 Avenue can't be widened to four lanes. If that is the case, either 24 or 32 Avenue would be required to provide extra capacity and enhance network connectivity.
16 Avenue *(between 196 Street and 276 Street)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes between 196 Street and 276 Street. More details regarding the widening between 196 Street and 216 Street can be found in the Brookswood/Fernridge ESP.
200 Street *(between 16 Avenue and 36 Avenue, Willowbrook Drive and 86 Avenue)*	Future Arterial Road Widening	• Existing: Two-lane arterial roadway. • Recommendation: Widen to four travel lanes between 16 Avenue and 36 Avenue. More details about this project can be found in the Brookswood/Fernridge ESP. Between Willowbrook Drive and 64 Avenue, widen to six travel lanes and two bus lanes. Between 64 Avenue and 70 Avenue, widen to four travel lanes and two bus lanes. Between 70 Avenue and 72 Avenue widen to six travel lanes and two bus lanes, between 72 Avenue and 82 Avenue, widen to four travel lanes and two bus lanes, between 82 Avenue and 86 Avenue widen to six travel lanes and two bus lanes. More details about this section of 200 Street can be found in the planning work underway for the LHP BRT project.
196 Street *(between Willowbrook Drive and 72 Avenue)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes with two lanes in each direction plus turn lanes.
200/202A/202B/203 Street *(between Willowbrook Drive and 86 Avenue)*	Future Arterial Road Widening and Future New Arterial Road	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes with two lanes in each direction plus turn lanes.

Location	Project Type	Description
208 Street *(between 16 Avenue and 45A Avenue, between 72 Avenue and 83 Avenue)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes between 16 Avenue and 45A Avenue(more details in Brookswood/Fernridge ESP), widen to four travel lanes between 72 Avenue and 83 Avenue, except from 70 Avenue to 76 Avenue which will be widened to six travel lanes.
212 Street / 212 Connector *(between 80 Avenue and 208 Street)*	Future Arterial Road Widening and Future New Arterial Road	• Existing: N/A (new road) • Recommendation: Construct a new four-lane arterial road. This project is part of the 212 Connector Project with work already underway.
216 Street *(between 80 Avenue and Glover Road, between Glover Road and Fraser Highway)*	Future Arterial Road Widening	• Existing: A two-lane arterial roadway. • Recommendation: Widen to four travel lanes plus turn lanes.
202/203 Street *(between 86 Avenue and 88 Avenue)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to two general purpose travel lanes and two dedicated bus lanes as part of the LHP BRT project
Glover Road (Hwy 10) *(between 64 Avenue and Highway 10)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes.
Highway 10 *(between Glover Road and Highway 1)*	Explore Road Improvement Options with the Province	• Existing: A two-lane arterial roadway. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes with a future overpass.
Highway 13 *(between 28 Avenue and 33 Avenue)*	Explore Road Improvement Options with the Province	• Existing: A two-lane highway with left turn lanes at major intersections. • Recommendation: Collaborate with the Province to assess the feasibility of expanding to four lanes.

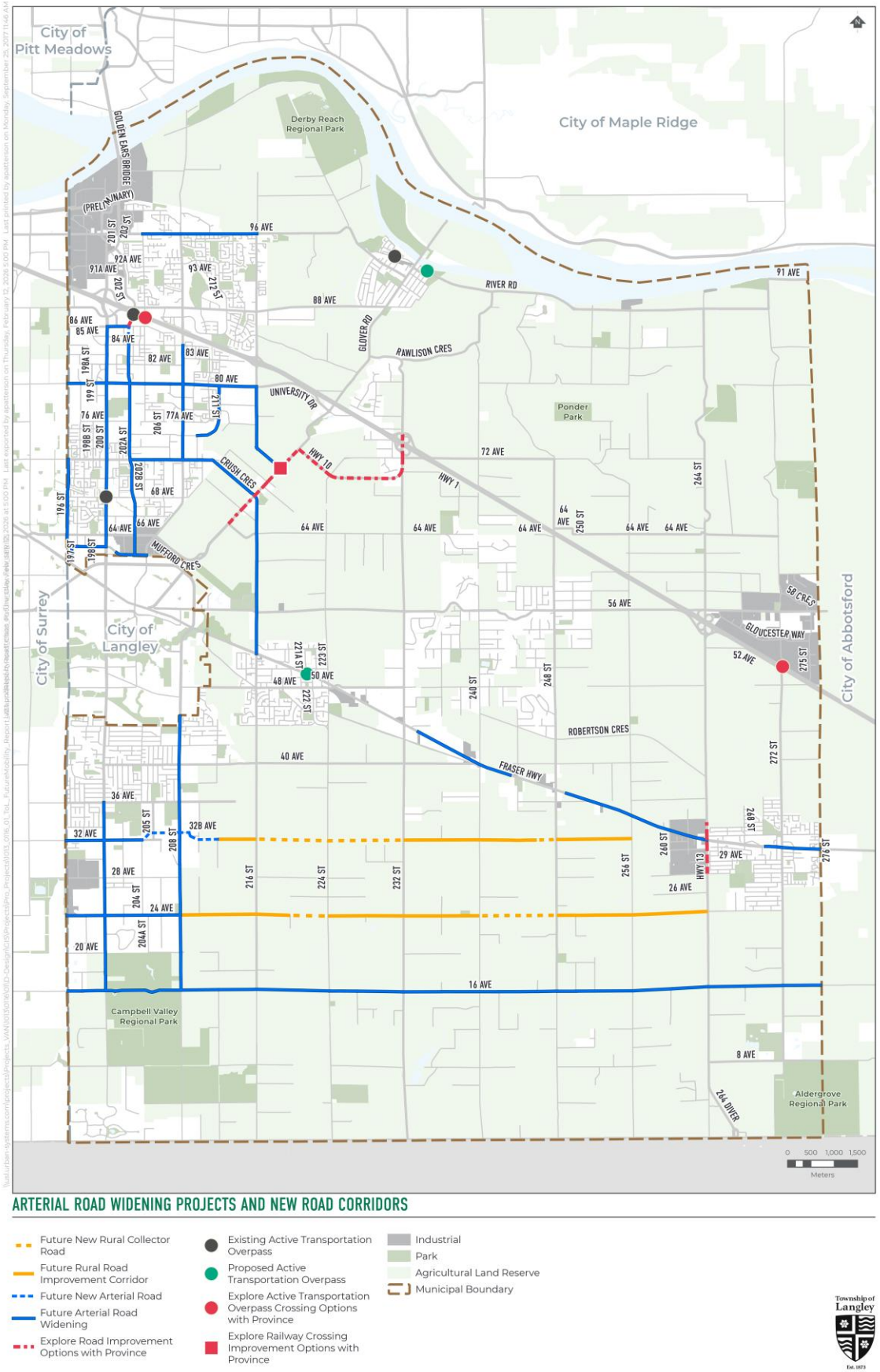


Figure 16: Proposed Road Widening Projects and New Road Corridors

- **Action D1.3: Work with the BC Ministry of Transportation and Transit to explore road improvement options on roads under their jurisdiction.**
  As identified in **Figure 16**, sections of Highway 13, Highway 10, and 202 Street have been identified as opportunities to explore road improvement options with the province. Additionally, the long-term cycling and micromobility network map also identifies projects on roads under provincial jurisdiction.

  The improvements proposed along 202 Street between 86 Avenue and 88 Avenue are associated with the implementation of the LHP BRT and providing additional bus lane and intersection improvements at Carvolth Exchange.

  Potential improvements along Highway 13 and Highway 10 may include exploring opportunities to widen existing roadways and intersection improvements, including considering opportunities for grade separation. The Township will work with MOTT to initiate a study reviewing the feasibility and benefits associated with improvements on Highway 13 and Highway 10. The study will highlight that the travel demand on these corridors cannot be accommodated by improvements on the Township's road network alone.

- **Action D1.4: Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.**
  While the Township continues to advance roadway improvement projects under **Action D1.2** to enhance mobility on arterial and collector roads, it is important that these investments are supported by ongoing performance monitoring and a broader people-moving perspective. Regular monitoring of motor vehicle delays and corridor performance will help the Township understand where roadway capacity improvements are effective and where congestion persists due to underlying network constraints.

  At the same time, the Township should monitor the network to identify opportunities to increase overall corridor capacity through targeted investments in transit reliability and active transportation, rather than relying solely on additional vehicle capacity. By evaluating roadway performance in terms of people-moving efficiency and working collaboratively with TransLink and BC Transit, the Township can prioritize lower-cost, high-impact solutions such as transit priority measures and active transportation improvements that improve reliability, support mode shift, and make more efficient use of limited road space. In support of this action, the Township will consider the following next steps.
  - Implement a recurring program to monitor motor vehicle delays, travel times, and reliability on key arterial corridors.
  - Access roadway capacity using a people-moving lens, identifying corridors where transit or active transportation could carry a greater share of trips.
  - Consider undertaking a comprehensive examination of the practical applications for Intelligent Transportation Systems (ITS) in the Township, which could include the provision of real time information to drivers, dynamic corridor signal coordination, transit signal prioritization, as well as future oriented applications such as vehicle to infrastructure technology.
    ITS technology is relatively new, it creates a communication link between the various vehicles and road systems including traffic signals, transit vehicles, and all other road users providing drivers (and autonomous vehicles in the future) with advance warning about changing or upcoming travel conditions.
  - Coordinate with TransLink and BC Transit to identify and advance targeted transit reliability measures, such as transit signal priority, queue jumps, or curbside bus lanes (**Action T2.2)**.

- Evaluating and implementing active transportation improvements as capacity solutions, particularly in corridors with short to medium-length trips and strong transit connections (**Action C1.1**).
- Using the monitoring results to inform capital planning and prioritizing investments that improve reliability, increase people-moving capacity, and align with long-term mobility objectives.

- **Action D1.5: Implement the recommendations of the 2016 Township Wide Parking Study and Bylaw Review to manage curb space.**
  The 2026 Township Wide Parking Study and Bylaw Review includes a review of how curbside space is used and managed in the Township. While curbside space has traditionally been dedicated primarily to on-street parking, increasing competition from diverse activities such as short-term loading, passenger pick-up and drop-off, deliveries, accessibility needs, micromobility, and active transportation has significantly altered how the curb functions. As a result, there is a growing need to consider both short- and long-term parking within the broader context of competing curbside demands. As such, Township will work towards implementing the following curbside management recommendations.
  - Continue to prohibit on-street parking for new arterial road construction.
  - Develop and adopt a comprehensive curbside management strategy to support decision-making around curb use.
  - Create, reallocate, or optimize existing curb space to better meet diverse demands beyond long-term parking.
  - Implement informal and lighter-touch on-street parking management methods before introducing more formalized tools like pay parking or resident permit parking.
  - Follow a data-driven approach supported by community engagement to identify the need for pay parking system and Resident Permit Parking program before implementation.
  - Adopt standardized on-street space design (signage, access ramp adjacency), which align with a broader Accessibility Strategy under BC's Accessibility Act.
  - Continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while considering the introducing on-street charging facilities in limited areas.
  - Establish a formal application procedure and policy for businesses to request on-street accessible parking spaces.
  - Establish a curbside loading policy framework that outlines when and where on-street loading zones can be designated.
  - Introduce time-limited and time-of-day loading zones to balance competing curbside uses in commercial areas.
  - Explore the implementation of a smart parking reservation system to allow trucks, passenger vehicles, on-demand delivery, or ride hailing vehicles to find and reserve available on-street parking spaces.
  - Expand Automated License Plate Recognition (ALPR) capabilities and available resources for monitoring parking occupancy in addition to enforcement.
  - Develop a Parking Data Management System to support coordinated monitoring, enforcement, and policy decision-making.
  - Introduce targeted enforcement scheduling.

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D2 – Facilitate the efficient and safe movement of goods and services.

Goods movement is a crucial component of the regional and municipal transportation network in the Township, Metro Vancouver, and the Fraser Valley. Goods movement, or freight, is broadly defined as the wide array of activities involved in transporting goods (primary, intermediate, or finished) from producer/supplier to consumer. Goods movement can be accommodated by road, rail, or water. The Township has jurisdiction over designating truck routes in the community and while the Township has rail goods movement facilities, these are not under municipal jurisdiction; however, the Township can continue to work with partners to monitor impacts and advocate for Township residents and road users.

This includes updating the Township's designated truck route network, working with agency partners to monitor the impact of rail freight on the Township's transportation network, and exploring the feasibility of using smaller goods movement vehicles in urban areas.

- **Action D2.1: Update and confirm the Township's truck routes.**
  Goods movement is an important component of a thriving economy as it allows businesses and residents to receive goods. The Township has a rapidly growing population, and to ensure Township's business community continues to thrive, the Township will update its truck routes to promote a more reliable, efficient network by:
    - ensuring alignment with neighbouring municipalities.
    - considering Highway 1 upgrades and interchanges.
    - incorporating the recommendations of the North Langley Truck Route Study which studied truck routing in the Fort Langley area.
    - reduce redundancy.

  It is important to note, any changes to the truck route network would require an amendment to the Township's Highway and Traffic and Council approval (beyond endorsement of the TMS). Additionally, the removal of truck routes will require approval by TransLink. Intersection and geometric design improvements will be required along proposed truck routes.

  Figure 17 illustrates the proposed changes to the Township's designated truck route network. The proposed changes are summarized in **Table 3**.

  Other corridors that were explored and not included at this time, but may be considered in future iterations of the Township's truck route network and when the TMS is updated include:
    - 216 Street between Highway 1 and 88 Avenue
    - A north south route between 80 Avenue and 64 Avenue using the 212 Street Connector, 208 Street, and Willowbrook Connector.

  The Township will continue to monitor truck traffic and the truck route network in the municipality. The Township will also monitor how the implementation of planned road projects including the 216 Street Complete Street Project and the implementation of the 212 Street Connector impact travel patterns in these areas and use this information when considering future truck routes.

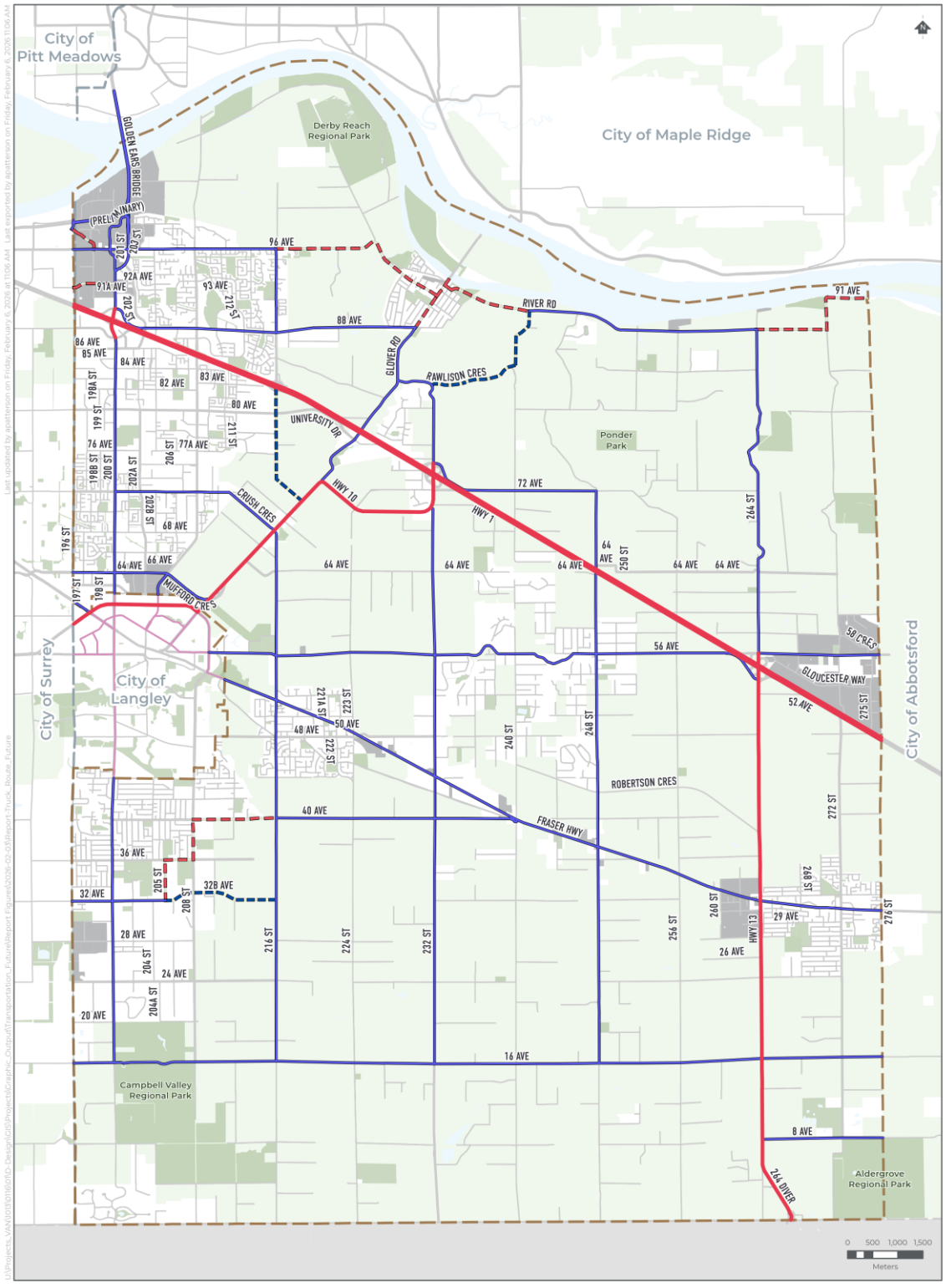


Figure 17: Truck Routes

Table 3: Proposed Truck Route Changes

Location	Proposed Change (Subject to Approval)	Rationale	Notes
Telegraph Trail (between 196 Street and 96 Avenue)	Potential Removal	• Local access only • Parallel truck routes are available	
92 Avenue (between 200 Street and City of Surrey)	Potential Removal	• Does not connect to a truck route in Surrey • Parallel truck routes are available	
96 Avenue (between 216 Street and Glover Road)	Potential Removal	• As identified in the North Langley Truck Route Study • Bypasses the Fort Langley historic and residential area	Subject to improvements identified in the North Langley Truck Route Study
Glover Road (between 88 Avenue and Jacob Haldi Bridge)			
Mavis Avenue/River Road (between Glover Road and 240 Street)			
Rawlison Crescent and 240 Street (between 232 Street and River Road)	Potential Addition	• As identified in the North Langley Truck Route Study • Provides an alternative to Glover Road and bypasses Fort Langley historic and residential area	Geometric design improvements required on Rawlison Crescent and 240 Street
216 Street (between Highway 10 and Highway 1)	Potential Addition	• As identified in the Williams Neighbourhood Plan • Provides a connection between two highway corridors and utilizes the Highway 1 interchange	
88 Avenue/272 Street/River Road (between 264 Street and City of Abbotsford)	Potential Removal	• Does not connect to a truck route in Abbotsford • As identified in the North Langley Truck Route Study	
32 Avenue (between 205 Street and 216 Street)	Potential Addition	• Aligns with the Brookswood/Fernridge ESP • Provides a more direct connection	Requires 32 Avenue extension
205 Street/36 Avenue/208 Street/40 Avenue (between 32 Avenue to 216 Street)	Potential Removal	• Aligns with the Brookswood/Fernridge ESP	Subject to future 32 Avenue extension

- **Action D2.2: Create a Dangerous Goods Route Network.**
  Dangerous goods include a wide range of materials that meet the daily needs of residents and businesses. These goods move in a range of vehicle types, including heavy trucks, light trucks and vans, and cars. Dangerous goods can include flammable liquids (like gasoline intended for retail sale), liquified or compressed gases, corrosive substances (including batteries), or materials destined for laboratories and hospitals (e.g. radioactive or toxic/infectious substances). Provincial Highways such as Highway 1, Highway 10 and Highway 13 are dangerous goods routes.

  Within Metro Vancouver, TransLink has the authority to designate routes and times of travel on the MRN for motor vehicles transporting dangerous goods, subject to municipal consent. TransLink also has the authority to prohibit the movement of dangerous goods in motor vehicles on portions of the MRN or for certain times of travel. At the time the TMS was completed, TransLink was collaborating with municipal and provincial partners to develop a Dangerous Goods Route network along the MRN for the region, which will identify routes for the travel of dangerous goods by motor vehicle in Township. It is the responsibility of each municipality to identify dangerous goods routes that are on non-MRN roads. In the absence of a municipal dangerous goods route, all designated truck routes allow for the movement of dangerous goods. A municipal dangerous goods route designation would allow for restricting dangerous goods to specific routes.

  In support of this action and building on the work completed by TransLink to identify dangerous goods routes on the MRN, the Township will take the following steps.
  - Continue to work with TransLink to confirm dangerous goods routes on the MRN within the Township.
  - Use a similar methodology to explore if any additional non-MRN roads will be added to the dangerous goods route. Any additions would need to be studied in detail and approved by Mayor and Council before being added to the network.

  It is important to note, vehicles carrying dangerous goods must travel along the dangerous goods route network until it is no longer practical to do so to reach their destination. Once they leave the dangerous goods route network, they are encouraged to travel on the highest classification of road and then exit at the closest point to reach their destination.

- **Action D2.3: Continue to work with TransLink to harmonize truck permitting and regulations.**
  TransLink has been leading the development of new regional trucking standards that are intended to streamline the permitting process for commercial traffic supporting the movement of goods in Metro Vancouver. Through TransLink's Commercial Vehicle Working Group the Township will continue to work to participate in discussions to harmonize truck permitting and regulations within the region and advocate for the Township's position within discussions.

- **Action D2.4: Explore opportunities to encourage the use of smaller goods movement vehicles in urban areas and community hubs.**
  Areas of the Township, particularly urban areas and community hubs, are moving towards denser and more compact land uses. With increasing pressure on the curbside space and larger vehicles, the Township can look for opportunities to encourage smaller and lower-emission goods movement vehicles, including smaller trucks and delivery vehicles and cargo e-bikes. The Township will explore opportunities to encourage the smaller goods movement vehicles in urban areas of the Township.

- **Action D2.5: Advocate for and implement trucking safety and operational improvements based on provincial, regional, and municipal studies and guidelines.**
  Safety standards for commercial vehicles and drivers are set at the national level and enforced by the Commercial Vehicle Safety and Enforcement in B.C. The Township will advocate for the implementation of safety and operational improvements including vehicle features such as side guards and enhanced enforcement of standards and regulations in the Township.

  Additionally, the Township will continue to explore commercial truck parking options. This includes reviewing the results of the pilot program to permit truck parking in the Gloucester industrial area and the temporary use permit for commercial truck parking facilities and providing updated recommendations. Additional study will likely be required to confirm recommendations.

- **Action D2.6: Monitor the impact of rail freight on the Township's transportation network.**
  Canadian National, Canadian Pacific Kansas City, and Southern Rail own rail lines that travel within the Township. The Roberts Bank Rail Corridor (RBRC) is an important 70 km stretch of rail network connecting Canada's largest container facility and a major coal terminal at Roberts Bank with the North American rail network. It carries increasing volumes of international freight, particularly containerized freight, through many communities including the Township.

  The Roberts Bank Trade Area Study explored opportunities to upgrade existing at-grade rail crossings, implement grade separated crossings, and implement road corridor improvements in the Township. In support of this action, the Township will continue to monitor the impact of rail freight on the Township's transportation network and advocate for and work with agency partners to upgrade rail crossings. This includes projects along Highway 10/Glover Road identified in the Roberts Bank Trade Area Study, such as a railway overpass in the vicinity of 216 Street, the closure of some existing rail crossings and new road connections to facilitate those rail crossing closures.

D3 – Support and coordinate the 'electrification' of travel and new mobility.

Metro Vancouver's Climate 2050 Strategic Framework estimates that 31% of greenhouse gas emissions in the region are a result of cars and trucks. Moving towards higher adoption of zero emissions vehicles, including electric passenger cars and trucks, is an important component of achieving the Township's Climate Action Strategy, TMS goals, and the recommendations of the Township's Low Carbon Mobility Plan. This strategy builds off the existing guidance included within these documents. As technology changes and actions are implemented the Township will update actions and next steps.

- **Action D3.1: Advocate for a study to plan for and regulate new transportation technologies.**
  New technologies, including connected and autonomous vehicles include a range of self-driving or partially automated vehicles that are connected to infrastructure and each other. Research completed for TransLink's Transport 2050 suggests that Level 4 automation (high automation where a vehicle can drive itself without supervision, in certain conditions like well-mapped urban environments) is likely to be available by 2030 and widespread by 2050.

  This will bring challenges as the region adapts to a mixed fleet of privately owned vehicles with different degrees of automation. A regional approach to regulating and responding to automation will create consistency across different road jurisdictions and across municipal boundaries, improving compliance and allowing for shared approaches to technology and other tools.

The Township will work with regional partners to proactively regulate and respond to the arrival of Autonomous Vehicles. Regional efforts are expected to include continued study and research, allowing for an ongoing evolution of the regional response.

- **Action D3.2: Work with developers and service providers to implement car share in the Township.** Car share companies and cooperatives provide a valuable service to residents and may allow some households to own fewer vehicles. These companies typically locate in areas where their vehicles will be well used, including in denser, mixed-use areas. There are Township and regional plans and initiatives that call for providing more car share services and providing parking and access to EV charging for car share vehicles.

  In support of this action, the Township will work with car share organizations and developers to eliminate the current barriers to extending services into the municipality. Typical barriers include population density (number of potential members and demand for service), and designated parking locations. Additionally, the Township will implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review which include updating the Zoning Bylaw to provide car share parking spaces (with dedicated electric vehicle charging options), optimizing curb space to provide car share parking, and cash-in-lieu payment options to support car share.

  Types of Car Share Models

  Car-sharing can play an important role in a sustainable transportation system, and can take a few different forms:
  - One-way/free-floating fleets that allow pick-up and drop-off at different locations (e.g. car2go; Evo)
  - Two-way/station-based fleets that require vehicle pick-up and drop-off at the same location (e.g. ZipCar; Modo)
  - Peer-to-peer fleets that allow car sharing between individual owners (e.g. Turo)

  Source: Township's Low Carbon Mobility Plan

- **Action D3.3: Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.**
  As described in the Township's Low Carbon Mobility Plan, electrifying Township vehicles and equipment is a key opportunity to lead in the transition to electric mobility, reduce corporate GHG emissions, and improve local air and noise pollution. The plan notes that adopting Electric Vehicles (EVs) into the Township's vehicle fleet will require adequate fleet charging infrastructure at Township facilities. As more and larger vehicles electrify, electrical upgrades to facilities may be required, which can present a challenge to cost-effectively transition to EVs.

  In addition to its fleet, the Township can also show leadership by providing "at work" charging for its employees. The Township has installed some EV chargers at both the Civic Facility and the Operations Yard. "At-work" charging is important to encourage drivers to make the switch to EVs – particularly for those with longer commutes or who may not have access to "at-home" charging. Providing Township

employees “at-work” charging will support overall EV adoption across the community, while showcasing EV friendly strategies to other Township employers and businesses.

In support of this action, the Township will continue to explore the feasibility of implementing the recommendations outlined in the Low Carbon Mobility Plan specific to the Township’s fleet as well as advocating for EV leadership from other levels of government and agencies.

- **Action D3.4: Install more EV charging infrastructure.**
  The Township can explore opportunities to encourage the implementation of more EV charging infrastructure that can be found in private and public spaces. Access to EV charging infrastructure is one of the most important factors that influence the decision to choose an EV. The Township’s Low Carbon Mobility Plan and 2026 Township Wide Parking Study and Bylaw Review outline several actions that focus on implementing more EV charging infrastructure including updating the Township’s Zoning Bylaw to require:
    - electric vehicle charging infrastructure in non-residential uses, including both energized electrical outlets and charging stations.
    - all accessible and shared vehicle parking spaces are provided with an energized outlet capable of Level 2 charging.
    - a proportion of visitor parking spaces in residential uses include an energized outlet capable of Level 2 charging.

  Additionally, the Township will continue to provide electric vehicle charging infrastructure exclusively in off-street public and private lots while introducing on-street charging facilities in some areas. The Township can monitor their EV adoption trends and consider introducing on-street public charging facilities in areas with limited opportunity to provide off-street EV charging infrastructure.

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5 Implementation Plan

The strategies and actions included in the TMS will be carried out by the Township over the next 25 years and beyond. To implement the actions as described, the Township will need to increase funding for transportation related projects and secure new and additional sources of funding through local, provincial, and federal partnerships. The Township must also increase staff resources to manage and implement the recommendations of the TMS and RSS. As noted throughout the TMS, the Township will also partner with the private sector, leveraging development to achieve shared objectives for a safe, connected, reliable, and effective transportation system. This chapter provides a framework for advancing the actions, including a phasing strategy for advancing specific transportation infrastructure improvements. The phasing strategy identifies recommended improvements over the short-term (0 – 10 years), medium term (10 – 20 years), and long term (beyond 20 years).

5.1 Implementation Plan Principles

Recognizing that the implementation plan will take significant financial investment and resources over the next 25 years and beyond, there is a need to identify priorities over the short-term, medium-term, and long-term. The implementation plan was developed based on the following guiding principles:

- **The TMS is one step towards implementing the vision for transportation in the Township, but it is just the beginning.** The strategies and actions in the TMS are intended to lay the foundation for implementation over the long term. It is important to recognize that implementation will require significant investment and resources, as well as a shift in priorities to meet the vision, goals, and targets of the TMS. The TMS includes significant investments in new transportation infrastructure, upgrades to existing infrastructure, ongoing maintenance of existing and new facilities, resources for the development of policies and studies (including hiring consultants), funding for new programming and education campaigns, and staff resources. It will require ongoing support from different Township departments and municipal partners, along with sustained investment in all transportation modes.
- **The TMS is a flexible and living document.** For each long-term network, there is some level of flexibility for the specific locations and corridors that are recommended. The TMS presents recommendations based on community input and technical analysis; however, the Township will need to review the feasibility and desirability of each infrastructure project. The Township will continue to refine the recommendations outlined in the TMS through follow-up planning and design studies, including Engineering Servicing Plans, along with Neighbourhood and Community

Integrating an Equity Lens into Planning and Implementation

Equity means striving for a just, free, and fair society where all people have access to opportunities and resources to live a healthy and meaningful life. Addressing structural inequities and ensuring communities are healthy, vibrant, diverse, and inclusive requires prioritizing groups who are underserved and face barriers to participating equally in society – including their access to safe, convenient, and affordable transportation. Applying an intersectional and inclusive equity lens means striving to recognize and mitigate these factors through planning.

An equity lens was applied throughout the TMS and in the implementation plan, where neighbourhood demographics that consider the presence of seniors, youth, and low-income households was used to prioritize pedestrian, cycling, and transit infrastructure needs. Focusing improvements in areas that serve seniors, youth, and low-income populations can make the Township's investments more effective.

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Plans that will further advance the strategies and projects identified. As this TMS is a long-term, strategic document, it is anticipated that additional projects will emerge over time to reflect changing priorities.

- **The Township should monitor, review, and update the TMS on a regular basis, as needed.** As the Township continues to work towards the actions of the TMS, a monitoring and reporting strategy will be needed to measure and communicate progress towards achieving the vision, goals, and targets. Reporting back on the indicators identified in the Monitoring Plan outlined in this document is one of the ways the Township can report on progress made in implementing the TMS.
- **The Township will engage in further public consultation to implement the recommendations included in the TMS.** Many of the initiatives require more detailed input and technical work. The Township should work closely with partners, residents and interest groups to move forward with priorities in the TMS.
- **The Township will confirm the short-term investments and incorporate them into the Township's 5-year Financial Plan.** Following the endorsement of the TMS, Township staff will report to Council to obtain approval of allocated resources and funding for the short-term strategies beginning in the 2027 budget and beyond. This will include additional staff (one in 2027 and two additional in 2028) and resources such as funding for consultant studies and capital funding for improvements. There will also be an annual review as part of the financial planning and municipal budgeting process, with a full review of the TMS recommended every five to ten years.

5.2 Overall TMS Capital Costs

Conceptual order-of-magnitude cost estimates were developed for each of the capital investments identified in the plan to provide a sense of the potential overall future levels of transportation investment for the Township in current (2026) dollars. These order-of-magnitude costs are for comparative and discussion purposes only and are based on a conceptual level of effort that did not involve any design work. The cost estimates are based on typical unit costs and recent pricing in the Township and elsewhere in the region. These estimates may not include property acquisition, utility works, or environmental impacts and compensation costs. Additionally, projects on roads and structures under MOTT jurisdiction have not been included in the cost estimates. The cost estimates have been provided to identify the relative cost for planning purposes but should be refined based on further design work for budgeting purposes. Actual costs for implementation could vary significantly for each initiative as costs change over time and are typically not used for project budgeting purposes. In addition, possible contributions from other agencies and the private sector are not possible to estimate.

The level of investment required to implement the major road projects, cycling and micromobility network, fill the pedestrian network gaps, and implement bus stops on future FTN routes is estimated to be in the range of **$1,885 million** over the next 30 years, as summarized in **Table 4**. Over a 30-year period, this is approximately $62.8 million a year. It should be noted that these cost estimates exclude major costs associated with items such as property costs, environmental mitigation costs, utility relocations, and green infrastructure.

Table 4: Estimated Level of Investments for Capital Improvements

Improvement Type	Level of Investment
Road Network Improvements*	$905M
Cycling and Micromobility Network	$870M
Future Transit Network**	$10M
Pedestrian Network Projects	$100M
Total	**$1,885M**

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

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

Given the significant costs, it is necessary to prioritize initiatives and invest in a focused manner. The implementation plan in this section outlines how capital projects have been prioritized for implementation.

It is important to note that additional study and planning will be required to develop investment programs for filling in gaps in the sidewalk networking and upgrading existing infrastructure, including cycling routes, sidewalks, and existing bus stops, which are discussed in more detail below.

5.3 Infrastructure Improvement Priorities

The transportation improvements identified in the previous sections of the TMS will be implemented in phases over the next 25 years. Based on this approach to phasing, projects were identified for roads and cycling and micromobility to be implemented over the short-term, medium-term, and long-term.

The phasing approach in this section is intended to aid the Township in its future decision-making and capital budget planning. However, it should be noted that there are number of factors that will continually shape and influence the ultimate development of the Township's transportation system over time. Although the implementation of the TMS may be affected by unforeseen changes, the general direction and balance of investments in the transportation system should not be significantly altered. In addition, the priorities are intended to be flexible and can be adjusted based on changing circumstances. For example, in some cases, an initiative with a lower priority may be implemented prior to a one with a higher score if an opportunity presents itself (i.e. as redevelopment or grant opportunities arise). Conversely, a project with a higher priority may be implemented later than one with a lower priority if the costs are prohibitive and if cost-sharing opportunities are not available.

The approach to identifying the timeline for implementing infrastructure projects was based on the following considerations:

- network need (addressing existing and future safety and reliability issues)
- access to community destinations (parks, population density, commercial/retail, employment, schools, transit stops and exchanges, community centres, etc.)
- opportunities to fill gaps in the network
- feasibility (including available rights-of-way and costs)
- piggyback potential with other planned infrastructure projects

Road Network Projects

Road network projects include new arterial and rural roads and road widening projects intended to complete and enhance mobility within the Township. Each of these projects also include enhancements to active transportation facilities including sidewalks and/or multi-use pathways and in some cases protected bicycle lanes or cycle tracks. **Figure 18** presents the phasing plan for the proposed road network. Additionally, cost estimates related to upgrading intersections, which includes installing traffic signals and roundabouts, in addition to geometric changes, have also been included under the road network projects. These were incorporated based on work and projects identified through the Township's Development Cost Charges Bylaw update.

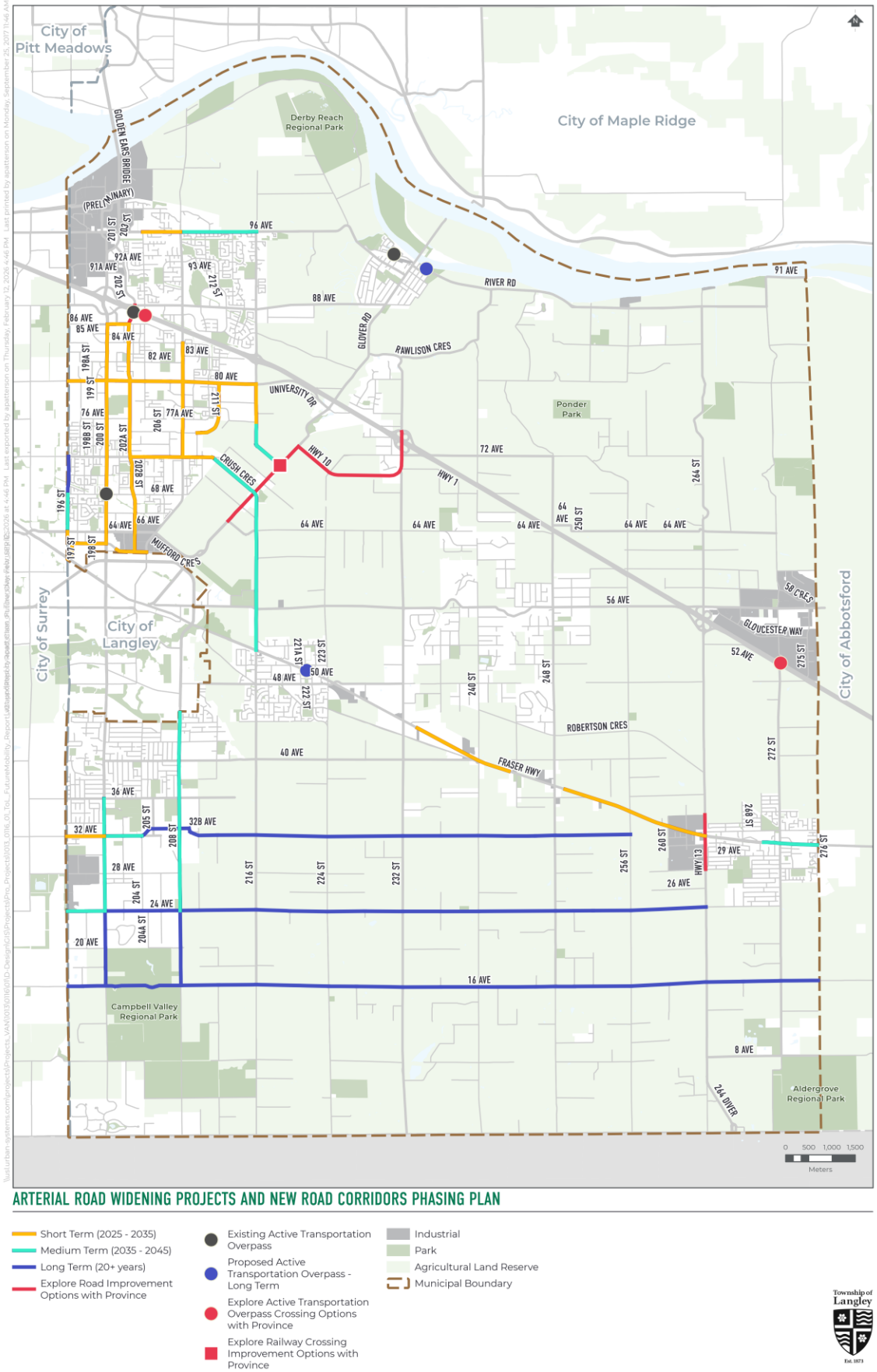
The total long-term cost for the road improvements is **$905 million**. In the short-term, the Township will predominantly focus on completing and enhancing the road network in the Willowbrook and Willoughby communities, and along Fraser Highway. The Willowbrook and Willoughby communities are expected to see the highest levels of development and population and employment growth over the next ten years. Over the medium-term, enhancements in Brookswood, Fernridge, and Aldergrove are anticipated, along with enhancing connections to Highway corridors. The longer-term projects focus on enhancing east/west connectivity in the Township. **Table 5** presents the anticipated level of investment by phase.

In the short-term, the Township will continue work with the Province (MOTT) to explore road improvement options on the roads within the Township that are under the Province's jurisdiction.

Table 5: Road Network Project Level of Investment by Phase

Road Network Projects	Anticipated Level of Investment
Short-term	$340M
Medium-term	$325M
Long-term	$240M
Total	**$905M**

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ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass - Long Term
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Figure 18: Arterial Road Widening Projects and New Road Corridors Phasing Plan

Cycling and Micromobility Projects

The long-term cycling and micromobility network was developed to enhance network connectivity, safety, and comfort for people traveling within the Township by bike or other types of micromobility devices. It is important to note that in many cases, the potential facility type along these corridors will include a multi-use pathway which can also fill gaps in the pedestrian network. **Figure 19** presents the phasing plan for the proposed cycling and micromobility network.

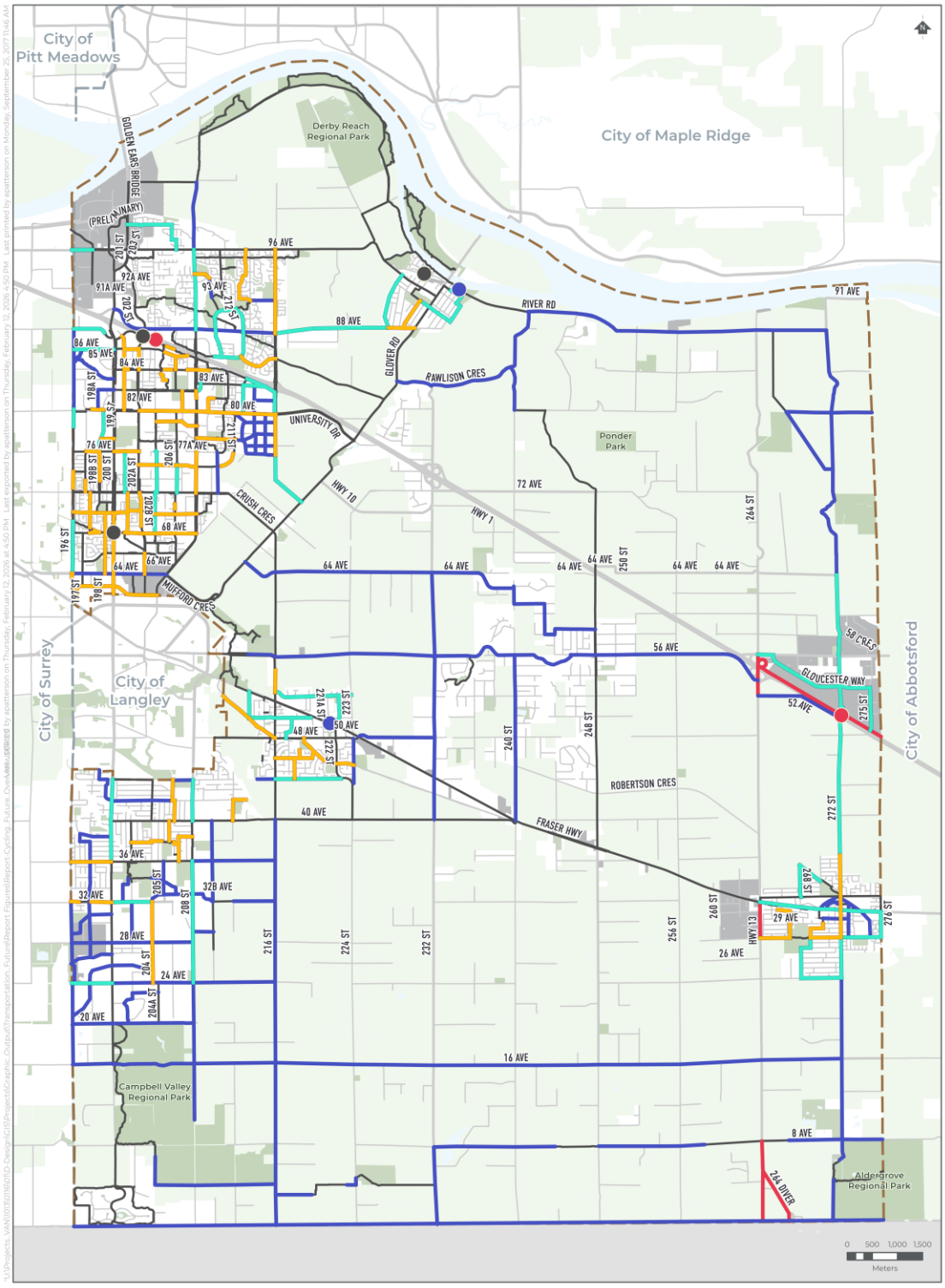
The total long-term cost for the cycling and micromobility network over the long-term is **$870 million**. In the short and medium-term, the Township will focus on filling in gaps in the cycling and micromobility network within community hubs and urban areas. This includes gaps that can be implemented through development and Township led capital projects. Alternatively, a temporary interim facility may be implemented using Quick-build treatments, where feasible. The longer-term projects focus more on connecting community hubs and enhancing recreational routes. **Table 6** presents the anticipated level of investment by phase for cycling and micromobility network projects.

It is important to note that the Township will also develop an investment program focused on upgrading existing cycling and micromobility routes that do not meet current design standards, where feasible. This will ensure that the Township has a program to address routes that are not planned to be upgraded through planned road network improvements or through development projects. These upgrades are expected to cost **$180 million** and are assumed to be completed over the long-term.

Table 6: Cycling and Micromobility Network Level of Investment by Phase

Cycling and Micromobility Projects	Anticipated Level of Investment
Short-term	$165M
Medium-term	$150M
Long-term	$375M
Upgrades (long-term)	$180M
Total	**$870M**

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LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass - Long Term
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley

Figure 19: Long-term Cycling and Micromobility Network Phasing Plan

Transit Projects

The TMS emphasizes the need to work closely with TransLink and BC Transit to develop an updated transit network and improved service, including the implementation of SLS, LHP BRT, and Highway 1 bus on shoulder project. Additionally, the Township will work with TransLink to advocate for new FTN routes in the Township to support future demands and enhance access to rapid transit. As part of implementing these new routes TransLink will be responsible for implementing new bus stops, which should be delivered in a coordinated and phased manner consistent with TransLink's *Bus Infrastructure Design Guidelines*. The Township should work with TransLink to identify FTN corridors in advance of service implementation, assess existing stops, and prioritize upgrades or new stops to meet the standards, including accessible landing pads, shelters, seating, lighting, and clear pedestrian connections.

The estimated cost for constructing a new bus stop equipped with accessible landing pads, shelter, and seating along future FTN routes is approximately $60,000. **Table 7** below presents a summary of transit project costs, estimated at approximately **$10 million**, related to upgrading existing bus stops on the current FTN route (Route 503) and implementing new stops along proposed FTN corridors. It should be noted that bus stops along existing Route 501 are excluded from this estimate due to their overlap with the forthcoming LHP BRT. For the purpose of estimating the number of new stops required, it has been assumed that all future FTN corridors will include at least one bus stop every 400 metres.

Table 7: Transit Projects Level of Investment

Service Type	Anticipated Level of Investment
Existing FTN	$3M
Future FTN	$7M
Total	**$10M**

In terms of improvements that are within the Township's jurisdiction, the TMS calls for improving the transit user experience by providing enhanced bus stop amenities, such as shelters and benches. The Township will conduct regular updates to the inventory of existing bus stop amenities. Additionally, the Township will continue to work to provide benches, shelters, and lighting at bus stops where feasible, prioritizing stops with the highest boardings. Using this information, the Township will develop a list of bus stop amenity enhancement projects. The following unit costs can be used to estimate the overall cost of the investment program once an updated inventory is completed.

- Shelter addition - $30,000
- Landing pad addition - $20,000
- Benches addition - $5,000
- Lighting Addition - $5,000

These upgrade costs are standalone and exclude any additional required work. Where possible, upgrades should be coordinated with planned road, utility, and development projects to reduce costs and disruption. The Township should continue to leverage cost-sharing mechanisms to support the delivery of bus stop amenities on both existing and planned transit corridors.

The Township has agreements with private companies who provide and maintain shelters and benches at their own costs. Each year, the Township works with a shelter company to identify two to five bus locations for new bus shelters based on public requests and internal review. The Township reviews shelter designs proposed to

ensure that they meet the Township's and CMBC's standards. The Township also collaborates with a bench company to install benches at bus stops located within the road right-of-way. If the Township receives requests from residents to install a bench at a bus stop, the Township will look into the location and send an installation request to the bench company if needed.

The Township strives to install shelters and/or benches as requested, but there may be some locations where these amenities cannot be accommodated due to space constraints. Some constraints include inadequate road right-of-way, vegetation, fencing, and a lack of space on a standard bus pad without affecting wheelchair users. Over the short-term, it is anticipated that approximately $150,000 per year should be allocated to accessibility upgrades at the existing bus stops, delivered in partnership with CMBC. This funding level typically supports accessibility improvements at eight to ten bus stops per year, enhancing usability for all passengers, including those using wheelchairs and strollers.

Pedestrian Network Projects

For the pedestrian network, gaps and improvements were identified in the areas of the Township in most need of pedestrian network connectivity. These locations were identified based on:

- proximity to community hubs
- proximity to transit
- connections to schools
- proximity to destinations (parks, community facilities (libraries, recreation centres, etc.)
- areas with reported collisions involving a pedestrian

As part of any roadworks project or new development, pedestrian infrastructure improvements are included, additionally, many of the routes identified as part of the long-term cycling and micromobility network include multi-use path facilities that also fill a gap or provide an improvement in the pedestrian network. As a result, several identified pedestrian network projects will be filled through the road and cycling and micromobility projects identified above and through new development.

The estimated cost to address the gaps and improvements not included in the identified road improvements and cycling and micromobility projects and through new development estimated to be $100 million. As a next step to the TMS, the Township will develop a pedestrian facility implementation plan to address the remaining gaps where development is not anticipated in the next 5 years.

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5.4 Prioritizing Actions

This section groups and prioritizes each action identified under the themes of the TMS. Strategies for implementing each of the actions are outlined in **Table 8** to **Table 11** below. These tables provide guidance with respect to:

- **Status.** This column identifies if this action is new to the Township or an enhancement of an approach or work underway. In some cases, actions may be both with new elements and enhancements to the current approach.
- **Horizon.** This column identifies the timeframe for implementation for each action. These are broken down as: *short*, *medium*, *long*, and *all*. *All* refers to actions that are long-term in nature and have components that will be completed in all timeframes, short, medium, and long-term or are outside of the Township's jurisdiction.
- **Frequency.** This column helps to identify if the next steps identified for each action are considered a *one-time* project or initiative, *periodic* (as in something the Township will do on a reoccurring basis), and *ongoing*. Actions that are *ongoing* typically fall under the *all* category in terms of the horizon for implementation.
- **Method of Implementation.** This column identifies how each action will be implemented either as a capital project, study, investment program, and internal approach. Some actions will require multiple methods of implementation. Internal approach assumes that this would be a shift of internal processes, changing polices and approaches.
- **Responsibility.** This column suggests the lead and support responsibility for each action. Most actions require the Township to take the lead. This includes a variety of Township departments. There are several actions identified in the TMS that other organizations can support the Township to implement. These organizations include TransLink, MOTT, RCMP, and Fraser Health - to name a few.
- **Financial.** This column identifies the assumed order of magnitude capital cost for each action with a capital project or investment program identified as the method of implementation. The number of dollar signs indicates a high-level cost assumed for each action:
    - $$$$$ - $25 million+
    - $$$$ - $15 to 20 million
    - $$$ – $10 to 15 million
    - $$ – $5 to 10 million
    - $ – Less than $5 million

Implementation of the TMS will begin immediately and there are already several projects and initiatives underway.

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Table 8: Action Summary Table (Land Use Integration and Safety)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Land Use Integration									
LU1	Integrate land use and transportation planning.	**LU1.1:** Develop multi-modal transportation options in and between community hubs.	Enhanced	All	ongoing	internal approach	Township		
		LU1.2: Concentrate population and employment growth near future rapid and frequent transit routes, and within community hubs.	Enhanced	All	ongoing	internal approach	Township		
		LU1.3: Support the development of affordable residential housing in areas with access to existing and planned sustainable transportation options.	Enhanced	All	ongoing	internal approach	Township		
		LUI.4: Create safe, welcoming, and comfortable spaces that attract people and made the Township's streets an enjoyable place to be.	Enhanced	All	ongoing	investment program	Township		$$$
		LU1.5: When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided.	New	All	ongoing	investment program	Township		$$$
		LU1.6: Integrate high-quality landscaping and other green infrastructure in transportation projects to increase overall tree canopy coverage and natural aesthetics.	Enhanced	All	ongoing	internal approach	Township		
LU2	Align existing and future plans and strategies with the TMS.	**LU2.1:** Update existing and develop new Township of Langley planning and policy documents with the recommendations outlined in the TMS.	New and Enhanced	All	periodic	internal approach, study	Township		
		LU2.2: Advocate for TMS recommendations to be incorporated into external plans and strategies.	Enhanced	All	ongoing	internal approach	Township leads advocating for updates	Other agencies	
Safety									
S1	Refine and enhance the Township's safety road management system.	**S1.1:** Work with partners to develop a safety data management strategy and address gaps in the data available for the Township.	New	Short	periodic	internal approach, study	Township initiating conversations	ICBC, RCMP, Fraser Health, RoadSafetyBC, MOTT, and other partners	
		S1.2: Conduct regular network screening and safety reviews.	New and Enhanced	Medium	periodic	internal approach, study, capital project	Township	ICBC, RCMP, and other partners	$
		S1.3: Conduct planning and design stage road safety audits on major projects.	New and Enhanced	Medium	periodic	internal approach, study	Township	ICBC	
S2	Manage speeds on Township Streets.	**S2.1:** Update and implement the road cross sections and design standards included in the Subdivision and Development Servicing Bylaw.	Enhanced	Short	periodic	internal approach, study, capital project	Township		$$$
		S2.2: Pilot safe system speed limits.	New	Short	periodic	study, capital project	Township	RCMP, Fraser Health	$$$
		S2.3: Pilot slow streets.	New and Enhanced	Short	periodic	study, capital project	Township	RCMP, Fraser Health	$$$
		S2.4: Enhance speed enforcement.	New and Enhanced	Medium	periodic	internal approach, investment program	Township	ICBC, RCMP, MOTT	$$

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#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Safety									
S3	Enhance safety at urban intersections.	**S3.1:** Enhance left-turn treatments.	Enhanced	Short	periodic	study, investment program	Township		$$
		S3.2: Enhance right-turn treatments.	Enhanced	Medium	periodic	study, internal approach, investment program	Township	Emergency Services, BC Trucking Association, TransLink (Buses)	$$$
		S3.3: Expand intersection safety enforcement.	Enhanced	Medium	periodic	internal approach, study, investment program	Township, ICBC, MOTT		$$
S4	Enhance safety at rural intersections.	**S4.1:** Prepare a traffic control toolkit for rural intersections.	Enhanced	Medium	periodic	study, investment program	Township		$$$
		S4.2: Explore opportunities to implement roundabouts where feasible.	Enhanced	Short	periodic	study, internal approach, capital project	Township	ICBC, Fraser Health	$$$$
		S4.3: Implement access management and alternative designs.	Enhanced	Long	ongoing	study, internal approach	Township		
S5	Protect vulnerable road users.	**S5.1:** Provide leading pedestrian intervals.	Enhanced	Short	ongoing	study, internal approach	Township		
		S5.2: Provide protected intersections.	Enhanced	Short	periodic	study, capital project	Township		$$$$
		S5.3: Enhance motorcycle safety.	Enhanced	Medium	ongoing	internal approach, study	RCMP, ICBC, external organizations including motorcycling clubs	Township	
		S5.4: Encourage more transit use.	Enhanced	All	ongoing	internal approach	TransLink	Township	
		S5.5: Monitor the safety of electric micromobility devices.	New	Short	ongoing	internal approach, study	Township - initiating conversations	Fraser Health, ICBC, RCMP, MOTT, external organizations including HUB Cycling	
S6	Facilitate a culture of transportation safety.	**S6.1:** Work with partners to address unsafe behaviours.	Enhanced	All	ongoing	internal approach, study	Various Partners	Township	
		S6.2: Conduct baseline surveys.	New	Medium	periodic	internal approach, study	Township	BCAA, University/college students, ICBC, Fraser Health	
		S6.3: Build a safety culture among children.	Enhanced	Short	ongoing	internal approach, study, investment program	Township	School District, a school community (Parent Advisory Committees), ICBC, RCMP, TransLink, HUB Cycling, Fraser Health	$$

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Table 9: Action Summary Table (Transit and Cycling and Micromobility)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Transit									
T1	Support the implementation of planned transit projects.	**T1.1:** Work with TransLink, BC Transit, and the Ministry of Transportation and Transit to monitor the impact of SkyTrain and other new transit projects on the Township-wide transit network.	Enhanced	All	ongoing	internal approach	Township	Various Partners	
		T1.2: Work with TransLink to implement the Langley-Haney Place BRT.	Enhanced	Short	one-time	internal approach	Township	TransLink	
		T1.3: Work with partners to create mobility hubs and Park and Ride facilities at transit exchanges and stations, particularly at the 216 Street, 232 Street, and 264 Street interchanges.	Enhanced	Short	one-time	internal approach	Township	MOTT	
		T1.4: Work with agency partners to continue to explore opportunities for enhanced regional and inter-regional transit connections.	Enhanced	All	ongoing	internal approach	Township	Various Partners	
T2	Increase transit service coverage and convenience.	**T2.1:** Work with TransLink to increase local service coverage and Frequent Transit Network routes connecting to SkyTrain, BRT services, and community hubs.	New and Enhanced	All	ongoing	internal approach, study, capital	Township	Various Partners	$$$
		T2.2: Work with TransLink to identify and implement transit priority measures that improve bus speed and reliability along the existing and future Frequent Transit Network.	New and Enhanced	All	periodic	study, investment program	Township	TransLink	$$$
T3	Enhance access to and amenities at transit stops and exchanges.	**T3.1:** Plan for the pedestrian network and the cycling and micromobility network to connect to transit stops to encourage and enable multi-modal travel.	Enhanced	All	ongoing	internal approach, capital project	Township	TransLink	$$$
		T3.2: Increase comfort and safety for people using transit by improving bus stop accessibility and amenities.	Enhanced	Short	ongoing	investment program	Township	TransLink	$$
Cycling and Micromobility									
C1	Create a complete and connected cycling and micromobility network.	**C1.1:** Fill in gaps by building new cycling and micromobility routes that provide connections to and between community hubs and other destinations.	New and Enhanced	All	ongoing	study, capital project	Township		$$$$$
		C1.2: Work to upgrade existing cycling and micromobility routes to align with current design guidelines.	New and Enhanced	Short	ongoing	study, investment program	Township		$$$$
		C1.3: Support regional cycling and micromobility connections.	Enhanced	All	ongoing	internal approach	Township	TransLink, Metro Vancouver, neighbouring municipalities	
		C1.4: Provide a network of routes that are comfortable for most users.	New and Enhanced	All	ongoing	internal approach	Township		
		C1.5: Improve intersections and crossings for people cycling and using micromobility devices.	New and Enhanced	All	ongoing	internal approach, capital project	Township		$$$$
C2	Plan for electric micromobility and shared options.	**C2.1:** Advocate for more study, guidance, and regulation of electric micromobility devices.	New	Short	ongoing	internal approach, study	Township	MOTT, TransLink	
		C2.2: Work with shared micromobility service providers to pilot service in the Township.	New	Medium	ongoing	internal approach, study	Township	Shared mobility organizations	
C3	Support cycling and micromobility in the Township.	**C3.1:** Conduct a bicycle parking review and develop a program to provide more secure bicycle parking and end-of-trip facilities.	New and Enhanced	Medium	ongoing	internal approach, study, capital projects	Township		$$
		C3.2: Continue to support active transportation education, promotional programs, and initiatives.	New and Enhanced	Medium	ongoing	study, capital project (potential)	Township	TransLink, MOTT, other agencies	$

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Table 10: Action Summary Table (Walking and Accessibility)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Walking and Accessibility									
W1	Expand and enhance the pedestrian network connecting people to community destinations.	**W1.1:** Fill in gaps in the pedestrian network by strategically investing in new sidewalks and multi-use pathways in pedestrian priority areas.	New and Enhanced	All	ongoing	capital projects	Township		$$$$$
		W1.2: Widen and enhance pedestrian facilities within community hubs and along major streets.	Enhanced	All	ongoing	internal approach, capital project	Township		$$$
		W1.3: Provide more off-street connections and cut-throughs such as walkways.	Enhanced	All	ongoing	internal approach	Township		
		W1.4: Expand and enhance existing trails and greenways, and the on-street connections to them.	Enhanced	All	periodic	internal approach, capital project	Township		$$$$
W2	Enhance accessibility for people walking.	**W2.1:** Create new and enhance existing crossings to accommodate people of all ages and abilities, this includes both operational and infrastructure enhancements.	Enhanced	All	ongoing	study, investment program, capital project	Township		$$$
		W2.2: Use an universal accessibility lens and review current best practice design guidelines during the planning, design, construction, and operation of transportation projects.	Enhanced	All	ongoing	internal approach	Township		
		W2.3: Enhance lighting, where appropriate, particularly in community hubs and areas with high pedestrian activity.	Enhanced	Medium	periodic	study, capital project	Township		$$$
		W2.4: Implement the transportation recommendations identified in the Township's Accessibility Plan.	Enhanced	Short	ongoing	internal approach	Township		
W3	Encourage walking in the Township.	**W3.1:** Develop a Wayfinding Strategy for active transportation users (for pedestrians, micromobility users, equestrians, and on trails) and routes.	Enhanced	Medium	periodic	study, investment program	Township		$
		W3.2: Explore opportunities for open streets/car free days as part of special community events.	New	Long	periodic	internal approach	Township		

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Table 11: Action Summary Table (Driving and Goods Movement)

#	Strategy	Action	Status (New, Enhanced)	Horizon (short, medium, long, all)	Frequency (one-time, periodic, ongoing)	Method of Implementation (capital project, study, investment program, internal approach)	Responsibility		Financial
							Lead	Support	Capital Cost
Driving and Goods Movement									
D1	Improve the street network to accommodate motor vehicle travel.	**D1.1:** Update the Township's road classification map.	Enhanced	Short	periodic	internal approach	Township		
		D1.2: Complete and enhance mobility on the Township's arterial and collector road network.	Enhanced	All	ongoing	capital projects	Township		$$$$$
		D1.3: Work with the BC Ministry of Transportation and Transit to explore road improvement options on roads under their jurisdiction.	Enhanced	All	ongoing	internal approach	Township	MOTT	
		D1.4: Continue to monitor motor vehicle delays and identify opportunities to increase overall people-moving capacity through targeted investments in transit reliability and active transportation.	Enhanced	All	ongoing	internal approach, study	Township		
		D1.5: Implement the recommendations of the 2016 Township Wide Parking Study and Bylaw Review to manage curb space.	Enhanced and New	Medium	ongoing	internal approach, investment program	Township		$$$
D2	Facilitate the efficient and safe movement of goods and services.	**D2.1:** Update and confirm the Township's truck routes.	Enhanced	Short	one-time	internal approach, capital project	Township	TransLink	$$$$$
		D2.2: Create a Dangerous Goods Route Network.	Enhanced	Medium	one-time	internal approach	Township	TransLink	
		D2.3: Continue to work with TransLink to harmonize truck permitting and regulations.	Enhanced	Long	ongoing	internal approach	Township	TransLink	
		D2.4: Explore opportunities to encourage the use of smaller goods movement vehicles in urban areas and community hubs.	New	Medium	ongoing	internal approach, study	Township		
		D2.5: Advocate for and implement trucking safety and operational improvements based on provincial, regional, and municipal studies and guidelines.	Enhanced	All	periodic	internal approach	Township	Commercial Vehicle Safety and Enforcement	
		D2.6: Monitor the impact of rail freight on the Township's transportation network.	Enhanced	All	periodic	internal approach, study	Township	Rail companies	
D3	Support and coordinate the 'electrification' of travel and new mobility.	**D3.1:** Advocate for a study to plan for and regulate new transportation technologies.	Enhanced	Short	ongoing	internal approach	Township	MOTT, TransLink	
		D3.2: Work with developers and service providers to implement car share in the Township.	New	Short	ongoing	internal approach	Township		
		D3.3: Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.	Enhanced and New	Medium	periodic	investment program	Township		$$
		D3.4: Install more EV charging infrastructure.	Enhanced and New	Long	periodic	investment program	Township		$

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Short-term Priority Actions

The following table (**Table 12**) includes a list of the priority policy and planning actions identified by TMS theme. The intent is that priority actions will be implemented within the short-term (next 10 years). These actions have been selected based on a variety of factors – community feedback, input we have heard through the project from staff and Council, actions that need to be implemented in the shorter term to make future actions feasible, actions that will have an impact, and alignment with work and projects already underway.

For additional details about each priority action and next steps, refer to **Section 4**.

Table 12: Priority Actions

Theme	Strategy	Next Steps
Land Use Integration	LU1 – Integrate land use and transportation planning.	**All Actions** - Most of the actions tied to integrating land use and transportation planning are already underway in some capacity. - The Township will continue to strengthen planning policy and initiatives focused on providing multi-modal transportation options within and between areas with the highest population and employment densities and where there is a concentration of community destinations (community hubs). - When new development occurs and creates a gap in the pedestrian and cycling network, ensure a temporary connection or transition to the roadway is provided (investment program).
	LU2 – Align existing and future plans and strategies with the TMS.	**Action LU2.1** - Integrate recommendations of the TMS into the OCP, Community Plans, and Neighbourhood Plans. - Update the Township's Subdivision and Development Servicing Bylaw (**Action S2.1**) - Integrate the recommendations of the TMS into the Rural Plan. - Develop a TDM Plan.
Safety	S1 – Refine and enhance the Township's road safety management system.	**Action S1.1** - The highest priority for the Township will be to develop a road safety management program. This will include addressing data issues and selecting the most accurate data source to monitor serious injuries and fatalities.
	S2 – Manage speeds on Township roads.	**Action S2.2** - Conduct a Township-wide speed limit review. Identify arterial and collector roadways for speed limit changes. - Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate. **Action S2.3** - Pilot a slow street project in residential areas. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits.
	S3 - Enhance safety at urban intersections	**Action S3.1** - Review and update (as needed) the Township's current process for installing protected-only phasing. - Screen the network for other candidate locations and implement left-turn treatments at a selection of candidate locations.

Theme	Strategy	Next Steps
	S4 – Enhance safety at rural intersections	**Action S4.2** - Review the safety and operational impacts of the existing roundabouts in the Township. - Consider Develop or adopt a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural intersections.
	S5 – Protect Vulnerable Road Users	**Action S5.1** - Evaluate impacts on leading pedestrian intervals at all locations where they have been installed. - Adopt or develop criteria for the installation of leading pedestrian intervals, which should include collisions, pedestrian volumes, and vehicle turning volumes. - Identify signalized intersections with a high frequency of collisions between turning vehicles and pedestrians and implement leading pedestrian intervals at select locations.
Transit	T1 - Support the implementation of planned transit projects.	**All Actions** - Most of the actions aimed at supporting the implementation of planned transit projects are already underway in some capacity. - The Township will continue to allocate resources to working with other agencies to ensure the Township's interests are represented in planning studies and transit investments led by other agencies.
	T2 – Increase transit service coverage and convenience	**Action T2.1** - The Township will work with agency partners, share the recommendations of the TMS and suggest changes to improve service coverage and frequency.
	T3 – Enhance access to and amenities at transit stops	**Action T3.2** - Conduct regular updates to the inventory of existing bus stop amenities. - Continue to work to provide benches, shelters, and lighting at bus stops where feasible, prioritizing stops with the highest boardings. Using this information, the Township will develop a list of bus stop amenity enhancement projects and develop an investment program to implement projects annually.
Cycling and Micromobility	C1 - Create a complete and connected cycling and micromobility network.	**Action C1.1** - Continue to fill gaps in the cycling and micromobility network based on the network phasing plan. **Action C1.2** - Upgrade existing cycling routes as part of road improvement projects, redevelopment opportunities. Develop a list of priority upgrades for Township led improvement projects. **Action C1.5** - Continue to explore the removal of barriers (bollards and gates) that create obstructions at cut-throughs and multi-use pathway entrances.
	C2 - Plan for electric micromobility and shared options.	**Action C2.1** - Continue to monitor results of the electric kick-scooter pilot and the safety issues associated with electric micromobility devices and advocate to the Province for clear guidance on the regulation, including if they are permitted, and on which facilities. Based on the

Theme	Strategy	Next Steps
		results consider revising bylaws and restrictions on use of electric micromobility devices.
	C3 - Support cycling and micromobility in the Township.	**Action C3.1** - Conduct an inventory of existing Township-owned bicycle parking. - Providing more bicycle parking at Township-owned facilities such as at parks, community centres, and other civic facilities. - Update the Zoning Bylaw to include updated bicycle parking and end-of-trip requirements for new residential, commercial, and employment developments based on the recommendations of the 2026 Township Wide Parking Study and Bylaw Review.
Walking and Accessibility	W1 – Expand and enhance the pedestrian network connecting people to community destinations.	**Action W1.1** - Develop an implementation plan to fill gaps in the pedestrian network and upgrade existing pedestrian facilities through Township initiated pedestrian improvements and developer initiated pedestrian improvements. **Action W1.4** - Continue interdepartmental coordination (working with the Township parks and recreation team) to implement recommendations and the proposed greenways identified in Neighbourhood, Community, Engineering Servicing Plans, the OCP, and the TMS. - Through the update to the Rural Plan, the Township will continue to explore opportunities to implement trails along utility rights-of-way.
	W2 – Enhance accessibility for people walking	**Action W2.1** • Explore the feasibility of implementing new designated pedestrian crossings mid-block. Additional crossing locations will be explored where demand warrants. • Enhance safety, accessibility, and network connectivity to new and existing intersections and crosswalks. **Action W2.2** • Use an universal accessibility lens and review current best practice design guidelines during the planning, design, construction, and operation of transportation projects **Action W2.4** • Implement the transportation recommendations identified in the Township's Accessibility Plan.
Driving and Goods Movement	D1 – Improve the street network to accommodate motor vehicle travel	**Action D1.1** - Update the Township's road classification map **Action D1.2** - Complete and enhance mobility on the Township's arterial and collector road network based on the network phasing plan. **Action D1.3** - Work with the BC Ministry of Transportation and Transit to explore road improvement options on roads under their jurisdiction. **Action D1.5** - Implement the recommendations of the 2026 Township Wide Parking Study and Bylaw Review to manage curb space.
	D2 – Facilitate the efficient and safe	**Action D2.1** - Update and confirm the Township's truck routes. Implement road network improvements to make the proposed updates feasible. **Action D2.2**

Theme	Strategy	Next Steps
	movement of goods and services	- Create a Dangerous Goods Route Network.
	D3 – Support and coordinate the 'electrification' of travel and new mobility	**Action D3.2** • Work with developers and service providers to implement car share in the Township **Action D3.3** • Convert the Township's fleet to Zero-Emission vehicles where possible and encourage partner organizations to do so as well.

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5.5 Resources and Capacity

Ongoing leadership for the implementation of the TMS will be critical to its success. A critical component will be the sharing of information and being transparent in the development of funding requests, and in the reporting back on the progress and impacts of the TMS. This will generate confidence in a strategic and evidence-based approach and appropriate allocation of resources leading to Council support to develop community "champions" of the TMS.

The TMS outlines numerous planning, project, and programming initiatives. Implementing these initiatives will require not only significant capital investments but also appropriate resources. These resources include adequate staffing, equipment, and technology required to perform a range of tasks from planning and engineering to project delivery, ongoing management, and maintenance of the transportation system.

In addition to the Township led initiatives, a growing number of projects and programs are being led by external agencies in the region and the province that also require additional Township staff time and resources to ensure external planning and designs will protect the interests of the Township and align with the visions and aspirations of the community.

Ensure staff resources are available to implement the TMS.
Implementation of the TMS and RSS will not only require capital investment, but also additional staff resources to monitor, manage, maintain and perform other recommended actions. Dedicated staff members with local experience and expertise in various areas of traffic and transportation, such as road safety engineering, data collection, asset management, parking management, emerging signal and communication technologies will play an important role in successfully implementing the TMS. Additionally, it is anticipated that consulting resources will be required to support Township staff to implement several actions and next steps identified in the TMS,

The RSS noted that to oversee the development of a formal Implementation Plan and coordinate the implementation of the various strategies, it is anticipated that at least one full-time staff member would be required at the outset (by 2026) specifically to focus on transportation safety. This individual's role would be to coordinate the efforts across departments, with partners, to report regularly on progress, and oversee the monitoring and evaluation of tasks. The addition of a communications specialist and a data analyst/technologist would help provide the necessary skills and resources to deliver the RSS. For the TMS it is anticipated that at least initially one staff member in 2027 and two additional staff members in 2028 to support implementing the actions outlined in the TMS.

Invest in the equipment needed to adequately maintain facilities in all seasons. Year-round operations and maintenance of the transportation network are imperative to ensure transportation infrastructure is safe, accessible, aesthetic, and efficient. To ensure year-round maintenance of the transportation network, particularly active transportation infrastructure, additional equipment will be required. For example, truck-mounted plow blades can work in many applications, including neighbourhood bikeways. However, specially designed, right-sized equipment is also available to sweep and clear protected bicycle lanes and multi-use facilities. Automated license plate readers mounted on bylaw enforcement vehicles are another example of tools needed for a growing community. It will be important to ensure new infrastructure design and annual budgets take operations and maintenance needs into consideration when preparing budgets.

5.6 Implementation Strategies

To ensure the successful implementation of the TMS, a variety of implementation techniques and strategies are recommended. Based on a review of each project, and with support from community partners, the Township will determine the appropriate approach to implementation. The following are some techniques to effectively implement the long-term recommendations.

Quick-build treatments.
To provide walking and cycling facilities in the Township in the shorter term, the Township may consider using a "quick-build" process using low cost, temporary materials, such as paint, delineators and planters. However, the trade-off is that quick-build treatments are less durable, less aesthetically appealing, and have a shorter lifespan than sidewalks with concrete curb and gutters.

The Township will consider the project impact, accessibility, and if longer-term infrastructure projects (development, internal or third-party capital projects) are expected at the location when determining whether to consider quick-build or permanent treatments.

Coordinate implementation with other capital infrastructure projects.
The Township will look for opportunities to implement the recommendations of the TMS as part of other infrastructure projects, such as sewer and water line upgrades, or road repaving, that are being completed by either the Township or other government entities to achieve economies of scale.

Coordinate projects with development applications and sites.
Where proposed projects front known or anticipated redevelopment sites, the Township will request that identified applicable infrastructure improvements will be completed as part of a development applicant's off-site improvements, as required through the Township's Subdivision and Development Servicing Bylaw.

Collaboration with agency and community partners. The Township will need to work with the MOTT, TransLink, BC Transit, Southern Railway of BC ,Canadian National and Canadian Pacific Kansas City, neighbouring municipalities, and others to implement improvements identified in the TMS. Through this collaboration and partnership, there may be opportunities for these organizations to cost share or fund the implementation of projects.

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Pursue funding from a variety of sources. There are opportunities to implement projects and actions identified through a variety of funding sources. Funding is available through the federal and provincial governments and TransLink and other agencies. In addition to currently known programs, the Township will actively be attuned to new funding sources for which transportation projects would qualify. Below outlines some of the current funding streams available.

- Municipal
    - Capital Planning: The Township's capital plans can be used to deliver projects and initiatives identified in this Plan. The Township will incorporate the recommendations from the TMS into its short-, medium-, and long-term budgeting plans to ensure that the projects are accounted for in the capital planning process. To accommodate this, the Township may need to consider including projects in its five year capital plan and future budgets to fund the implementation of the TMS recommendations over the medium- and long-term.
    - Development Cost Charges (DCC): The DCC Bylaw program defines development contributions towards eligible transportation infrastructure to accommodate the anticipated growth in the Township.
    - Local Area Service Program: Through the Local Area Service Program, property owners who want to conduct neighbourhood improvements such as the installation sidewalks or street lighting can petition Council, asking for the Township to undertake the work. The cost of providing the service is recovered through a local service tax placed on all the property owners in the area. To date, there has not been an uptake for the LAS program for sidewalk improvements, but it is an available option.
    - Reserve Fund for Alternative Transportation Infrastructure: Local governments are enabled to create unique reserve funds by bylaw for 'transportation infrastructure that supports walking, bicycling, public transit or other alternative forms of transportation' (LGA 906 (7)). The Township may wish to consider this option to allocate a portion of payment in-lieu of parking to fund alternative transportation improvements. This would create an additional revenue stream to standard levies such as Development Cost Charges that fund capital works for roads, parks, water, storm, and sewer infrastructure.
- Regional, Provincial, and Federal
    - Other agencies including TransLink, the Provincial Government, the Union of BC Municipalities, ICBC, the Federal Government, and Federation of Canadian Municipalities are agencies that have previously or currently have funding programs that support municipalities implementing infrastructure projects or programs.

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5.7 Monitoring and Evaluation

A monitoring strategy is essential to ensure that the TMS is implemented as intended, and to determine whether the plan is achieving its goals. A monitoring program will also enable the Township to confirm expenditures and allocation of resources to implement prioritized initiatives of the TMS. Monitoring also provides a means of identifying changing conditions which would require changes to the TMS.

The monitoring program needs to be meaningful, measurable, and manageable.

- Meaningful. The monitoring strategy should yield meaningful results and point to successes in achieving the vision, goals, and targets of the TMS.
- Measurable. The monitoring program needs to establish criteria that are readily measurable and for which data or information can be readily obtained.
- Manageable. The monitoring program needs to take into account the resource limitations of the Township and will identify measures where information is accessible or data is simple to collect.

The monitoring strategy focuses on two components. The first is the degree of progress towards implementing the TMS, and secondly, the outcomes of the plan, including how well the Township is working towards achieving its targets and goals, as summarized below. It is recommended that the Township of Langley monitor progress in each of these areas every 1-2 years, based on data availability.

It is important to note the RSS has monitoring and evaluation considerations specific to the actions under the theme safety along with considerations for monitoring safety outcomes. Below is a summary of metrics the Township can use to monitor the overall TMS.

Implementation Progress

*Annual Investments**

- Walking ($ and % of Township's total transportation capital investments)
- Cycling and micromobility ($ and % of Township's total transportation capital investments)
- Transit ($ and % of Township's total transportation capital investments)
- Road network widening and new roads ($ and % of Township's total transportation capital investments)

*includes projects implemented to address safety concerns, the Township have a designated investment program specific to transportation safety

Network Development

- Sidewalk network (km of existing facilities, km of sidewalk upgrades)
- Cycling and micromobility network (km of existing facilities, km of upgrades) – Includes multi-use pathways
- Transit network (km of transit routes, km of frequent transit corridors)

*all new roads and road widening projects should include active transportation infrastructure

DRAFT

Targets and Goals

Sustainable Transportation Mode Share

- Mode share – all trips (TransLink Trip Diary)
  - Walking (%)
  - Cycling (%)
  - Transit (%)

Safety – Serious Injuries and Fatalities

- # of casualty collision per 1,000 people

GHG Emissions

- % of transportation-related GHG emissions (Community Energy and Emissions Inventory (CEEI))

Other potential indicators that can be used to measure how well the Township is working to achieve the goals of the TMS, these are summarized in **Table 13**. It is important to note that it will likely take additional time and resources to compile and collect data to track these indicators.

DRAFT

Table 13: Township Goals and Potential Performance Indicators

Goal	Potential Performance Indicators
Adaptive and Efficient. Provide an adaptive transportation network that ensures the efficient and reliable movement of people and goods.	• Bus speed and reliability results (as provided by TransLink) • Road network (km of new roads*, km of road widening projects*) • Intersection Level of Service • # of projects implemented using quick-build techniques • Average peak period observed speeds on major corridors as compared to posted speed limits *all new roads and road widening projects should include active transportation infrastructure
Connected and Integrated. Provide a connected community, with both connected infrastructure and enhanced social connections	• The number of Vehicle Kilometres Travelled (VKT) • Proportion of all trips under 2km made by walking • Proportion of all trips between 2km and 8km made by cycling • Proportion of bus routes with frequent transit service (15-minute service throughout the day) • % of the Township's population within 800 metres of rapid transit • % of the Township's population within 400 metres of transit route • % of Township's population within 400 metres of existing cycling route • Proportion of residents within a 15-minute walking distance (1500 metres) of commercial areas
Safe and Inclusive. Make transportation safer and more inclusive, socially equitable, and work towards achieving Vision Zero.	• Number of total reported collisions per year • Number of reported collisions per year resulting in injury or fatality • Number of reported collisions per year involving pedestrians, cyclists, and motorcyclists • Proportion of bus stops designated as accessible • Proportion of bus stops with shelters and benches
Sustainable and Healthy. Create a transportation system that helps to reduce climate change and supports the well-being of community members.	• Sidewalk network (km of existing facilities, km of sidewalk upgrades) • Cycling and micromobility network (km of existing facilities, km of upgrades) – Includes multi-use pathways • Transit network (km of transit routes, km of frequent transit corridors) • Sustainable mode share by area (requires a Township-wide transportation household survey) – Optional ○ By community or community hub • % of EVs within the Township's fleet of vehicles • # of EV charging stations • EV ownership by Township residents • Shared mobility (e.g. car share, bike/e-scooter share) memberships

Appendix A

Maps

Community Hubs

City of Maple Ridge

Derby Reach Regional Park

City of Langley

City of Abbotsford

Ponder Park

Aldergrove Regional Park

GOLDEN EARS BRIDGE

TELEGRAPH TRAIL (PRELIMINARY)

96 AVE

201 ST

198 ST

92A AVE

93 AVE

212 ST

91A AVE

202 ST

88 AVE

86 AVE

198A ST

85 AVE

84 AVE

203A ST

83 AVE

82 AVE

199 ST

200 ST

211 ST

76 AVE

198B ST

202A ST

66A AVE

196 ST

65 AVE

64 AVE

203 ST

197 ST

MUFFORD CRES

RIVER RD

91 AVE

GLOVER RD

RAWLISON CRES

UNIVERSITY DR

HWY 10

CRUSH CRES

72 AVE

HWY 1

264 ST

64 AVE

250 ST

56 AVE

52 AVE

58 CRES

275 ST

221A ST

223 ST

48 AVE

222 ST

240 ST

248 ST

ROBERTSON CRES

40 AVE

FRASER HWY

36 AVE

205 ST

32B AVE

208 ST

216 ST

224 ST

232 ST

28 AVE

204 ST

24 AVE

204A ST

20 AVE

16 AVE

260 ST

256 ST

HWY 13

268 ST

29 AVE

276 ST

26 AVE

CC

TC

NC

RTC

T

Willowbrook Regional Centre

Town Centre

Neighbourhood Centre

BRT Station

Rapid Transit Corridor

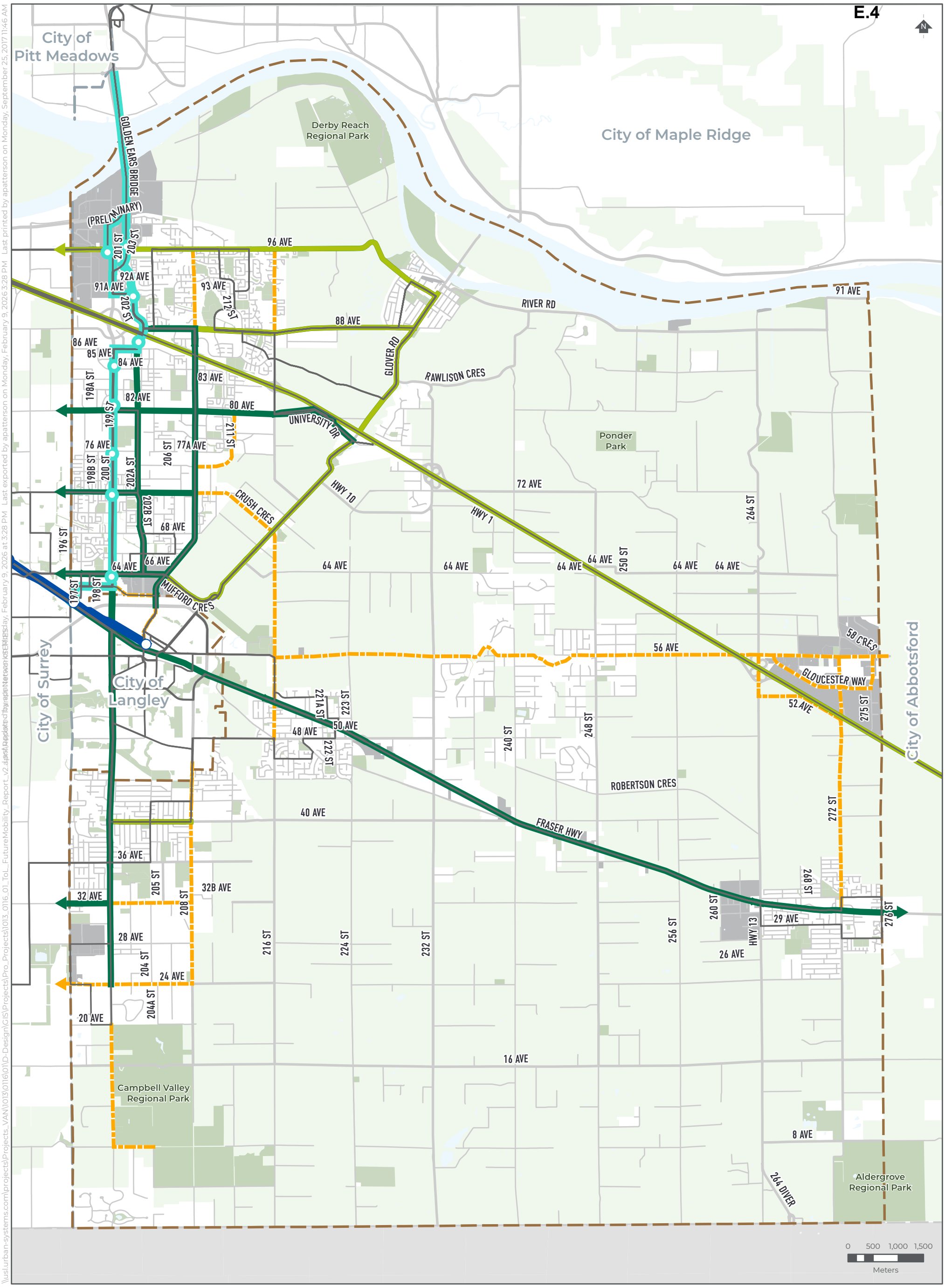
Community Centre

SkyTrain Station

Municipal Boundary

0 500 1,000 1,500

Meters

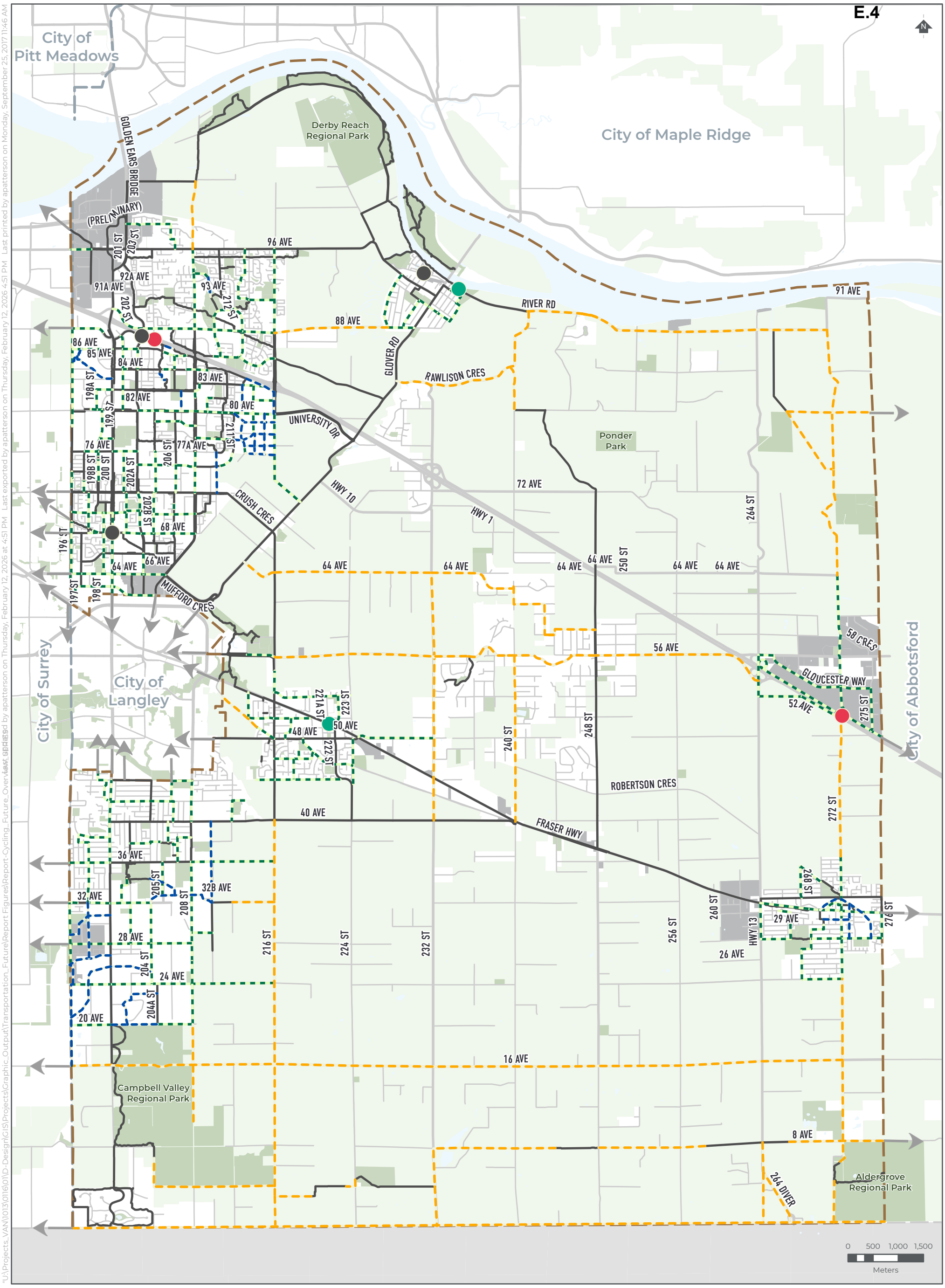


TRANSIT NETWORK

- Future Bus Rapid Transit Stop
- Future SkyTrain Station
- Future SkyTrain
- Future Bus Rapid Transit - Planned Alignment
- Proposed New Frequent Transit Network (15 minutes or less frequency every day)
- Proposed Improved Transit Service (More frequent bus service than existing)
- Proposed New Transit Routes
- Existing Conventional Bus Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

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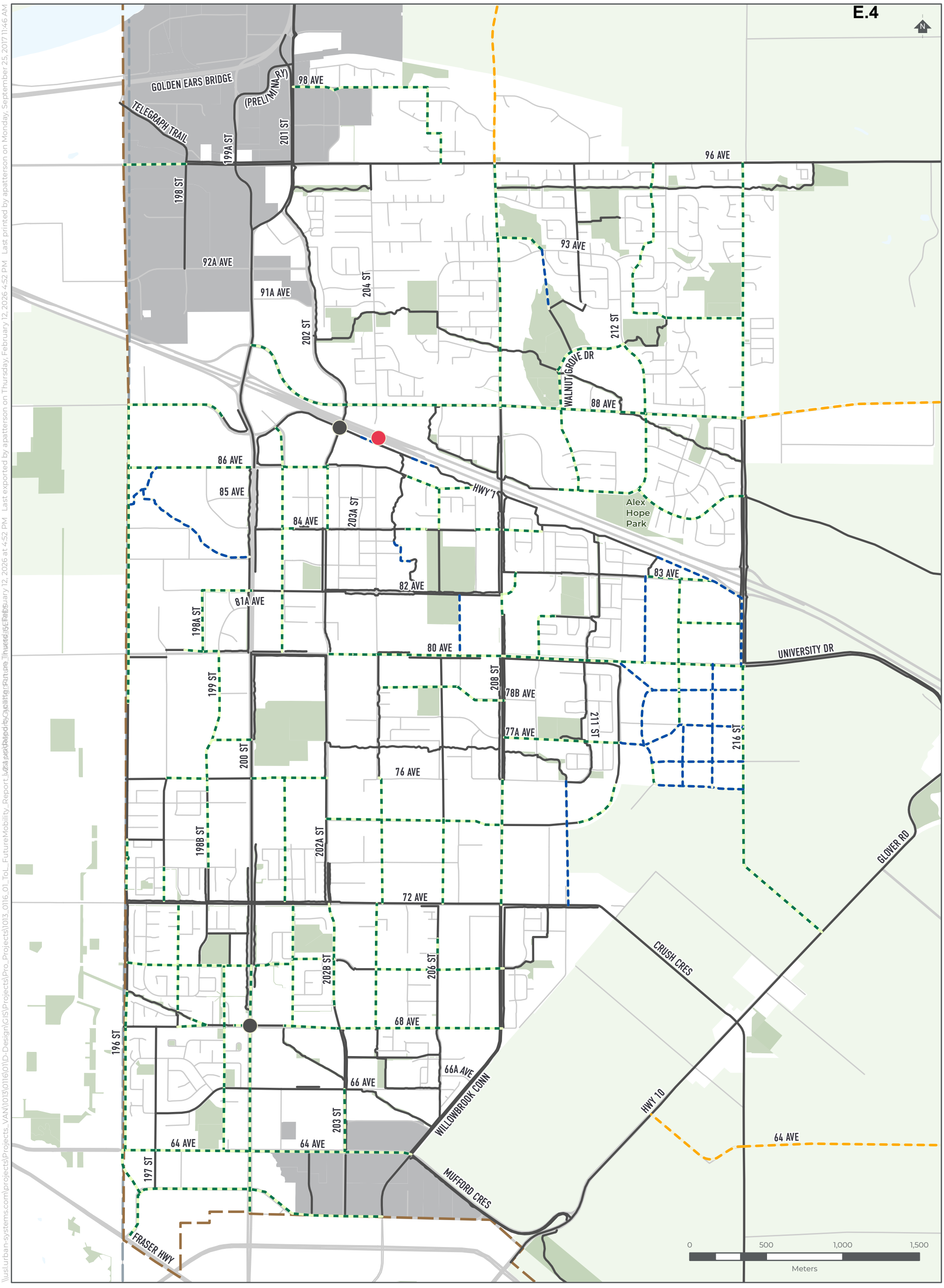


LONG-TERM CYCLING AND MICROMOBILITY NETWORK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Connection to existing route in neighbouring community
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

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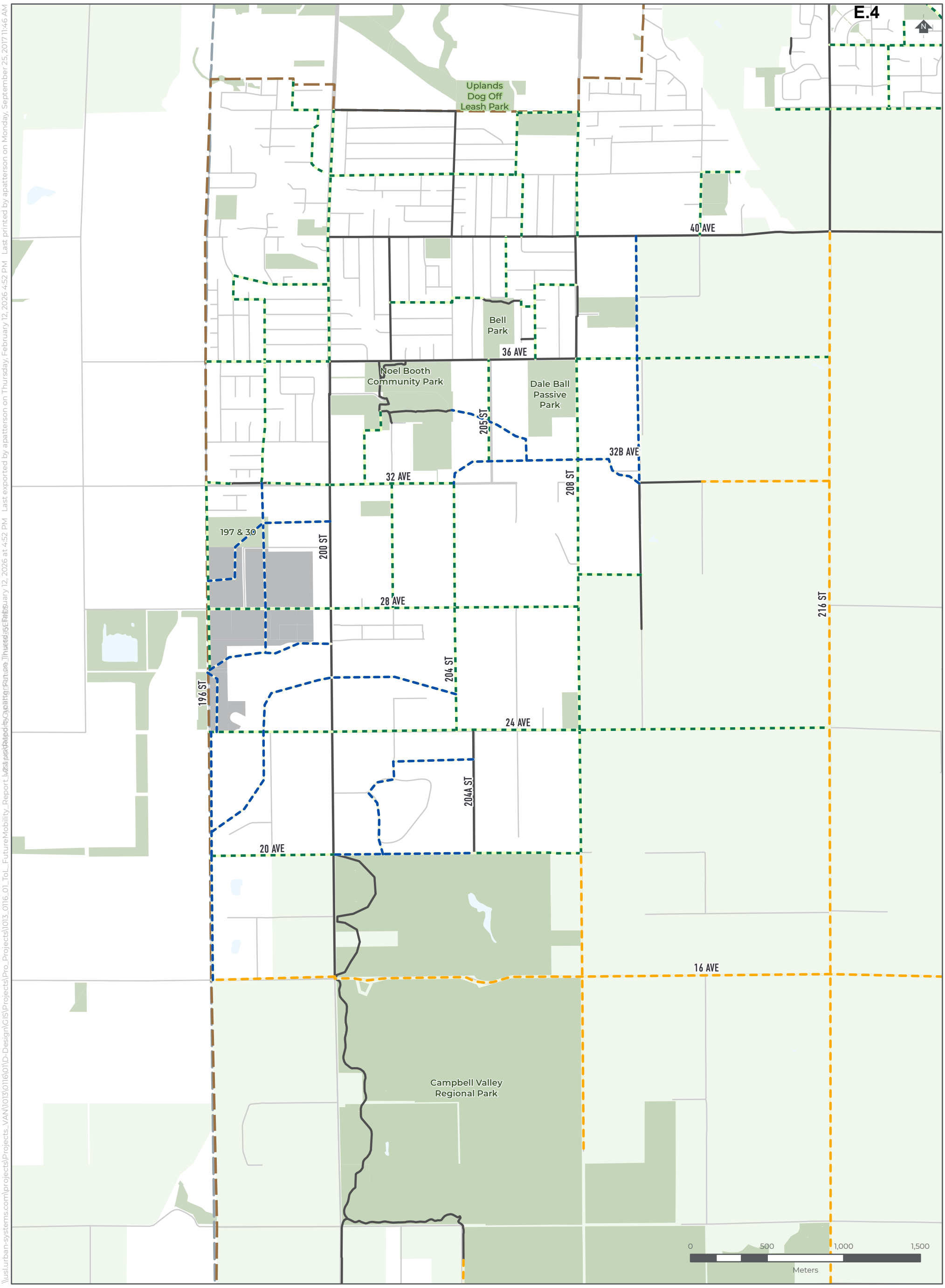
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LONG-TERM CYCLING AND MICROMOBILITY NETWORK

WILLOUGHBY - WILLOWBROOK

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



LONG-TERM CYCLING AND MICROMOBILITY NETWORK

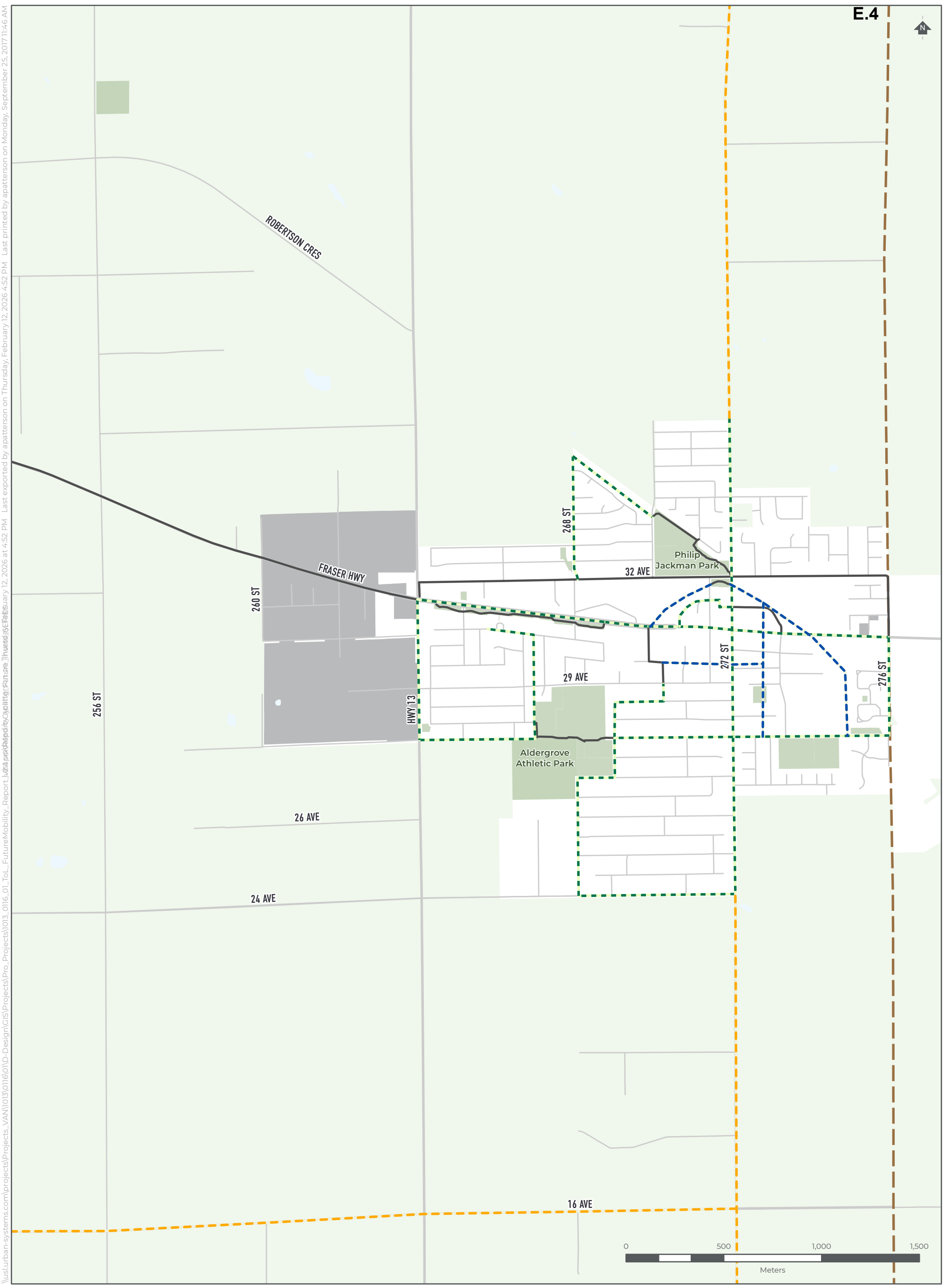
BROOKSWOOD - FERNRIDGE

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

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Township of Langley
Est. 1873

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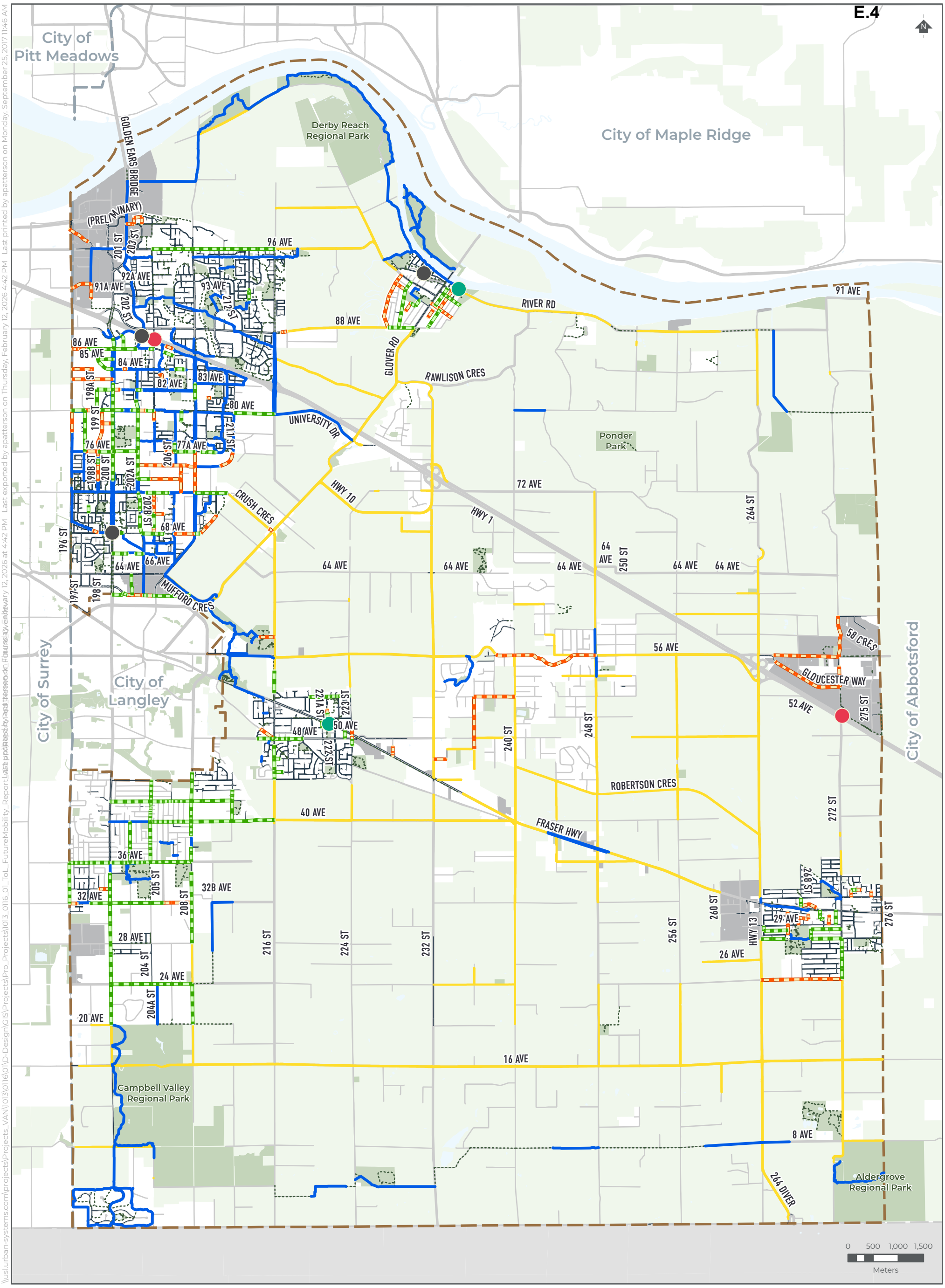
LONG-TERM CYCLING AND MICROMOBILITY NETWORK

ALDERGROVE

- Future Urban Cycling Route
- Future Rural Cycling Route
- Future Greenway
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

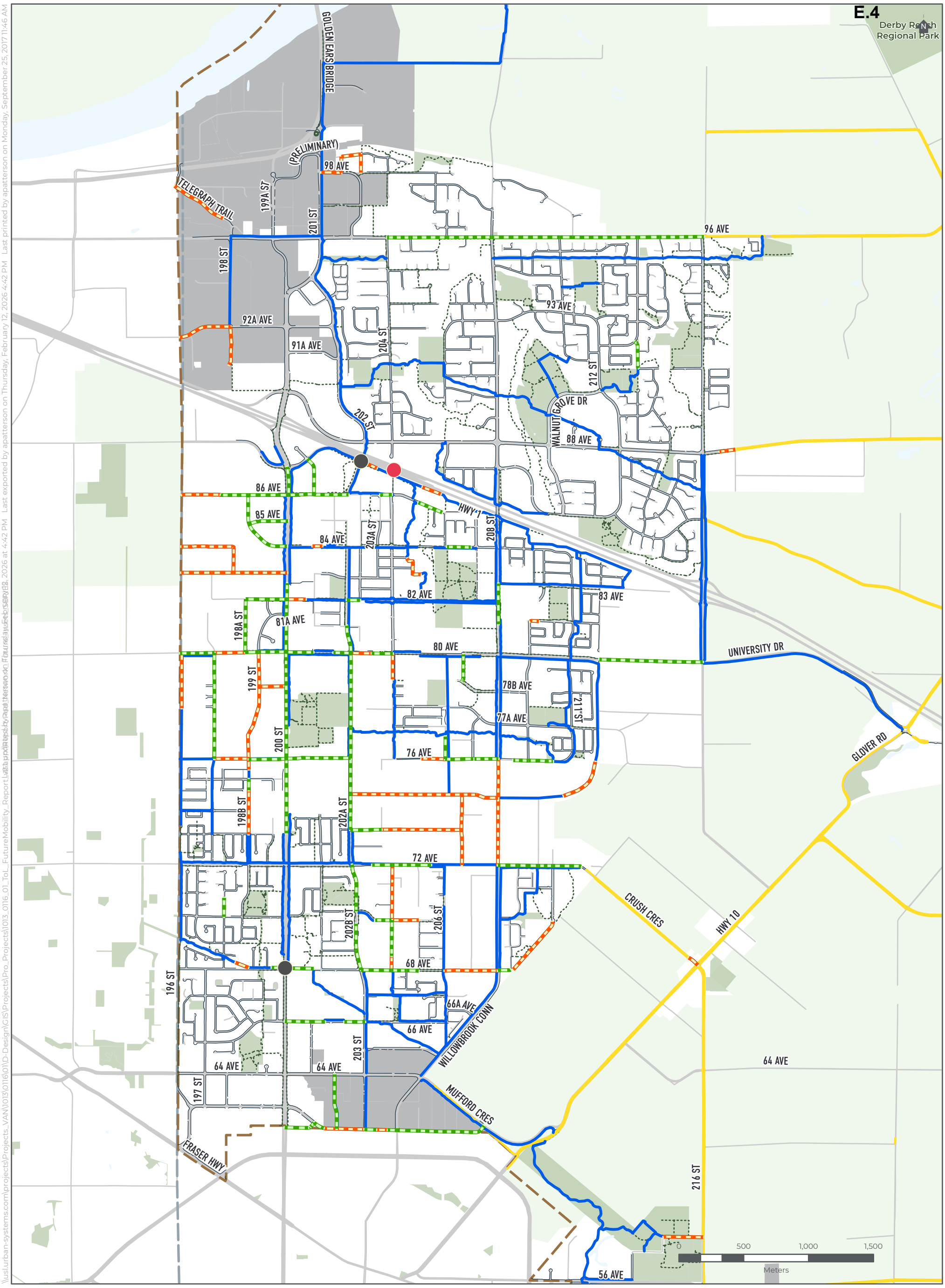
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PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



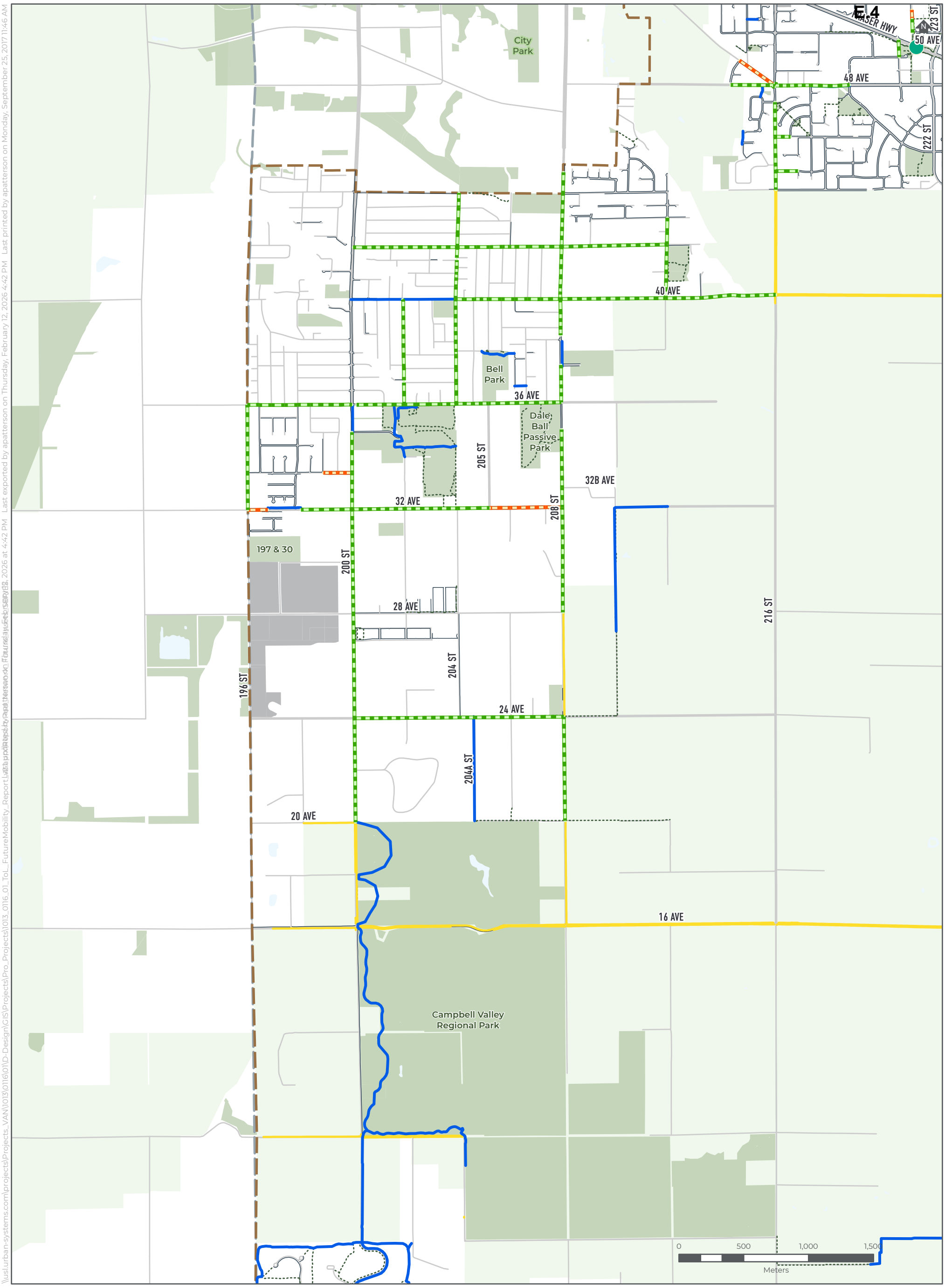
PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

WILLOUGHBY - WILLOWBROOK

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

BROOKSWOOD - FERNRIDGE

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Proposed Active Transportation Overpass
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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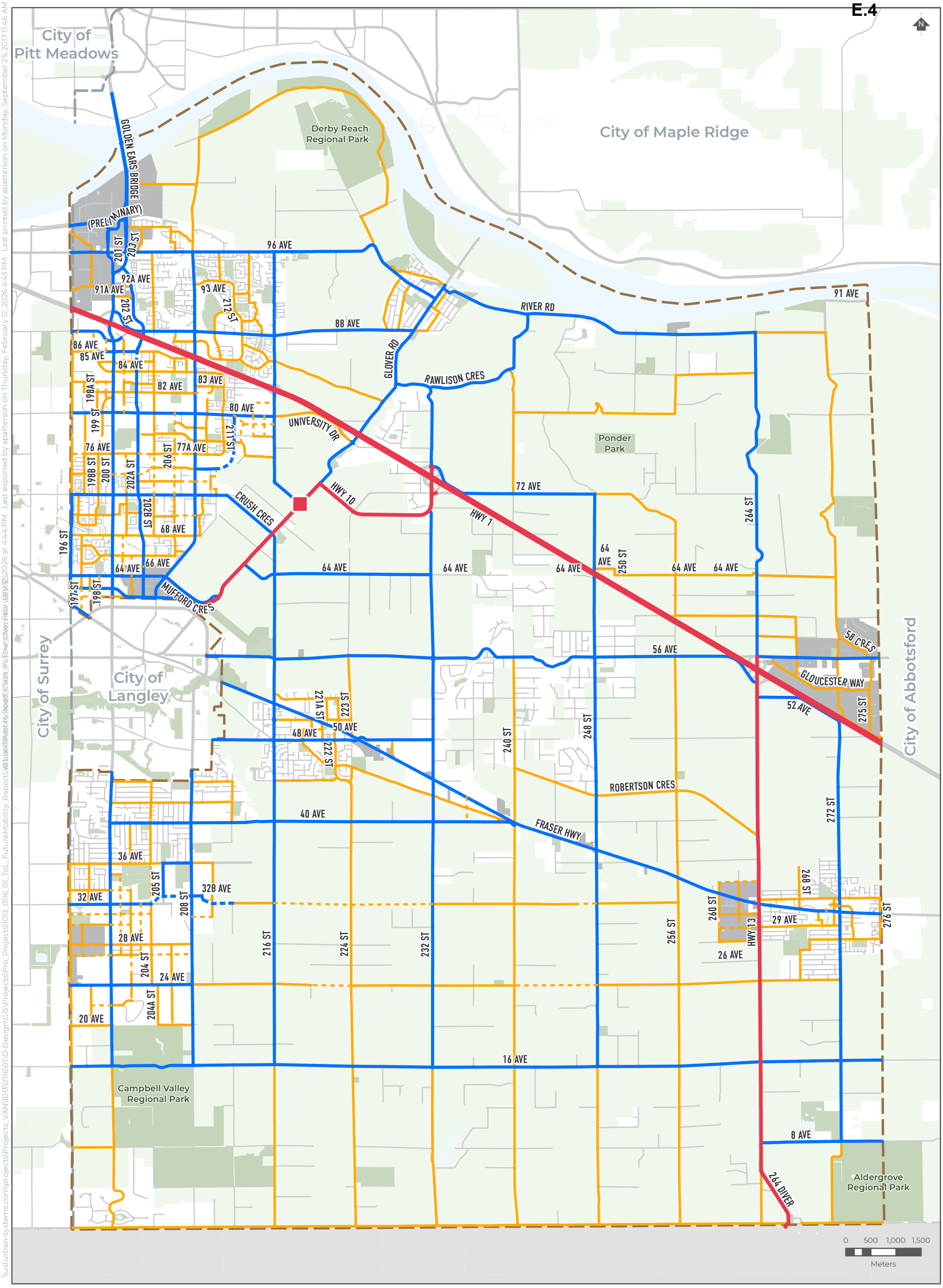
48 AVE
275 ST
HWY 1
ROBERTSON CRES
FRASER HWY
260 ST
256 ST
HWY 13
268 ST
32 AVE
29 AVE
272 ST
276 ST
Aldergrove Athletic Park
26 AVE
24 AVE
16 AVE
Jackman Wetlands Park
0
500
1,000
1,500
Meters

PEDESTRIAN NETWORK GAPS AND IMPROVEMENTS - POTENTIAL PROJECTS

ALDERGROVE

- Existing Sidewalk
- Existing Trail
- Existing Paved Shoulder
- Existing Multi-Use Path
- Pedestrian Gap
- Pedestrian Improvement
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



ROAD CLASSIFICATION

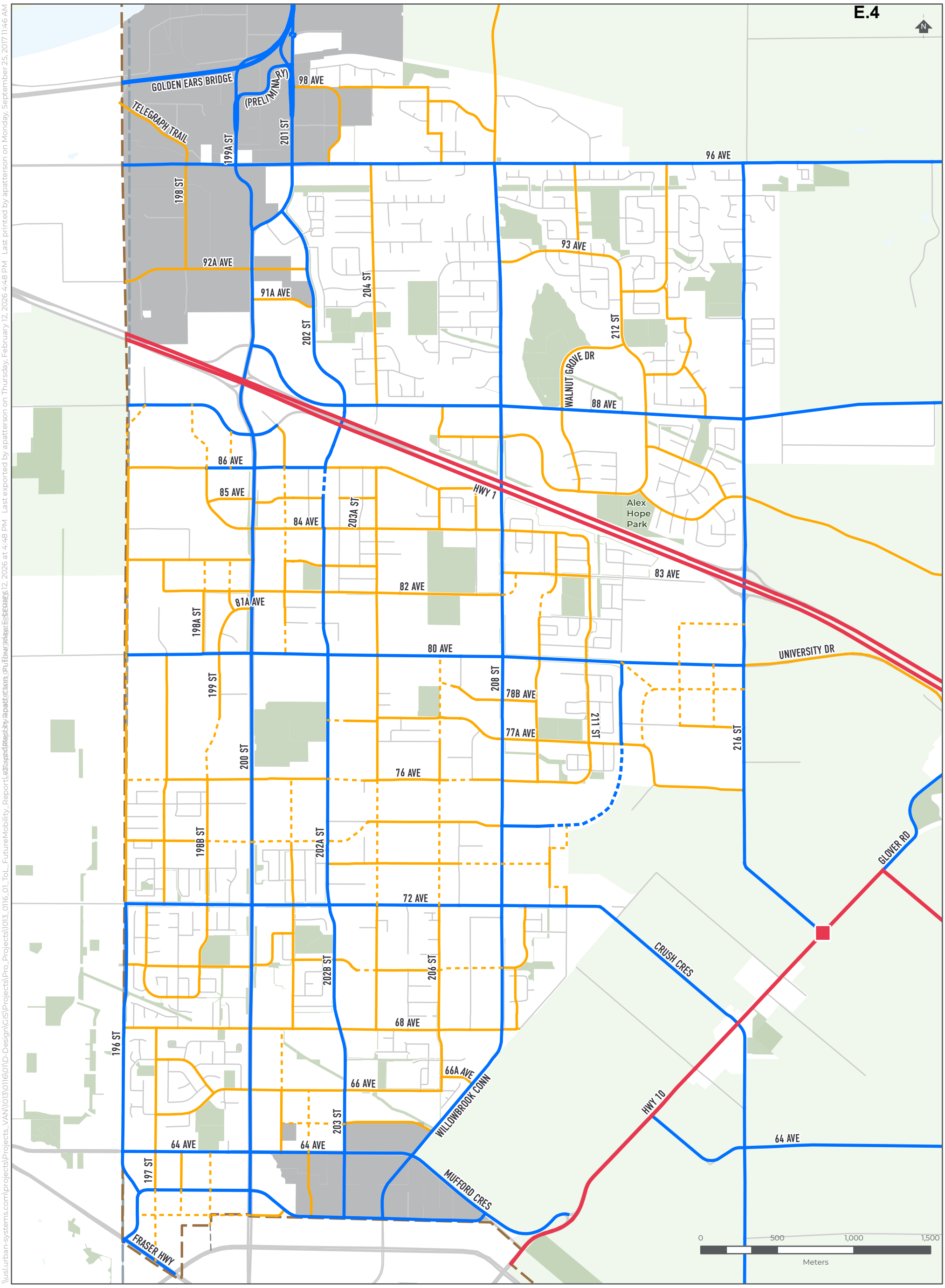
Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector
- Explore Railway Crossing Improvement Options with Province

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

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Township of Langley
Est. 1873



ROAD CLASSIFICATION

WILLOUGHBY - WILLOWBROOK

Road Classification
- Arterial
- Collector

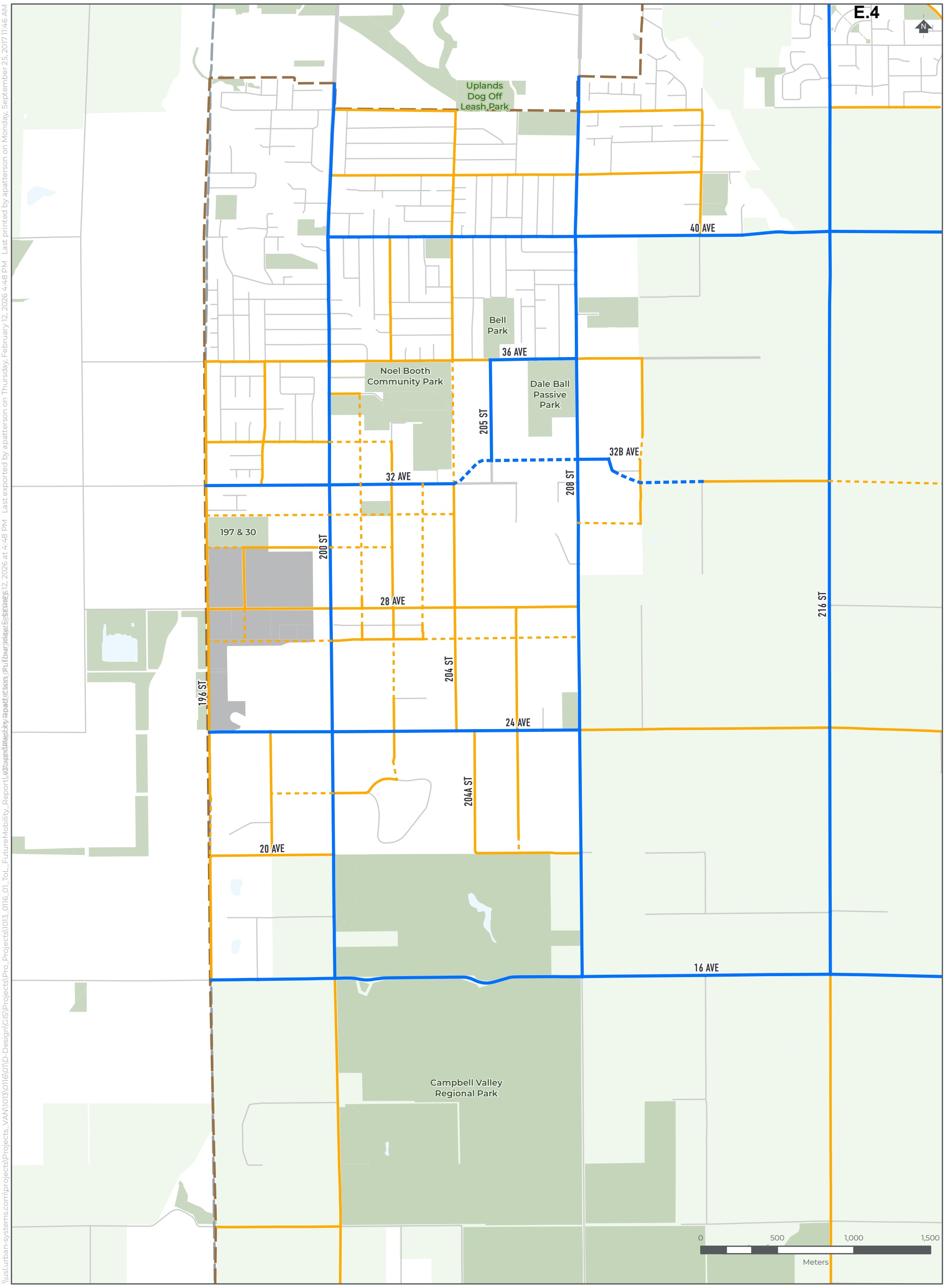
Future Roads
- Arterial
- Collector
- Explore Railway Crossing Improvement Options with Province

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

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Township of Langley
Est. 1873

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ROAD CLASSIFICATION

BROOKSWOOD - FERNRIDGE

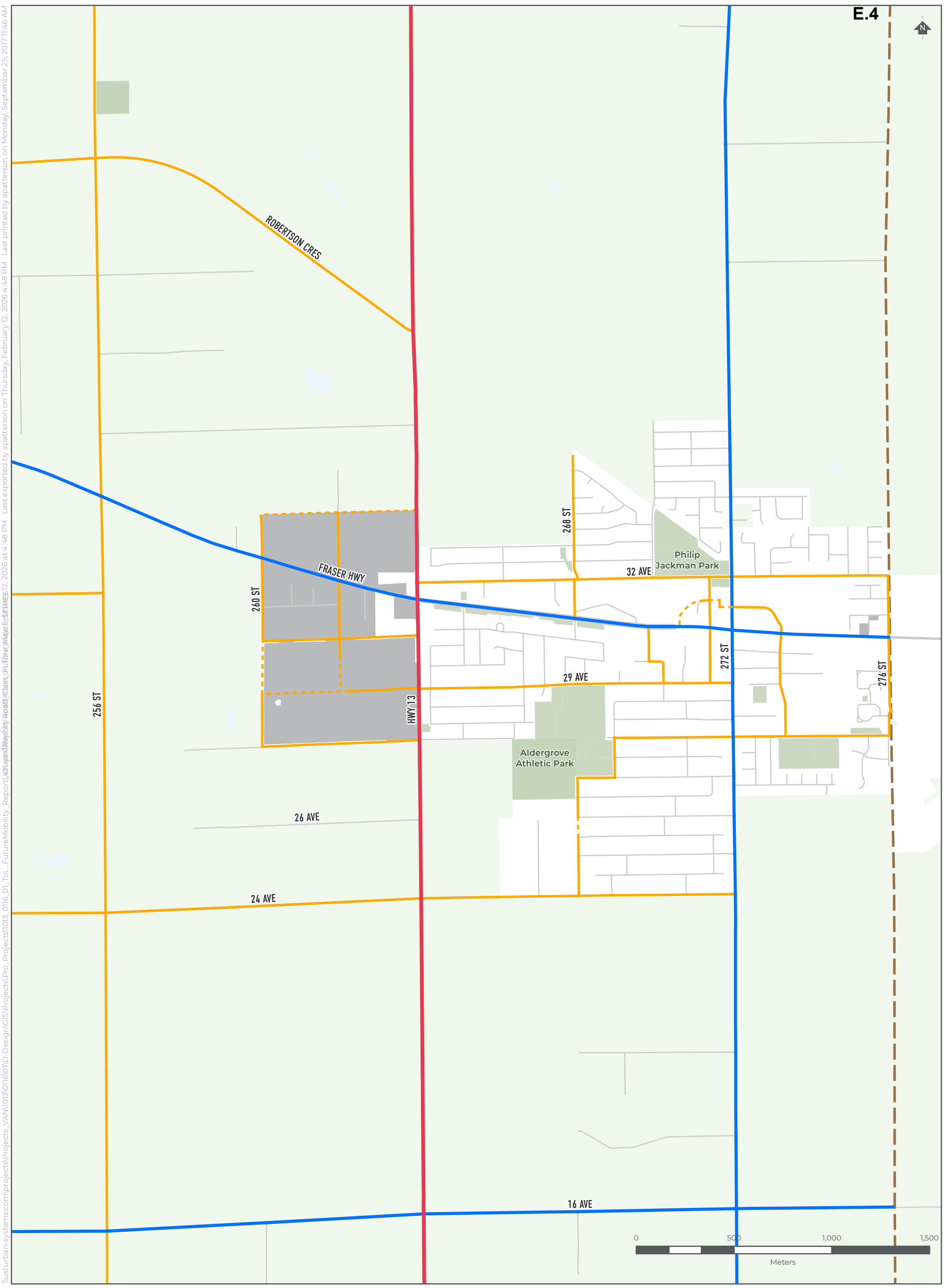
Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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ROAD CLASSIFICATION

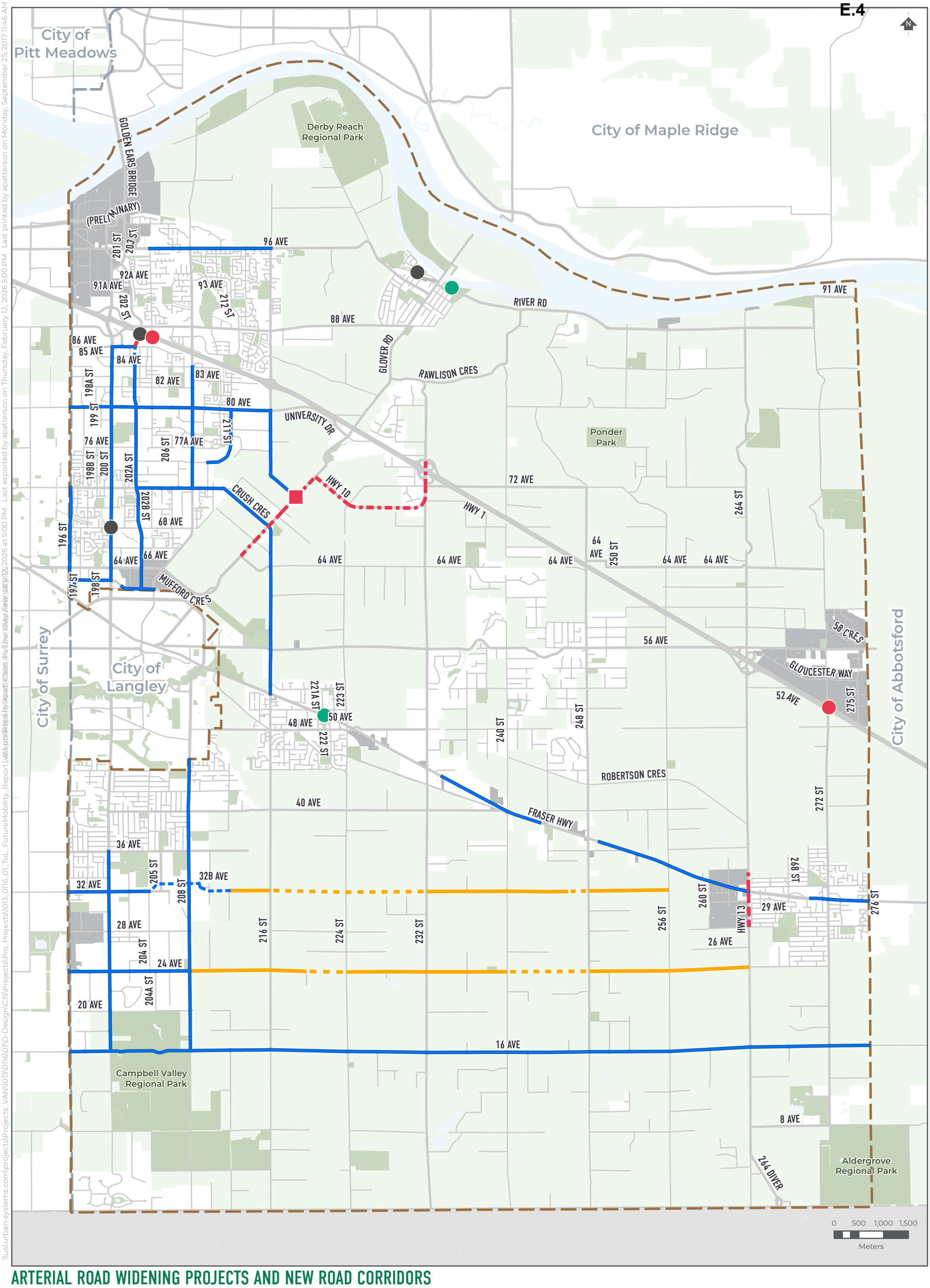
ALDERGROVE

Road Classification
- Arterial
- Collector

Future Roads
- Arterial
- Collector

- Provincial Highway
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

- Future New Rural Collector Road
- Future Rural Road Improvement Corridor
- Future New Arterial Road
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

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Township of Langley
Est. 1873

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GOLDEN EARS BRIDGE
(PREL/MINARY)
TELEGRAPH TRAIL
98 AVE
201 ST
199A ST
198 ST
96 AVE
93 AVE
92A AVE
91A AVE
204 ST
202 ST
212 ST
WALNUT GROVE DR
88 AVE
86 AVE
85 AVE
84 AVE
203A ST
HWY 1
Alex Hope Park
83 AVE
82 AVE
81A AVE
198A ST
80 AVE
UNIVERSITY DR
199 ST
208 ST
78B AVE
77A AVE
211 ST
216 ST
200 ST
76 AVE
198B ST
202A ST
72 AVE
GLOVER RD
CRUSH CRES
202B ST
206 ST
68 AVE
196 ST
66A AVE
66 AVE
WILLOWBROOK CONN
HWY 10
203 ST
64 AVE
64 AVE
64 AVE
197 ST
MUFFORD CRES
FRASER HWY

0 500 1,000 1,500
Meters

ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

WILLOUGHBY - WILLOWBROOK

- Future New Arterial Road
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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Uplands Dog Off Leash Park
40 AVE
Bell Park
36 AVE
Noel Booth Community Park
Dale Ball Passive Park
205 ST
32B AVE
32 AVE
208 ST
197 & 30
200 ST
28 AVE
216 ST
204 ST
196 ST
24 AVE
204A ST
20 AVE
16 AVE
Campbell Valley Regional Park
0 500 1,000 1,500
Meters

ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

BROOKSWOOD - FERNRIDGE

- Future New Rural Collector Road
- Future Rural Road Improvement Corridor
- Future New Arterial Road
- Future Arterial Road Widening
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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ROBERTSON CRES

FRASER HWY

260 ST

256 ST

HWY 13

268 ST

272 ST

276 ST

32 AVE

29 AVE

26 AVE

24 AVE

16 AVE

Philip Jackman Park

Aldergrove Athletic Park

0 500 1,000 1,500

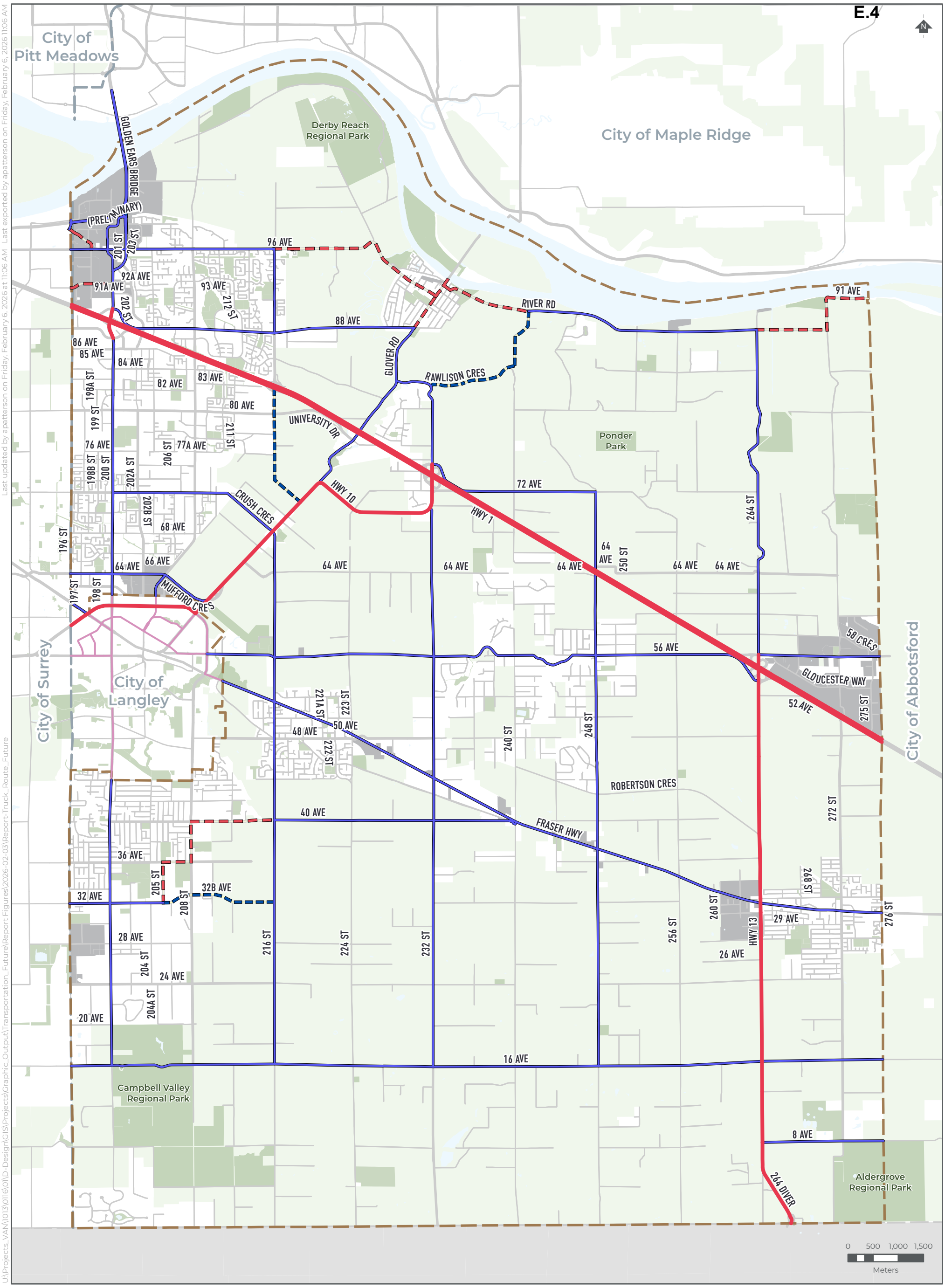
Meters

ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS

ALDERGROVE

- Future Rural Road Improvement Corridor
- Future Arterial Road Widening
- Explore Road Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley Est. 1873

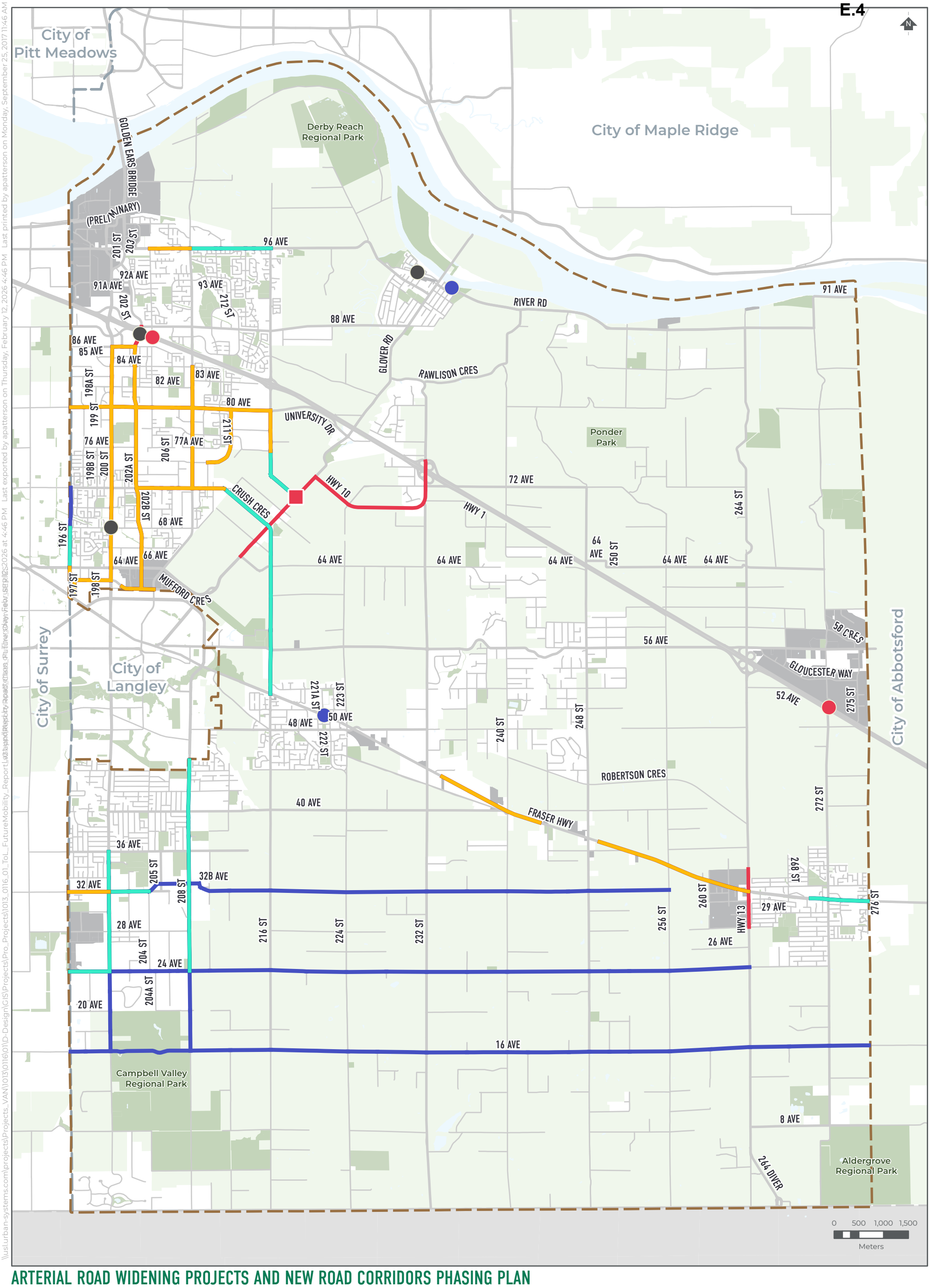


TRUCK ROUTES

- Provincial Highway
- Township Truck Route
- Potential Addition - Subject to Approval
- Potential Removal - Subject to Approval
- City Truck Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Proposed Active Transportation Overpass - Long Term
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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GOLDEN EARS BRIDGE
(PREL/MINARY)
98 AVE
TELEGRAPH TRAIL
201 ST
199A ST
198 ST
96 AVE
93 AVE
92A AVE
91A AVE
204 ST
202 ST
212 ST
WALNUT GROVE DR
88 AVE
86 AVE
85 AVE
84 AVE
203A ST
HWY 1
Alex Hope Park
83 AVE
82 AVE
81A AVE
198A ST
80 AVE
UNIVERSITY DR
199 ST
208 ST
78B AVE
77A AVE
211 ST
216 ST
200 ST
76 AVE
198B ST
202A ST
72 AVE
GLOVER RD
CRUSH CRES
202B ST
206 ST
68 AVE
196 ST
66A AVE
66 AVE
WILLOWBROOK CONN
HWY 10
203 ST
64 AVE
64 AVE
64 AVE
197 ST
MUFFORD CRES
FRASER HWY

0 500 1,000 1,500
Meters

ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

WILLOUGHBY - WILLOWBROOK

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Road Improvement Options with Province
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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Uplands Dog Off Leash Park
40 AVE
Bell Park
36 AVE
Noel Booth Community Park
Dale Ball Passive Park
205 ST
32B AVE
32 AVE
208 ST
197 & 30
200 ST
28 AVE
216 ST
204 ST
196 ST
24 AVE
204A ST
20 AVE
16 AVE
Campbell Valley Regional Park
0 500 1,000 1,500
Meters

ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

BROOKSWOOD - FERNRIDGE

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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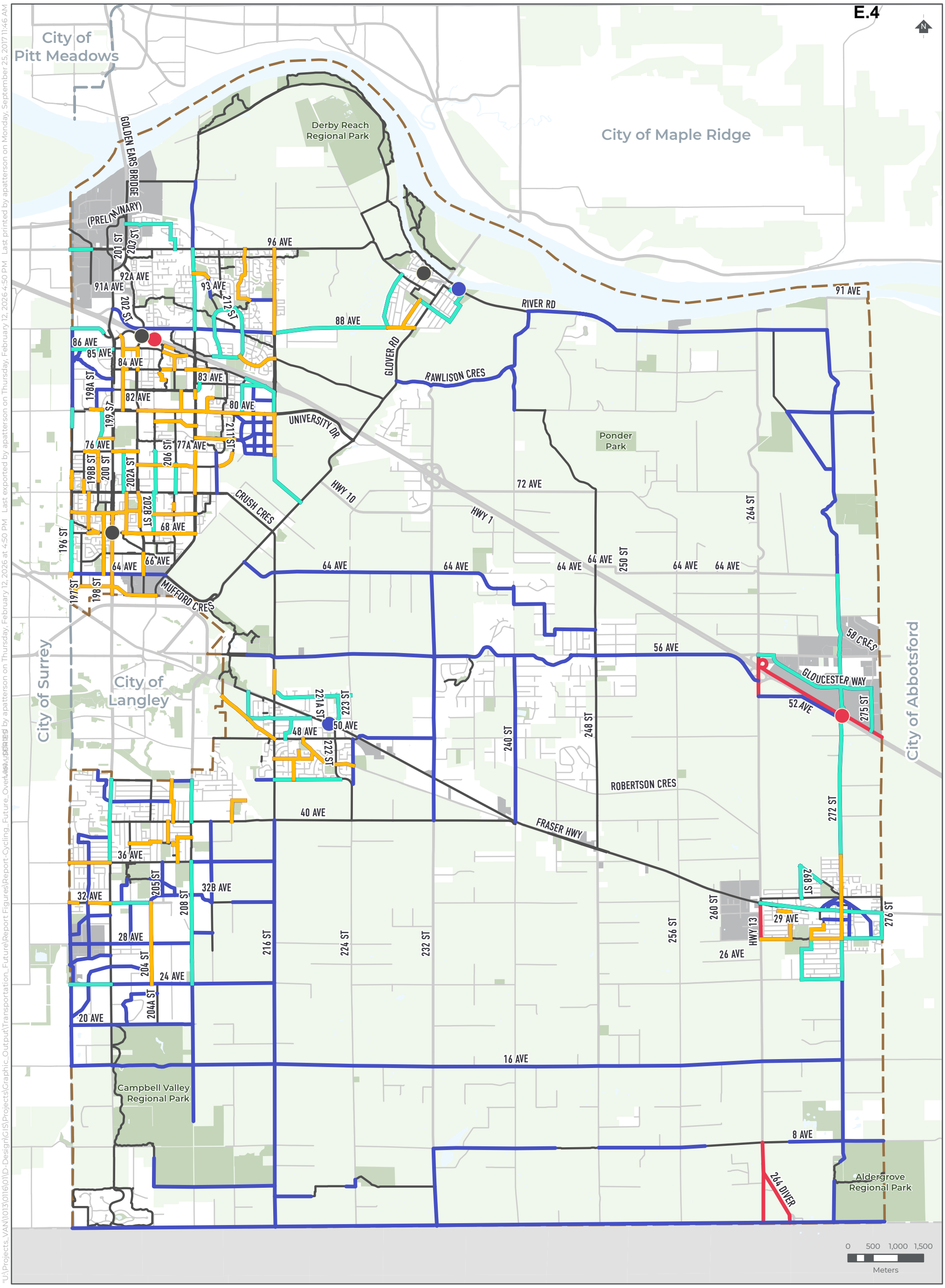
ROBERTSON CRES
FRASER HWY
260 ST
256 ST
HWY 13
268 ST
272 ST
276 ST
32 AVE
29 AVE
26 AVE
24 AVE
16 AVE
Philip Jackman Park
Aldergrove Athletic Park
0 500 1,000 1,500
Meters

ARTERIAL ROAD WIDENING PROJECTS AND NEW ROAD CORRIDORS PHASING PLAN

ALDERGROVE

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Road Improvement Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873



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LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Proposed Active Transportation Overpass - Long Term
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

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GOLDEN EARS BRIDGE
(PREL/MINARY)
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216 ST
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198B ST
202A ST
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CRUSH CRES
202B ST
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64 AVE
197 ST
MUFFORD CRES
FRASER HWY

0 500 1,000 1,500
Meters

LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

WILLOUGHBY - WILLOWBROOK

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- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Existing Cycling Route
- Existing Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
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16 AVE
Campbell Valley Regional Park
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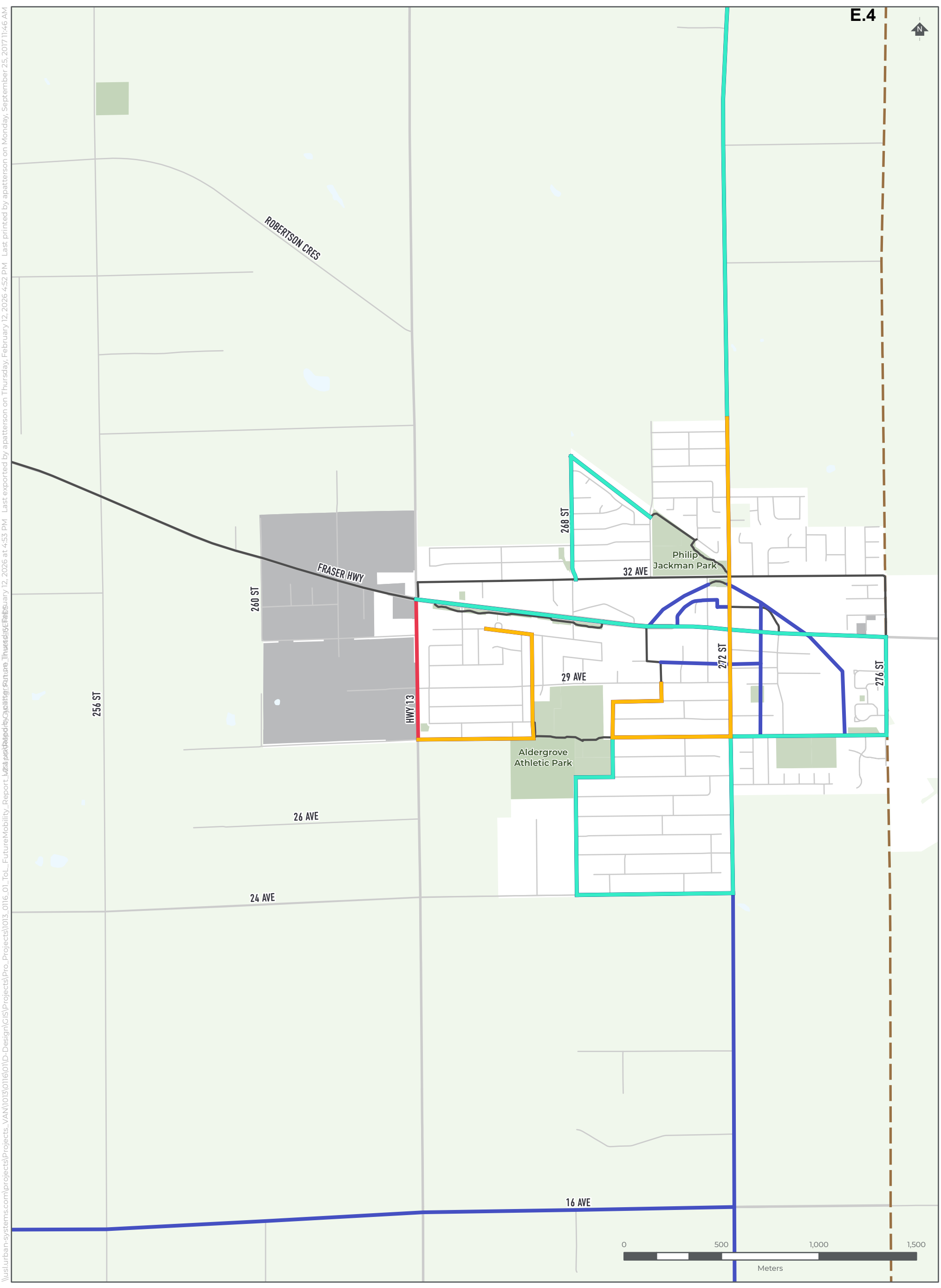
LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

BROOKSWOOD - FERNRIDGE

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Existing Cycling Route
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- Agricultural Land Reserve
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Township of Langley
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LONG-TERM CYCLING AND MICROMOBILITY NETWORK PHASING PLAN

ALDERGROVE

- Short Term (2025 - 2035)
- Medium Term (2035 - 2045)
- Long Term (20+ years)
- Explore Cycling Improvement Options with Province
- Existing Cycling Route
- Industrial
- Park
- Agricultural Land Reserve
- Municipal Boundary

Township of Langley
Est. 1873

Appendix B

Road Safety Strategy



Road Safety Strategy

Transportation and Mobility Strategy



Township of Langley Est. 1873

URBAN SYSTEMS

TranSafe Consulting LTD — Road Safety Engineering and Planning



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Road Safety Strategy Vision

Township of Langley is a community that values safe and healthy mobility for all. We will work collaboratively with our partners to strive towards Vision Zero: the elimination of fatalities and serious injuries in our transportation system.

Road Safety Strategy Guiding Principles

1. **Keep safety as a top priority**
2. **Base all decisions on evidence**
3. **Take a proactive approach**
4. **Make the system inclusive and equitable**
5. **Protect the most vulnerable**
6. **Collaborate and partner**
7. **Utilize technology and innovation**
8. **Secure and maintain sustainable funding**



1.0 Introduction

The Township of Langley (Township) is a vibrant and diverse municipality in the south-eastern region of Metro Vancouver located on the traditional territories of the q̓ʷɑ:ƛ̓ən̓ (Kwantlen), q̓ic̓əy̓ (Katzie), Máthxwi (Matsqui) and Se'mya'me' (Semiahmoo) First Nations. The Township is home to over 150,000 people in multiple neighbourhoods that span over 307 km^2 of land area. The Township's transportation network continues to grow as new neighbourhoods develop, and existing neighbourhoods evolve and expand. With a unique rural and urban mix that includes pockets of communities dispersed throughout the agricultural land reserve, there are many opportunities and challenges that come with multi-modal transportation planning and safety.

1.1 Objectives of the Strategy

Transportation safety is a top priority for the Township. As a key component of its Transportation and Mobility Strategy (TMS) a long-term transportation plan for the community, the Township has developed a Road Safety Strategy (RSS). The RSS provides a path forward for improving transportation safety for all modes of transportation with the ultimate objective of eliminating fatalities and serious injuries on the Township's roads. To maximize the chances of success, the Township has adopted Vision Zero principles in the development of the RSS, and the Safe System Approach framework for achieving this goal. **The objectives of the RSS are to:**

- Articulate a vision for safe mobility in the Township
- Capture local trends and concerns (both rural and urban areas), with a focus on recommendations based on data and evidence
- Apply industry best practices
- Provide a list of potential actions aimed at reducing fatalities and injuries
- Empower the Township, its partners, stakeholders, and the public towards a positive change in safety culture
- Interface with and inform the overall Transportation and Mobility Strategy

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

1.2 Road Safety in the Broader Context

Over the past decade, there has been increased recognition that fatalities and serious injuries on our roads can and should be eliminated. This had led to the development of strategies globally and at all levels of government.

- Globally, the United Nations and the World Health Organization proclaimed 2021-2030 as the Decade of Action for Road Safety. The Global Plan for the Decade states a target to reduce road fatalities and serious injuries by 50% (**Figure 1**).
- Nationally, Canada's Road Safety Strategy 2025 provides a national framework for addressing safety, including a year-to-year fatal and serious injury reduction target, an endorsement of the Safe System Approach, and a list of high-risk behaviours and countermeasures. A revised strategy will come into effect in 2026.



Figure 1: *Global Plan for the Decade of Action for Road Safety* (Source: World Health Organization)

- Provincially, the BC Government's BC Road Safety Strategy 2025 sets out a collaborative framework for road safety and targets a 50% reduction in road traffic deaths and serious injuries by 2030 (**Figure 2**).
- Regionally, TransLink's Transport 2050 Regional Transportation Strategy sets out a goal of reducing serious traffic injuries and fatalities 5% annually until reaching zero by or before 2050.

These policy documents set the stage for municipalities to develop their own strategies. Alignment with these strategies can potentially leverage as well as contribute to these larger goals.

Several other municipalities in Metro Vancouver have developed strategy documents, including the City of Vancouver's Moving Towards Zero Safety Action Plan (2016), the City of Surrey's Safe Mobility Plan (2019-2023), the City of Burnaby's Vision Zero framework within the Burnaby Transportation Plan 2050 and the City of North Vancouver's Safe Mobility Strategy.



Figure 2: *BC Road Safety Strategy 2025*

1.3 Vision Zero and the Safe System Approach

In recent years, Vision Zero has emerged as a philosophy guiding the management of road safety. It states that nobody should have to die or become seriously injured in a collision, as they are predictable and, therefore, preventable events. The Safe System Approach is an accepted framework for achieving Vision Zero. Both concepts are illustrated in **Figure 3**.

What is Vision Zero?

Vision Zero seeks to eliminate all traffic fatalities and serious injuries while promoting safe, healthy, and equitable mobility for all road users. This includes, but is not limited to, people who walk, ride a bike, use a mobility aid, ride a motorcycle, take the bus, or drive.

It is a recognition that one traffic fatality or serious injury is too many.

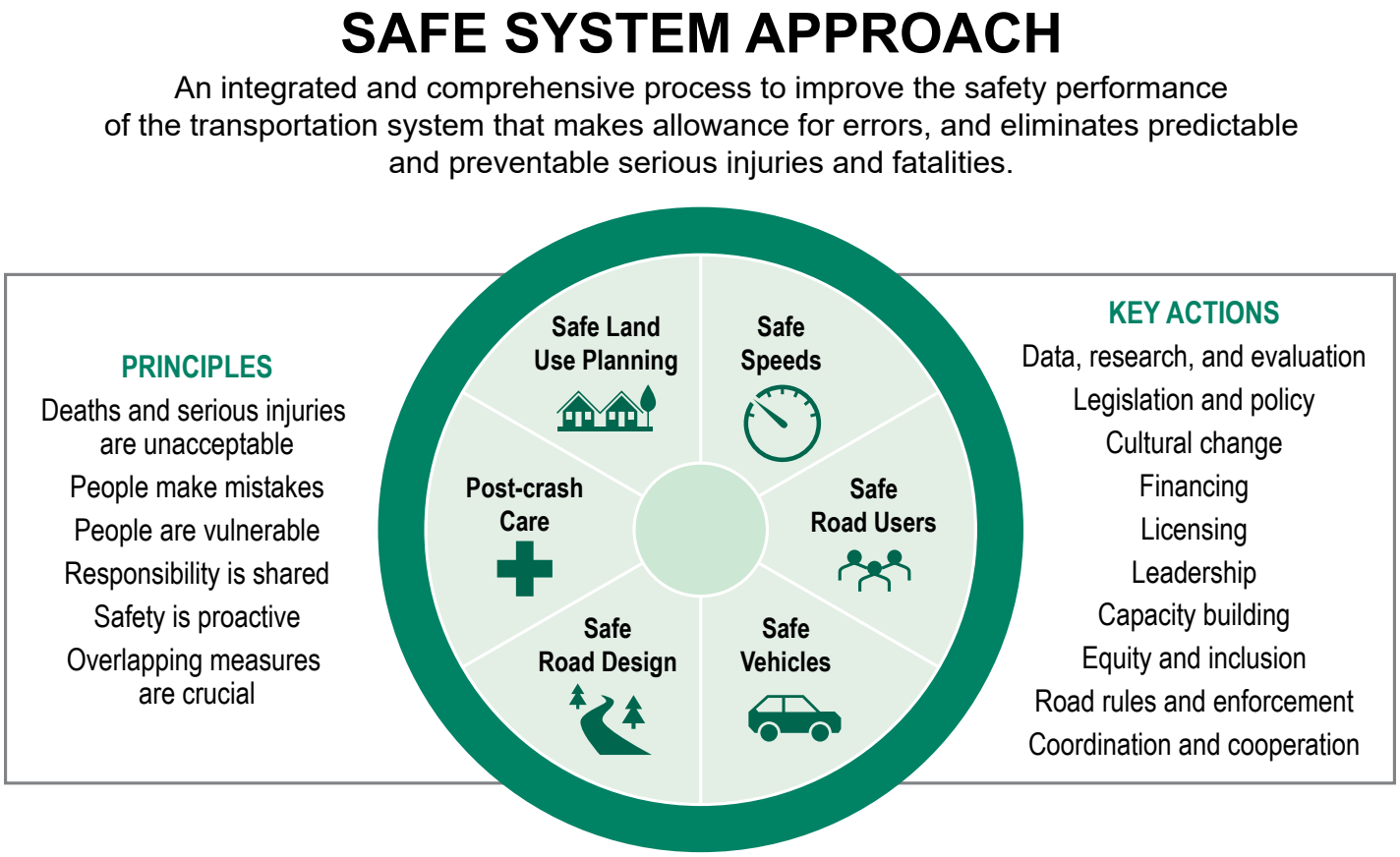


Figure 3: *Safe System Approach Framework (Source: Adapted from TAC - https://www.tac-atc.ca/en/vz-ss-primer-canada)*

1.4 How Engagement Informed the Strategy

The RSS was informed by the analysis of collision data, input from community members and key partners, and a review of best practices in other jurisdictions. This section provides a summary of the engagement that was completed as part of the RSS and TMS, along with some of the key findings related to transportation safety.

Community Engagement

Public input to the RSS was conducted as part of the TMS overall project engagement. During the first round of engagement in the Spring of 2024, input was collected through an online survey, open houses, pop-up events, and roundtable discussions with community and agency partners. The first round of engagement focused on understanding existing transportation related issues and opportunities. In the Spring of 2025, the second and third rounds of engagement occurred which focused on presenting the preliminary recommendations of the TMS and the RSS. This round included another online survey, an open house, pop-up events, and community roundtables. Below is a summary of some of the key takeaways specific to road safety from the TMS engagement.

Improving road safety was selected by respondents as one of the top priorities (see **Figure 4**).

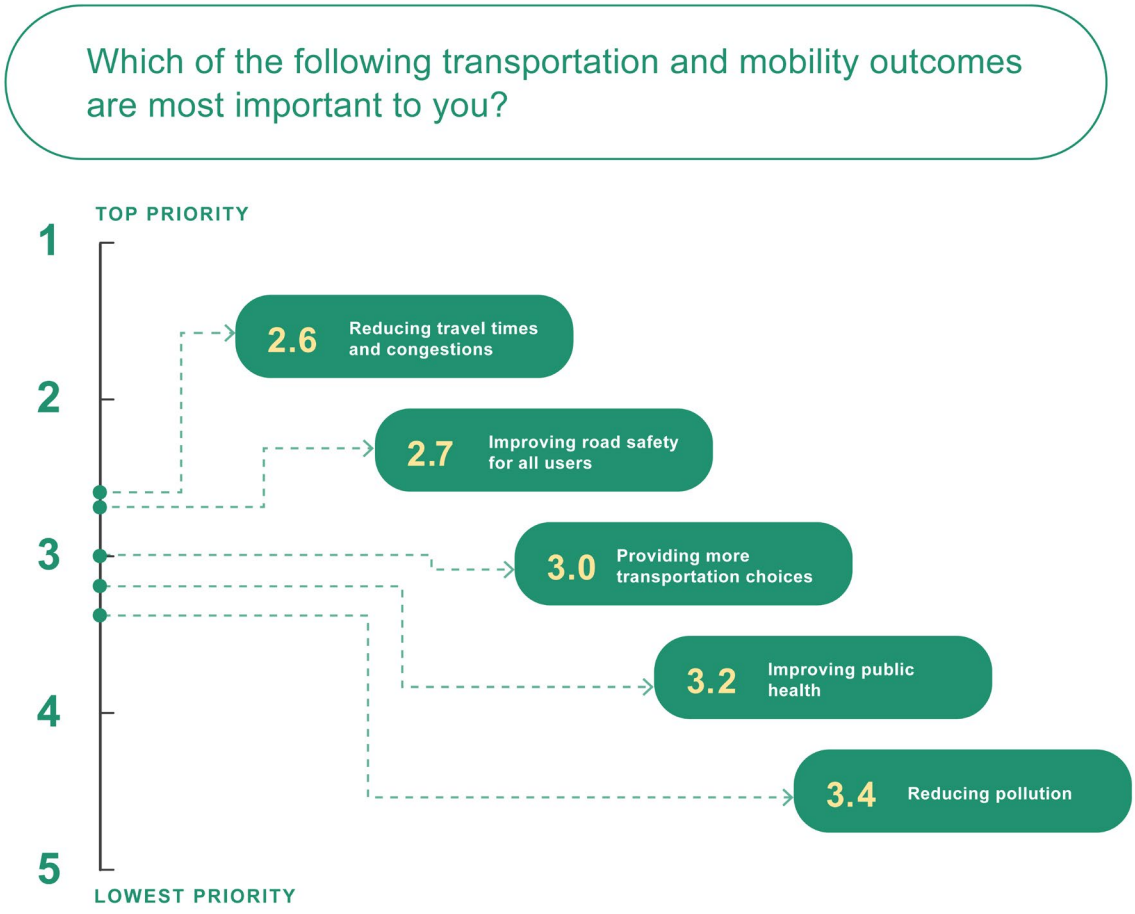


Figure 4: *Community Engagement Survey of Top Priorities for the TMS*

When the preliminary recommendations of the TMS and RSS were shared with community members during the second and third rounds of engagement, there was strong support for the recommendations. Prioritizing safety improvements was a key theme heard throughout the engagement when discussing all modes of transportation and particularly active modes such as walking and cycling. When community members were specifically asked about the proposed RSS actions, the key themes in the comments are summarized below.

- **Providing more enforcement of traffic laws.**
  - Speeding, distracted driving, parking, etc.
- **Improving safety at intersections.**
  - Red light cameras, installing more protected turn lanes and limiting right turns on red lights, converting more intersections into roundabouts, exploring all-way pedestrian movement at intersections, etc.
- **Prioritize overall transportation safety for all road users.**
  - Make streets safer for cyclists and pedestrians, enforce safe passing distance laws, provide more separated bike lanes and protected intersections, prioritize sidewalks over painted lines (shoulders) for pedestrians, etc.
- **Lower motor vehicle speeds.**
  - Lower speed limits in residential zones, install speed humps, narrow roads to calm traffic, improve road design to reduce speeding, etc.
- **Better signage/lighting.**
  - Make signage more visible and clearer, improve lighting, improve pavement markings, etc.



RSS Engagement Events

In addition to the TMS engagement, two special sessions (workshops) were held specifically for the RSS – in March 2024 and February 2025. The events were attended by Township staff from several departments and partners including ICBC, the Ministry of Transportation and Transit (MOTT), TransLink, Fraser Health, RCMP, and other community and agency groups.

The engagement included discussions of safety related trends in the Township, sharing of lived experiences, agency roles, the development of a vision for road safety and supporting guiding principles, and the identification of strategies and actions for the RSS.

Invitations to the workshops were sent to over 50 representatives from different organizations that are contributing to road safety in the Township. The following organizations sent one or more representatives to at least one or both workshops:

- Ministry of Transportation and Transit (MOTT)
- RoadSafetyBC
- Langley RCMP
- BC Trucking Association
- Fraser Health
- Langley Healthier Community Partnership
- TransLink
- Langley Emergency Program
- WorkSafeBC
- Coast Mountain Bus Company
- School District #35
- BC Ambulance Services
- Insurance Corporation of British Columbia (ICBC)
- Township Community and Policy Planning
- Township Development Planning
- Township Parks Design and Development
- Township Green Infrastructure Services
- Township Bylaw Enforcement
- Township Engineering Services
- Township Transportation Engineering
- Township Roads Operations
- Township Fire Operations
- Township Corporate Communications
- Township Engineering Administration and Business Support
- Township Agricultural Advisory Committee
- Township Seniors Advisory Committee

The input collected throughout the development of the TMS and the RSS was used to develop and refine the recommendations included in this strategy document.





2.0 Current State of Road Safety

The current state of road safety in the Township, summarized in this section, was based on community and stakeholder input summarized above, a review of collision data, on-site observations, and an understanding of current practices and policies at the Township.

2.1 Overall Collision Trends

Collision data was provided by the ICBC based on claims submitted to them during the 5-year period between 2018 and 2022. The records included all collisions that occurred on both Township roads and on roads under provincial jurisdiction (MOTT). In addition to ICBC data, RCMP data has also been reviewed and presented throughout the document. It is important to note that the different data sets provide different types of information and are recorded/reported at different times. Both have their benefits and limitations and can differ in the results. The overall frequency of collisions by severity outcome is shown in **Figure 5**. The frequency of fatal and injury collisions is shown separately for municipal roads and highways in **Figure 6**.



Figure 5: *ICBC Collision Frequency and Severity (All Roads and Highways)*

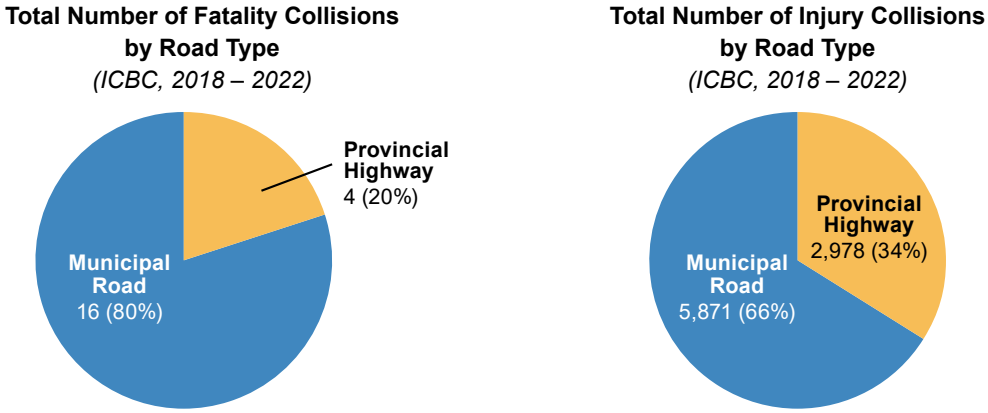


Figure 6: *ICBC Fatal and Injury Collisions Split Between Highways and Municipal Roads*

The overall annual average fatal and injury (casualty) collisions is 1,177 on roads under the Township's jurisdiction (excluding Ministry roads) based on ICBC data. Based on a population of 132,603 (2021 Census), the annual baseline rate is **8.9 casualty collisions per 1,000 people**.

Key trends in casualty collisions on municipal roads are as follows. The annual trend is summarized in **Figure 7**. The modes of transportation involved are shown in **Figure 8**.

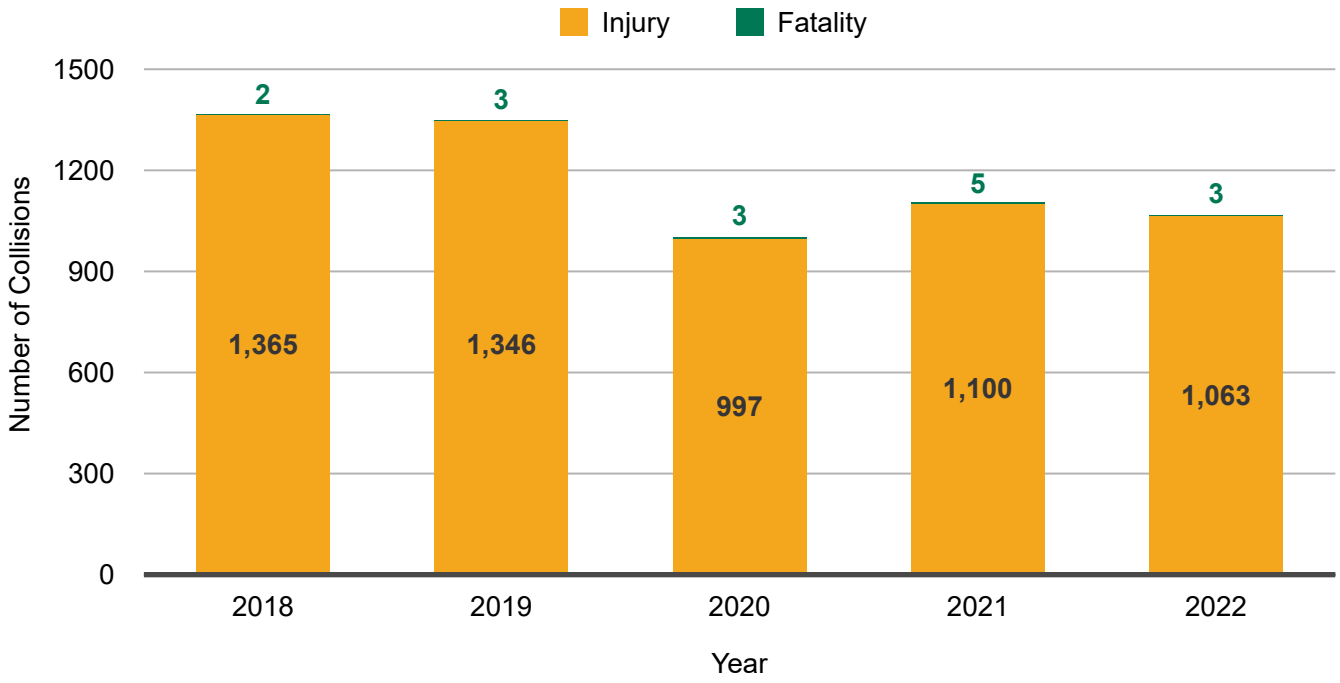


Figure 7: *ICBC Annual Fatal and Injury Collision Trend on Municipal Roads (ICBC, 2018-2022)*

There was a drop in numbers during 2020 which is likely related to the reduced travel during the COVID-19 pandemic. This is similar to the trend observed across other municipalities in Metro Vancouver. The number of fatalities and serious injuries increased since 2020 but remain lower than pre-pandemic levels despite population and employment growth in the Township.

Altogether, there were 326 collisions involving vulnerable road users (pedestrians, cyclists and motorcyclists), accounting for a combined 6% of casualty collisions (**Figure 8**). Trends involving these modes are explored more in **Section 2.2**.

The most predominant casualty collision type in the Township is rear end, accounting for about half of the total, followed by side impact collisions (20%), conflicted (11%), and single vehicle collisions (8%) (**Figure 9**).

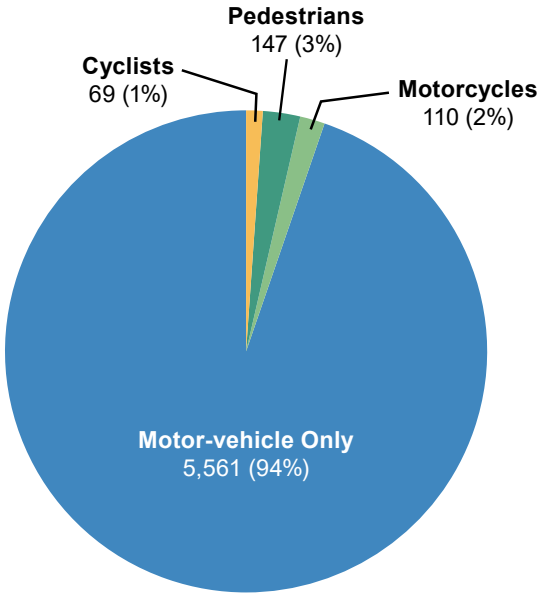


Figure 8: *ICBC Number of Casualty Collisions by Mode of Transportation on Municipal Roads (ICBC, 2018-2022)*

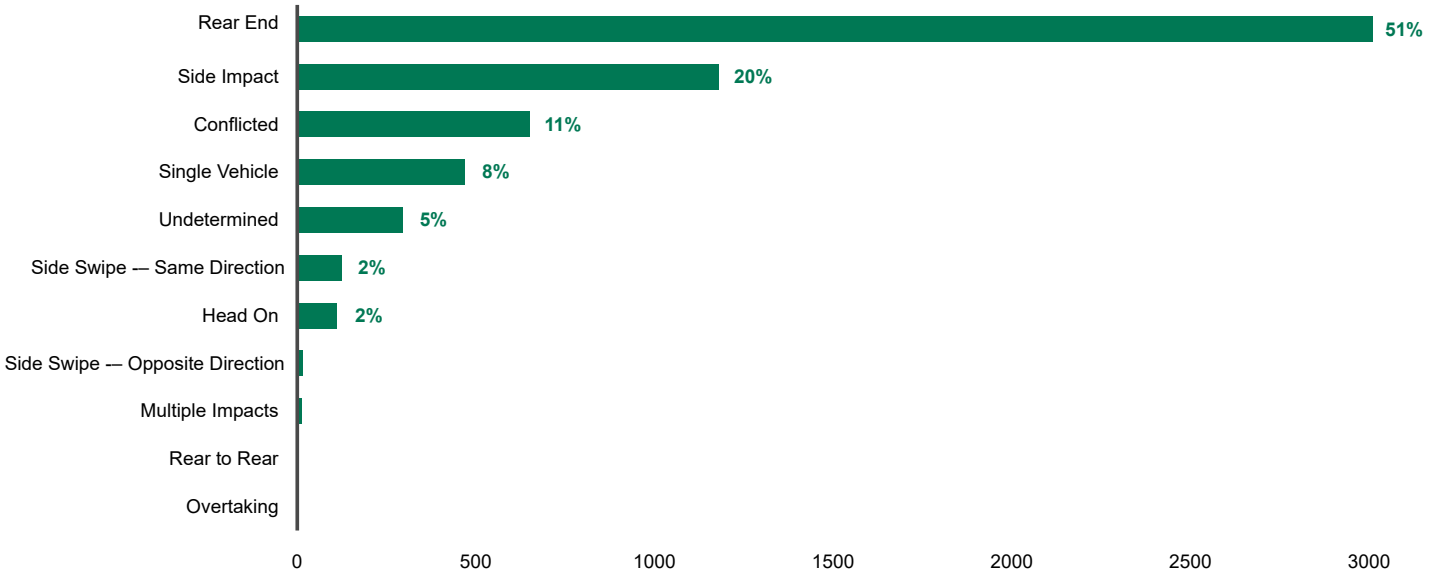


Figure 9: *ICBC Casualty Collisions by Type on Municipal Roads (ICBC, 2018-2022)*

Other key trends in casualty collisions include:

- 30% higher occurrence on weekdays than weekends
- Highest in the afternoon, between 3 and 6pm, with smaller peaks noted between 8 and 9am and between 12 and 1pm

These temporal trends indicate a correlation between casualty collisions and commuting patterns.

The land use distribution of collisions was reviewed using RCMP data from 2013-2022. RCMP data generally includes more severe collisions attended by police. It also includes a more detailed roadway and location description which is not included in ICBC data. Several land use categories were provided. These were consolidated into rural and urban areas, shown in **Figure 10**. Rural includes locations noted by police as rural residential, agricultural/ undeveloped or industrial/manufacturing. More than one-third of the reported injury and fatality collisions occurred in rural/industrial areas, as identified by reviewing the RCMP data.

Land Use for Injury and Fatal Collisions
(RCMP, 2013 – 2022)

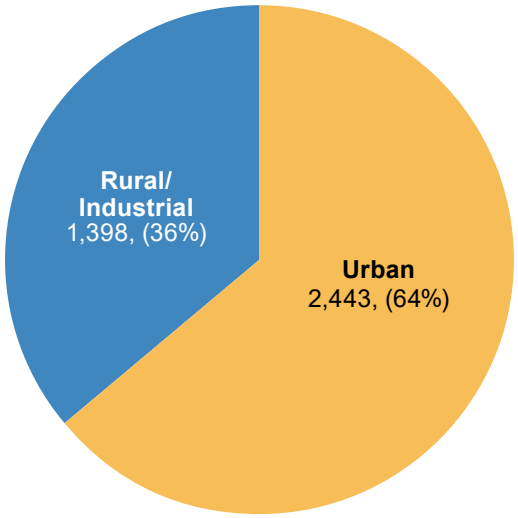


Figure 10: *RCMP Reported Collisions by Land Use Location*

2.2 Trends Involving Vulnerable Road Users

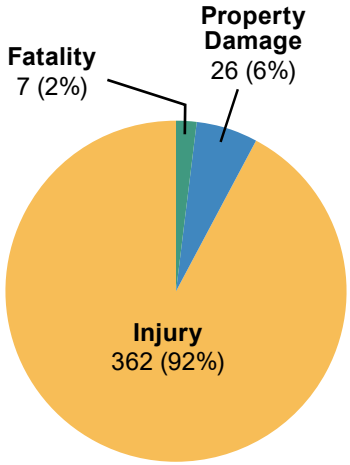
Collisions involving vulnerable road users (pedestrians, cyclists, and motorcycles) are typically more severe than other collisions. However, a significant proportion of them (particularly involving pedestrians and cyclists) are not reported to ICBC. Therefore, an analysis of RCMP-reported collisions over a longer 10-year period between 2013 and 2022 was conducted to gain a better understanding of the frequency and severity of collisions involving these users. This is shown in **Figure 11**.

From the breakdown of pedestrian, cyclist, and pedestrian collisions between 2013 and 2022, there were:

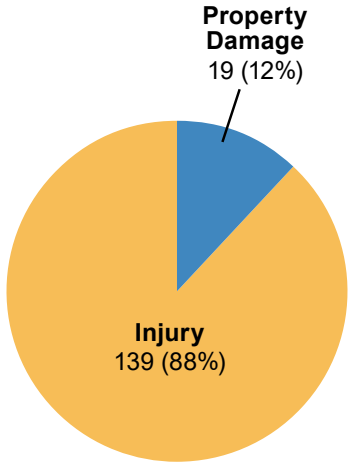
395	158	81
that involved pedestrians	that involved cyclists	that involved motorcycles

Pedestrian collisions were both the most frequent and severe of the vulnerable road user collision types, with 7 fatalities and 362 injuries. None of the collisions were specifically flagged as involving micromobility devices – such as e-scooters; however, it is likely that they will comprise a growing proportion of vulnerable road user collisions in the coming years as these devices gain popularity.

Total Number of Pedestrian Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads



Total Number of Cyclist Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads



Total Number of Motorcycle Collisions by Severity
(RCMP, 2013 – 2022) Municipal Roads

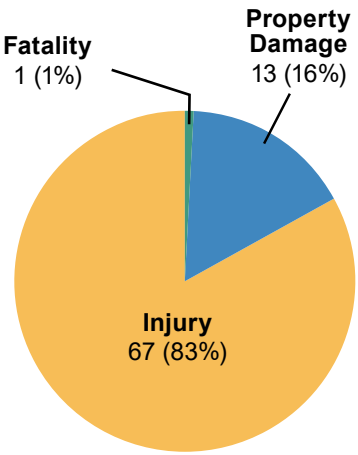


Figure 11: *Frequency and Severity of Vulnerable Road User Collisions (RCMP, 2013-2022)*

2.3 Network Screening Review

Network screening refers to the process of identifying collision-prone locations within the Township's road network. A network screening review was conducted for Township roads, based on location-coded casualty collisions reported to ICBC between 2018 and 2022, including vulnerable road user collisions. The focus was on intersections, as this is where the majority of collisions take place.

Figure 12 shows where all reported casualty collisions were located in the Township. **Figures 13**, **14**, and **15** show where casualty collisions involving pedestrians, cyclists, and motorcycles were reported, respectively. The maps show the frequency of collisions (i.e. the number of collisions) by location. While many of the locations also have high traffic volumes, collisions per traffic volume have not been calculated since the focus is to try to address every casualty collision, regardless of vehicle volume. Key trends are summarized below.



Total Collisions

- More than 112 casualty collisions in 5 years, or an average of more than 22 per year, were recorded at the following Township intersections:
  - 200 Street intersections with 64 Avenue, 72 Avenue and 80 Avenue
  - Fraser Highway and 196 Street (along boundary with City of Surrey and City of Langley)
  - Fraser Highway and Langley Bypass (MOTT Jurisdiction)
  - 56 Avenue and 216 Street
  - 88 Avenue and 208 Street



Pedestrian Collisions

- Two Township intersections were the site of 4 casualty collisions:
  - Fraser Highway and 272 Street
  - 72 Avenue and 201 Street



Cyclist Collisions

- One Township intersection was the site of 4 casualty collisions involving a cyclist: 72 Avenue and 208 Street
- One intersection was the site of 3 casualty collisions: 72 Avenue and 200 Street



Motorcyclist Collisions

- Four locations were the site of 3 collisions each:
  - 96 Avenue and 200 Street
  - 80 Avenue and 200 Street
  - 86 Avenue and 198A Street (unsignalized)
  - 56 Avenue and 224 Street

A customized methodology was developed that assigns a higher priority to locations where fatalities or collisions that involved vulnerable road users occurred. Intersections were classified by land use and traffic control. The locations are listed in **Table 1**.

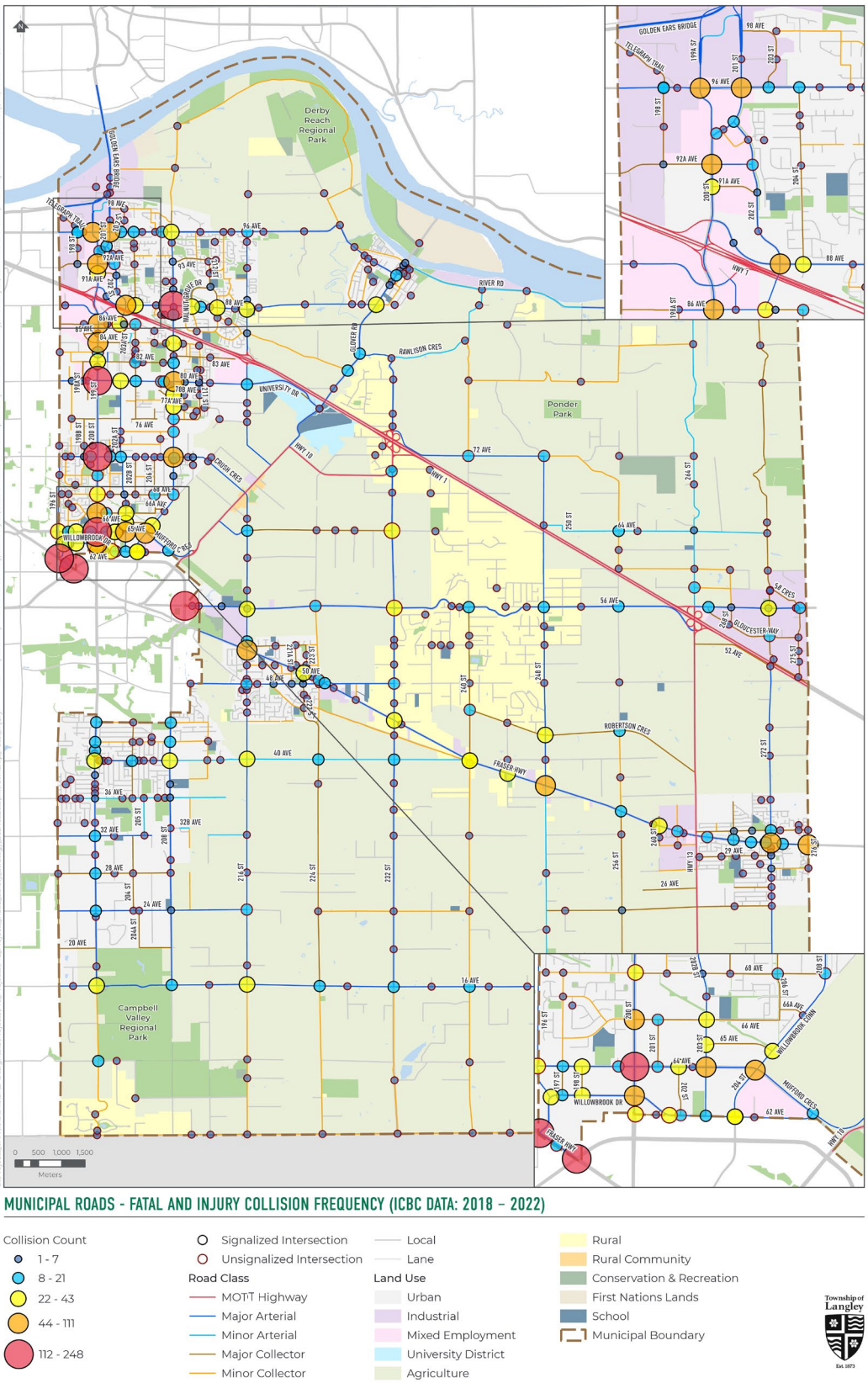


Figure 12: *Total Casualty Collision Frequency by Location (ICBC Data: 2018-2022)*

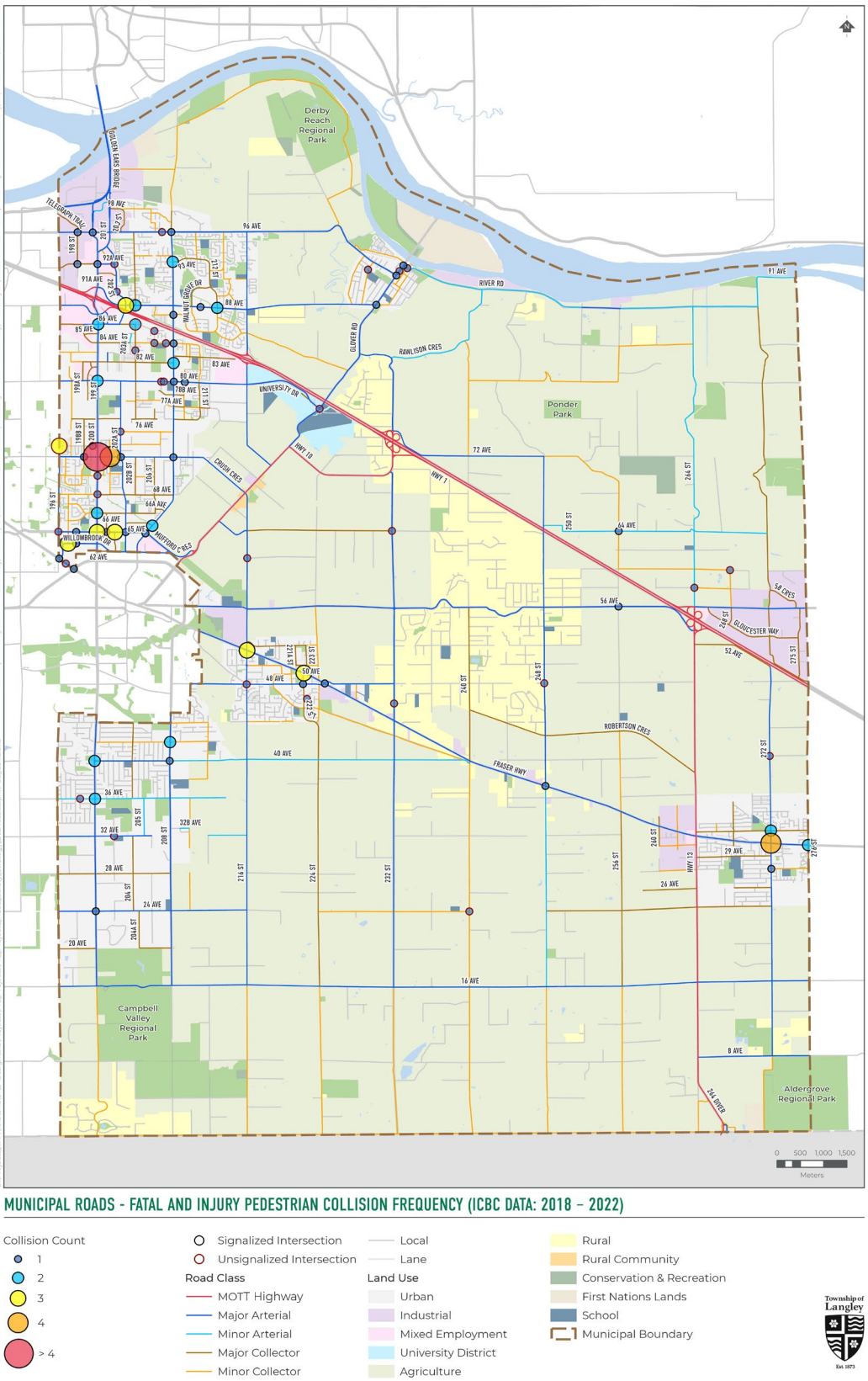


Figure 13: *Pedestrian Casualty Collision Frequency by Location*

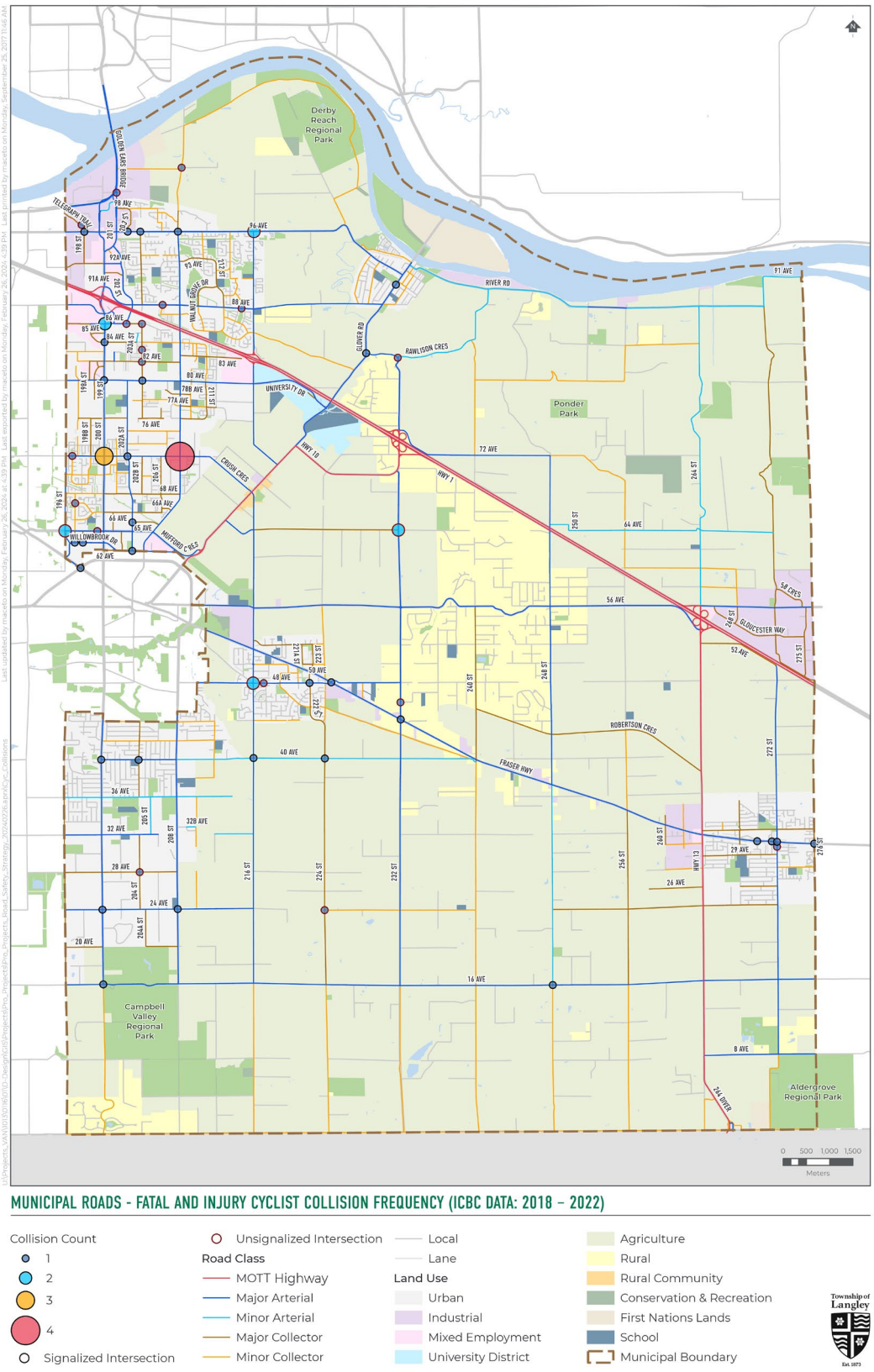


Figure 14: *Cyclist Casualty Collision Frequency by Location*

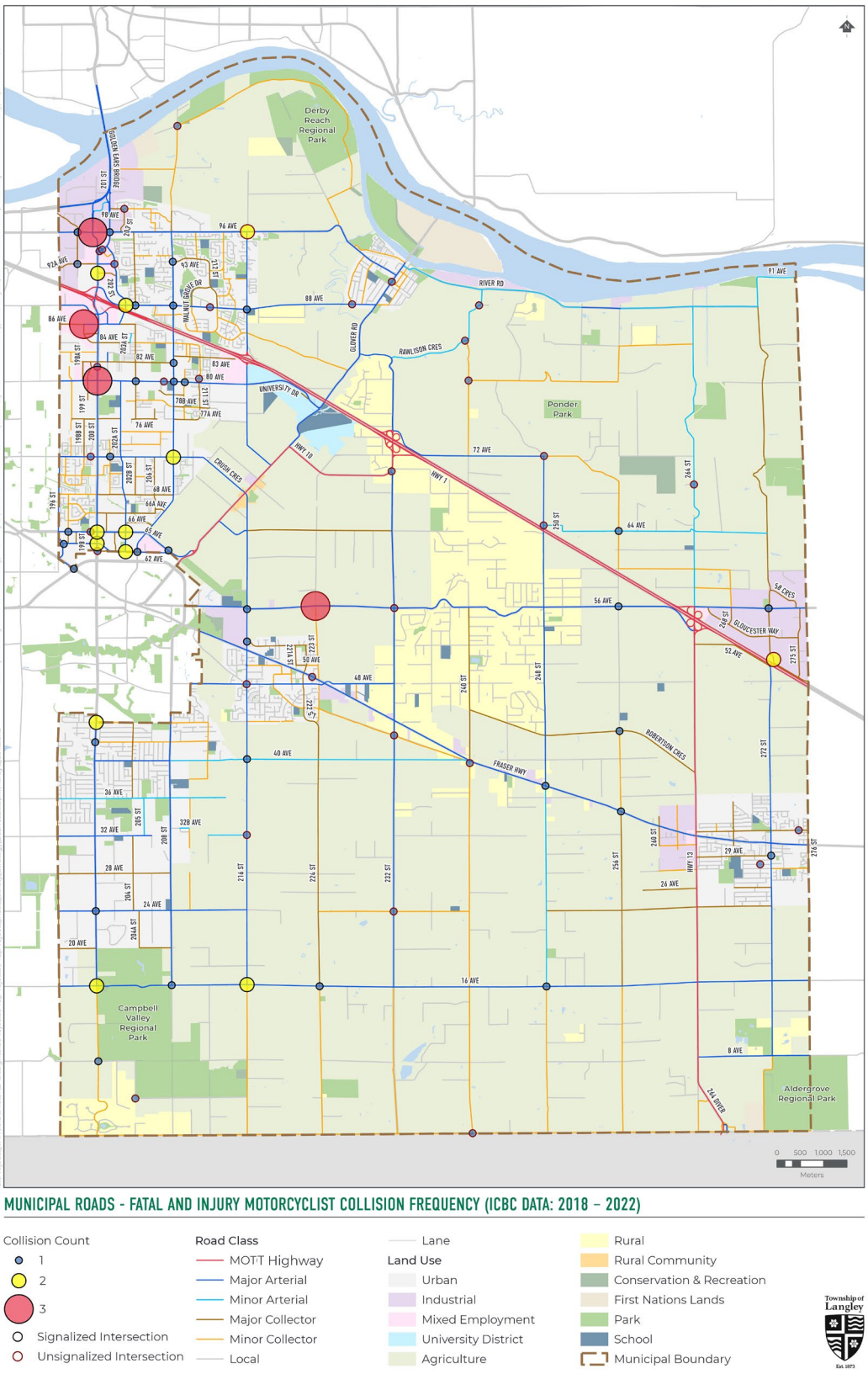


Figure 15: *Motorcyclist Casualty Collision Frequency by Location*

Table 1: *Intersection Ranking by Collision Risk* and Location Type*

Location Type	Intersection	
Urban Signalized	1. 72 Avenue and 200 Street 2. 64 Avenue and 200 Street 3. 80 Avenue and 200 Street 4. Fraser Highway and 196 Street	5. 92A Avenue and 200 Street 6. 66 Avenue and 200 Street 7. Fraser Highway and 276 Street (shared with Abbotsford) 8. 84 Avenue and 200 Street
Urban Unsignalized	1. 68 Avenue and 200 Street 2. 96 Avenue and 216 Street	3. 24 Avenue and 200 Street 4. 86 Avenue and 202 Street
Rural Signalized	1. Fraser Highway and 240 Street 2. 56 Avenue and 216 Street 3. 16 Avenue and 216 Street	4. Fraser Highway and 244 Street 5. 16 Avenue and 200 Street
Rural Unsignalized	1. 64 Avenue and 232 Street 2. 40 Avenue and 216 Street 3. 56 Avenue and 224 Street	4. 64 Avenue and 256 Street 5. 56 Avenue and 256 Street

**Collision risk refers to the risk score based on weighting of collisions, consequence (fatality or injury) and involvement of vulnerable road user modes (pedestrians, cyclists, motorcyclists). The risk score does not consider the vehicle volumes at each location, as a result these locations typically have high motor vehicle volumes.*

As shown in **Table 1**, intersections located in areas with different land use and with different traffic control combinations were included in the network screening intentionally. This was done because the types of treatments and mitigation measures are typically unique based on the combinations. Specific suggestions are provided in the Actions for the range of land use and traffic control combinations.



2.4 Equity Considerations

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

Equity is an important consideration in road safety. Both the identification of interventions and the locations where to implement them can be subject to bias by treating all populations the same. In recognition of this potential inequity, the Network Screening conducted for this study gave a higher priority to vulnerable road user collisions; however, this does not account for the range of inequities such as demographics, race and income. For example, some equity-deserving populations may not have access to a vehicle, or a motorized mobility aid (scooter). For these populations, access to transit and to safe cycling and walking facilities is particularly important and should be prioritized in the implementation of the RSS.

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



2.5 Infrastructure Review

In addition to the engagement and collision analysis noted above, a high-level infrastructure review was conducted to gain an understanding of the existing roadway conditions, with a focus on the higher-risk intersections. In lieu of conducting formal in-service safety reviews, a site visit was conducted at a representative sample of locations in the Township (i.e. corridors and intersections with different land use, road classification, and traffic control combinations). The locations were reviewed by carrying out drive-throughs and limited site observations. The intent of this review was to better understand current conditions from a safety perspective at various locations in the Township. It was not an extensive review of all safety issues, but an opportunity to observe trends and to help identify strategies and actions that can address some of the common conditions. The locations where observations were conducted are listed in **Table 2**.

Table 2: *Infrastructure Review Locations*

Intersection	Land Use	Minor Road Class	Traffic Control
24 Ave and 200 St	Commercial	Arterial	4-way stop
16 Ave and 200 St	Rural	Collector	Signalized
16 Ave and 216 St	Rural	Collector	Signalized
40 Ave and 216 St	Rural	Arterial	4-way stop
Fraser Hwy and 240 St	Rural	Collector	Signalized
56 Ave and 256 St	Rural	Local	2-way stop
56 Ave and 216 St	Rural/Industrial	Arterial	Signalized
Fraser Hwy and 196 St	Urban	Arterial	Signalized
92A Ave and 200 St	Urban/Industrial	Collector	Signalized
80 Ave and 200 St	Urban	Arterial	Signalized
72 Ave and 200 St	Urban	Arterial	Signalized
68 Ave and 200 St	Urban	Collector	2-way stop

A summary of the common observations at these locations are highlighted below.

General

- High design and operating speeds, combined with:
  - urban: high volumes and queues on arterial roads
  - rural: stop-control on side streets
- Increasing diversity of users, including e-scooters and other micromobility devices.

Urban Locations

- Left-turn queues encroach into through lanes.
- Wide intersections for people to cross and navigate through.
- Wide right-turn geometry, long pedestrian crossing distance.
- Limited protected cycling routes and protections at intersections.

Rural Locations

- Wide approach lanes and narrow shoulders.
- Overhead beacons have been installed at some locations.
- Sight obstructions on corners of some intersections.









2.6 Current Practice Review

The Township has several existing policies, programs, and practices in support of road safety. These include a Neighbourhood Traffic Calming Policy, commercial vehicle safety inspections, Traffic and Transportation Advisory Committee meetings, and School Travel Planning programs and initiatives. The Township currently conducts safety assessments as part of transportation planning processes as needed and safety reviews are typically completed prior to implementing improvements. Additionally, new development applications are required to consider safety impacts. From a data management perspective, the Township receives annual collision data from ICBC. There are limitations with this data, including a lack of distinction between serious injuries and non-serious injury collisions.

The Township proactively initiates and implements safe mobility improvements on an ongoing basis. These improvements include policies, capital projects and retrofits, and education and advocacy initiatives. Various plans identify specific projects to enhance transportation safety, such as neighbourhood plans and the TMS. Some of the infrastructure countermeasures the Township has implemented to enhance safety includes implementing new:

- roundabouts and all-way stops
- protected-only left-turns
- median/roadside barriers
- rumble strips
- gateway treatments
- traffic calming
- speed display devices
- complete streets principles as part of road retrofit projects
- new pedestrian crossings
- protected bike lanes
- leading pedestrian intervals at signals
- accessible curb ramps and pushbuttons

While the Township works to make transportation in the community safer, there are opportunities to enhance and improve existing policies, procedures, and practices to work towards achieving Vision Zero. These actions are outlined in **Section 4** of this RSS. Additionally, there is recognition that more funding and resources are needed to strengthen these efforts and prioritize safety. More details about funding and resources are outlined in **Section 5**.

3.0 Vision for Road Safety

3.1 Vision

Together with its partners, the Township has developed a vision to guide its long-term road safety objectives. It conveys the importance of safe mobility regardless of mode of transportation, the ultimate target of zero fatalities and serious injuries, and the Township's partnership approach to achieve this target.

Township of Langley is a community that values safe and healthy mobility for all. We will work collaboratively to strive towards Vision Zero, the elimination of deaths and serious injuries in our transportation system.

3.2 Guiding Principles

A set of guiding principles was identified to support the stated Vision and support the development of the strategies and actions of the RSS. They will also be used to guide the implementation and future decision making related to road safety in the Township. The following outlines the guiding principles of the RSS.

Keep Safety as the Top Priority	**When decisions are being made about the transportation system, safety—and not capacity, access or economy—is the top consideration.**
Base all Decisions on Evidence	**All decisions are informed by good data—recent, reliable and informative—and by credible research.**
Take a Proactive Approach	**The earlier that safety is considered in the transportation life cycle, the more favourable are the safety performance outcomes. Safety can be considered as early as the land use and transportation planning stages, including transit.**

Make the System Inclusive and Equitable	**Road Safety is about making the system as safe as possible for ALL users, including those with mobility limitations; equity-deserving populations (First Nations and others); and those who may be more vulnerable.**
Protect the Most Vulnerable	**Priority is given to those who are most vulnerable (pedestrians, cyclists, motorcyclists and people using mobility devices) who are the most likely to sustain a serious injury or die in a crash.**
Collaborate and Partner	**Working together, including combining efforts and reducing duplication, can achieve greater results. This is due to the broad range in expertise, diversity and spheres of influence that partnerships can bring.**
Utilize Technology and Innovation	**Technology is used to its full potential, both in the collection and analysis of data, and in the development of solutions; for example, to optimize safety by responding to real-time conditions.**
Secure and Maintain Sustainable Funding	**Road safety is an issue for which priority and funding should not fluctuate based on political or economic cycles. A range of sustainable funding sources and support is required, including both public and private sectors.**

3.3 Road Safety Targets

The Township's TMS has three targets.



- **Sustainable transportation mode share.**
  Increase the mode share of trips by active transportation and public transit by 2050.
- **Reducing serious traffic injuries and fatalities.**
  Work towards zero serious injuries and fatalities by 2050.
- **Reducing transportation-related Greenhouse Gas (GHG) Emissions.**
  Working towards zero transportation GHG emissions by 2050.

In support of Vision Zero, the TMS has an aspirational target of zero fatalities and serious injuries by 2050. An ultimate target of zero is not possible without aiming for interim targets and adjusting strategies along the way. It is anticipated that in the short term, much of the Township's focus will be on establishing programs, testing pilots, and building partnerships to support the implementation of the actions outlined in the RSS. As a result, it may take time to see a significant reduction in serious injuries and fatalities.

As noted in **Section 2.1**, the baseline casualty (injury and fatality) collision frequency is 8.9 collisions per 1,000 people. Due to data limitations, serious injuries could not be distinguished from the non-serious collisions. Most of the actions in the RSS are expected to be more effective in reducing the most severe collisions. Therefore, until these data issues can be resolved, the Township can measure its success based on total casualty collisions. The following targets are recommended:

Short Term

10% reduction in total injuries and fatalities by 2030, per 1,000 people

Medium Term

50% reduction in total injuries and fatalities by 2040, per 1,000 people

Long Term

100% reduction in total injuries and fatalities by 2050, per 1,000 people

The RSS actions have been divided into short, medium and long-term actions. The Implementation Strategy (**Section 4.0**) provides more details on what is required for successful implementation, as well as how progress towards zero serious injuries and fatalities can best be monitored and evaluated.

3.4 Strategies

The strategies in the RSS were identified based on the data, engagement, alignment with guiding principles, and research of best practices. The process is summarized in **Figure 16**.

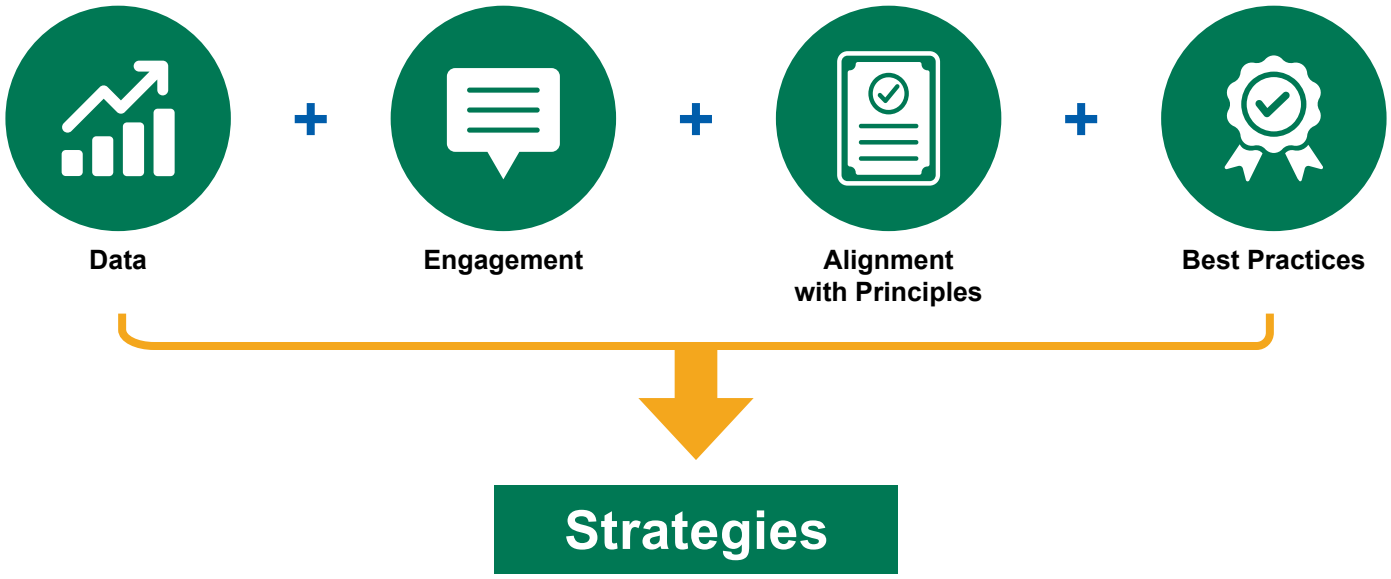


Figure 16: *Evidence-based Approach to the Identification of RSS Strategies*

Working towards achieving Vision Zero and the TMS safety target will require significant investments and changes in priorities and decision making over the next 25 years. The RSS action plan includes six strategies, listed in **Figure 17**. Each strategy has a series of actions for the Township and its partners to implement in the years ahead. The recommendations for each area are meant to improve safety for everyone—whether you're walking, cycling, driving, or taking transit. The strategies and actions are described in more detail in **Section 4**.

Strategy #1
Refine and Enhance the Township's Road Safety Management System

Strategy #2
Manage Speeds on Township Roads

Strategy #3
Enhance Safety at Urban Intersections

Strategy #4
Enhance Safety at Rural Intersections

Strategy #5
Protect Vulnerable Road Users

Strategy #6
Facilitate a Culture of Transportation Safety

Figure 17: *Township RSS Strategies*

4.0 Action Plan

A list of actions and next steps were developed for each of the six strategies. The selection of the strategies reflects that:

- Refining and enhancing the Township's **Road Safety Management System** refers to the data, policies, and processes that are foundational to the success of a road safety program, and critical when applying the Safe System Approach.
- **Managing speeds** on Township roads is an integral part of the Safe System Approach, as slower motor vehicle speeds result in a reduction in collision impact severity.
- Enhancing **intersection safety** for all road users is critical because intersections are the most common collision locations where road safety issues are often observed. They are also the locations with the greatest opportunity for improvement. The context and characteristics of intersections in urban and rural areas are distinct, and each have their own toolbox of treatments.
- Enhancing safety for **vulnerable road users** refers to creating safer conditions for the most injury- and fatality-prone users of the system. This refers to people walking, cycling, and motorcycle users, they are most vulnerable due to their lack of protection and their unique needs.
- Facilitating a **culture of transportation safety** within the Township by changing behaviours is critical to achieving zero fatalities and serious injuries.

Throughout this section and for each strategy, the related evidence – including the collision analysis, engagement input, and best practice approaches – are noted. A series of actions have been identified and described to support each strategy. For each action, a list of potential next steps the Township and/or its partners can take to successfully deliver each action have been included.

Each action includes a recommended timeframe for initiation. It is recognized that many of the actions will be ongoing in nature and may take several years to implement. At a high level, policy updates, exploring partnership opportunities, and initial studies have been identified as short-term actions. This will ensure that the Township has the foundations in place to implement the longer-term actions. The actions are identified for initial implementation in the following timeframes:

- **Short term:** 2026-2030
- **Medium Term:** 2030-2040
- **Long Term:** 2040-2050

Each action also includes recommendations for metrics to measure progress and the agencies that are suggested to be involved in (lead and support) implementation. It is important to note that implementing the strategies and actions identified throughout the RSS will require strong partnerships and internal resources, including staff time and funding. More details about this have been outlined throughout the document and in **Section 5.0**.

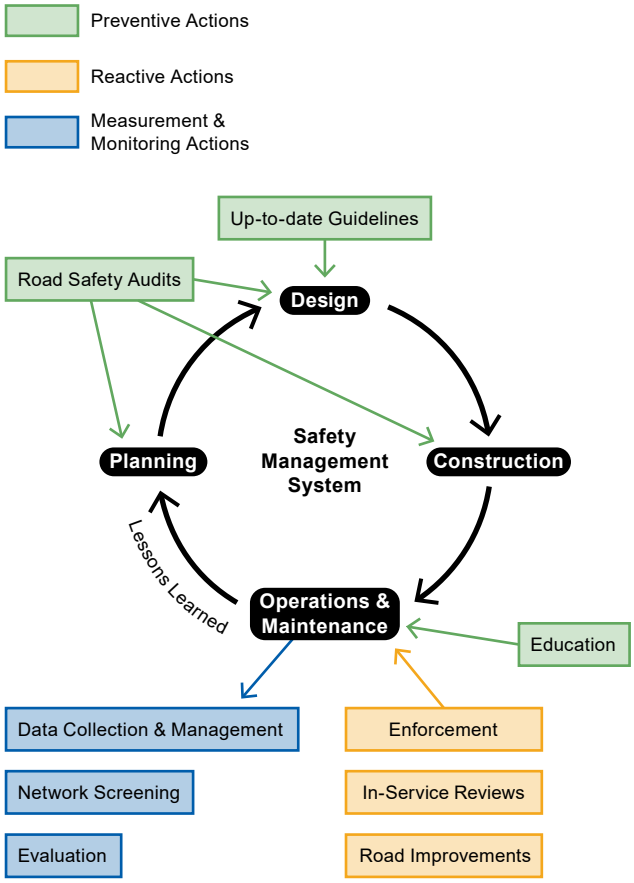
The RSS identifies actions based on an understanding of collision patterns and behaviours on Township roads. There are several roadways within the Township's municipal boundary that are under the Province's (Ministry of Transportation and Transit - MOTT) jurisdiction.

The Township will continue to work with the Province on safety improvement on roads under provincial jurisdiction, including Highway interchanges, Highway 10, and Highway 13.

Strategy #1: Refine and Enhance the Township's Road Safety Management System

A road safety management system is an essential part of a road agency's transportation safety program. The road safety management system is depicted in the Transportation Association of Canada (TAC) Canadian Guide to In-Service Road Safety Reviews, 2014. It requires that appropriate data is identified and used for all safety management activities, including screening the road network for collision-prone locations, conducting In-Service Road Safety Reviews, and implementing safety enhancements. This highlights the importance of consistent and reliable data in managing road safety.

Road safety management starts with understanding safety trends, which relies on collision data. However, road safety management does not only pertain to the identification and remediation of collision-prone locations, but it also recognizes that road safety issues are most effectively addressed during the planning and design stages of transportation projects. For example, Road Safety Audits can be conducted on proposed plans for road widening or realignment projects to catch safety issues before the project is built. Having a policy for how and when to conduct road safety reviews, studies, and evaluations can assist planning, design and construction teams to think safety and incorporate it at different stages of projects.



Road Safety Management System (TAC, 2014)

While road agencies strive to prevent severe collisions, when they do occur, they represent an important learning opportunity. When a serious injury or fatality occurs, a process for addressing possible issues at both the site of the collision and other locations that exhibit similar characteristics is extremely valuable. A post-fatality review process helps to facilitate these learnings and changes. By applying lessons learned during these reviews throughout the network, a systemic approach to improving safety can be applied.

The Township currently carries out some of the activities identified as part of a road safety management system, with the assistance of ICBC and external consultants. This includes some corridor reviews and the development of new cross sections and design standards. Implementing a broader road safety management system may enable the Township to seek annual funding for improving safety throughout the Township more consistently and systematically. It would also require additional staff capacity to implement each component of the system, as discussed in **Section 5** Implementation Strategy.

Action 1.1: Work with Partners to Develop a Data Management Strategy and Address Data Gaps

Description

Accurate data is essential for the identification of transportation safety issues and the development of strategies; for monitoring the success of the implemented measures. It is also useful when reporting back to elected officials and community members. Collision data is the most critical source of data; however, other sources of safety-related information include:

- Road user behaviour data, such as distracted driving, aggressive behaviours, seat belt use, and helmet use. This data would likely come from RCMP or ICBC;
- Demographic data (from census data and road user surveys);
- Traffic volume and travel distance data (by mode), from regional (Trip Diary) or local surveys (municipal household travel surveys);
- Infrastructure factors (road class/land use, intersection traffic control, cross-section);
- Enforcement data: traffic infractions (from RCMP);
- Conflict data: types and severity of near-misses (from video-based or expert conflict analysis); and
- Injury data from hospitals (to be provided by Fraser Health).

The Township receives collision data annually from ICBC and analyzes collision data in response to requests or in support of specific projects. There are challenges with the data sources. Most notably, ICBC data does not specify injury severity, and RCMP data covers only a subset of the collisions. Additionally, information about injury severity from RCMP reports does not always accurately reflect eventual outcomes. Both datasets may under-represent the active transportation user injuries, especially off-road or if no vehicle was involved (e.g. pedestrian falls, and collisions involving users of various micromobility devices).

Overcoming these issues will require improvements to data at the provincial level (RCMP, ICBC, Fraser Health, etc.), beyond the Township's jurisdiction. However, the Township can follow up with the data providers on an annual basis to address some of these issues and inform them of how the data is being used. Additionally, opportunities to utilize public health data should continue to be explored. In particular, with the focus on serious injury, trauma centre data may provide a more accurate assessment of injury outcomes. The Township should work with Fraser Health to explore joint initiatives to use health data in support of roadway injury prevention, and address longstanding issues regarding data privacy and compatibility. The cities of Vancouver and Kelowna and their health authorities can be contacted to discuss how they worked through these issues to obtain and make use of ambulance, hospitalization or trauma centre data.

Status		New	Cost
Implementation	Short Term	**Next Steps** • Discuss the existing data issues with ICBC and RCMP to address gaps and quality, including a more accurate understanding of injury severity and other contributing factors, and agree on ways to address these issues. (Ongoing) • Identify other data sources of transportation related injuries (including serious injury) in the absence of reliable collision data, including ongoing discussions with Fraser Health and other data providers. • Review other safety data that can be used to reflect safety performance, such as speeds, violations, and conflicts.	**$**
	Medium Term	• Conduct a pilot project with Fraser Health on the use of hospitalization data as a primary source of information on serious injuries.	**$**
Metrics		The adoption of a primary data source for measuring progress towards Vision Zero.The completion of pilot projects using other sources of data, both collisions and other indictors of safety.	
Lead		Township - initiating and continuing conversations.	
Support		ICBC, Police, Fraser Health, RoadSafetyBC, MOTT, and other partners	

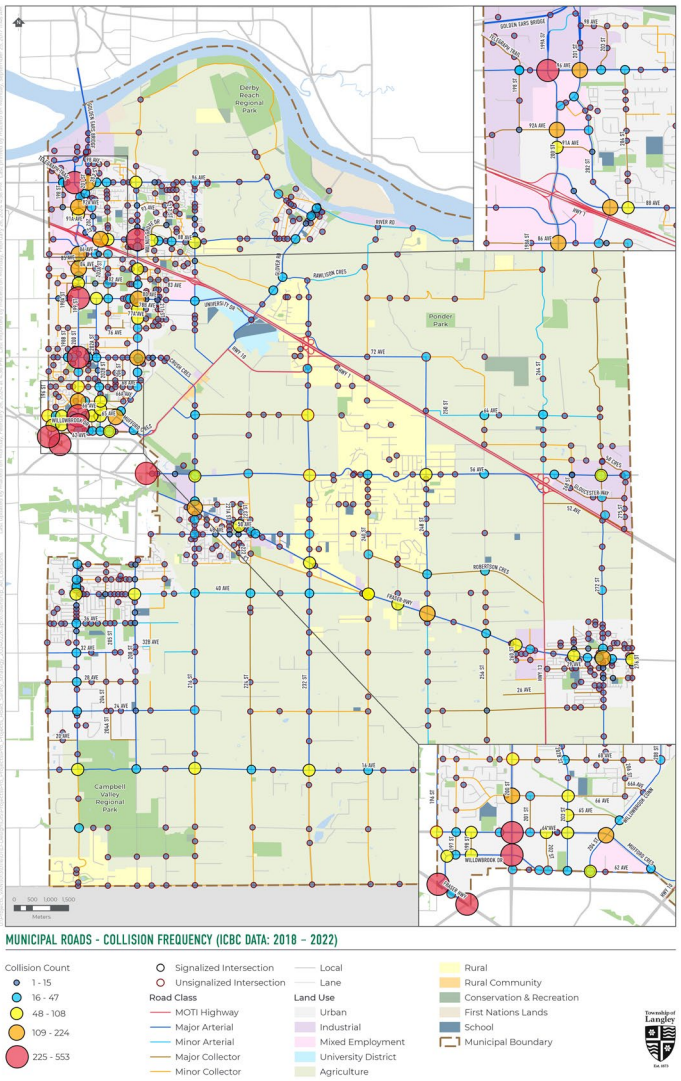
Action 1.2: Conduct Regular Network Screening and Safety Reviews

Description

Network screening refers to the analysis of a transportation network to identify locations (corridors, intersections, and other locations) where the greatest concentrations of collisions occur.

Several approaches may be used to complete this process, including accounting for the number and severity of crashes. The end goal is to identify where additional analysis is needed and to develop solutions to improve safe mobility. The TAC Guidelines for Network Screening of Collision Prone Locations contain best practices regarding network screening procedures. The traditional approach to network screening has focused on all collision-prone locations, regardless of collision severity. In contrast, the RSS and advanced network screening methods place an emphasis on more severe collisions, by converting collision history into risk-based numbers.

The Township has predominantly been conducting In-Service Road Safety Reviews based on specific projects and/or when requested. The Township can now use the results of the network screening analsysis completed as part of the RSS (**Section 2.3**) to idenitfy additional locations where conducting a safety review would be valuable and complete reviews on a more systematic basis. In-Service Road Safety Reviews can be done at the intersection and at the corridor scale. Corridor-level reviews provide more opportunities to identify and address both corridor wide and intersection safety issues and improvement measures. These safety reviews may be partially funded with support from agencies such as ICBC, and completing them can assist with requests for funding for implementing idenified mitagation measures.



ICBC Reported Collisions (2018-2022)

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Seek annual funding for regular screening, safety reviews, and a dedicated staff member to oversee these tasks. (Ongoing) • Conduct a network screening every 3-5 years and based on the results, identify 3-5 injury-collision prone intersections (or corridors containing several intersections) to review. (Ongoing) • Complete 3-5 intersection safety reviews (or one major corridor review) per year, using a Safe System Approach. Ensure reviews include “before” data collection, such as conflicts, speeds or violations. (Ongoing)	**$$**
	Medium Term	• Implement improvements at the injury-collision prone locations. (Ongoing) • Conduct an evaluation of the effectiveness of improvements every 3-5 years using collision data, or more frequently using other metrics. (Ongoing)	**$$**
Metrics		Reviews completed. Improvements implemented. Injury and fatality reductions at intersections and along corridors. Other metrics can include reductions in conflicts or speeds.	
Lead		Township	
Support		ICBC, RCMP, and other partners	

Action 1.3:
Conduct Planning and Design Stage Road Safety Audits on Major Projects

Description

A Road Safety Audit (RSA) is a formal examination of a transportation project, from a safety perspective, during the planning or design stage. It has been recognized that the earlier RSAs are conducted, the greater impact they can have on the overall safety performance of the project. Additionally, it is more cost effective to address safety issues before construction rather than after.

Conducting an RSA at the planning or design stage of projects has been adopted by MOTT and several municipalities across BC. Some have developed policies for conducting RSAs on projects of a certain size and complexity. Most RSAs identify several safety enhancements that could be made to the design before it is finalized. The TAC Canadian Road Safety Audit Guide is the most relevant reference document for conducting RSAs.

The Township has conducted RSAs in the past, with the support of ICBC staff. However, a formal policy for conducting and funding RSAs is not in place. Additionally, there are currently no clear Township guidelines listing the types, size, and complexity of projects that require road safety audits, and at what stages.

Safe System Assessments (SSAs) have recently emerged as an alternative to RSA, more aligned with Safe System principles and more explicitly considering speeds, each type of road user and management of conflict points. Information on Safe System Assessments can be obtained from publications of the U.S Federal Highway Administration or Austroads.

The cost of conducting RSAs and SSAs is a very small proportion of the project cost and typically provide significant value. The schedule of these reviews can be arranged such that they do not delay the project, and suggestions to mitigate issues in the design are to be appropriate to the stage of design.

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consider developing a policy for conducting an RSA and/or SSA based on the Safe Systems Approach (types of projects and at what stages). • Train Township staff in how to conduct or oversee an RSA and SSA. (Ongoing) • Pilot SSAs and evaluate outcomes.	**$**
	Medium Term	• Based on the results of the pilot, continue to conduct RSAs or SSAs on projects that meet the identified criteria based on the developed policy. (Ongoing)	**$**
Metrics		Number of RSAs or SSAs completed. Audit suggestions implemented in design. Reduction in casualties along improved intersection or roadway section (if applicable).	
Lead		Township	
Support		ICBC	

Strategy #2:
Manage Speeds on Township Roads

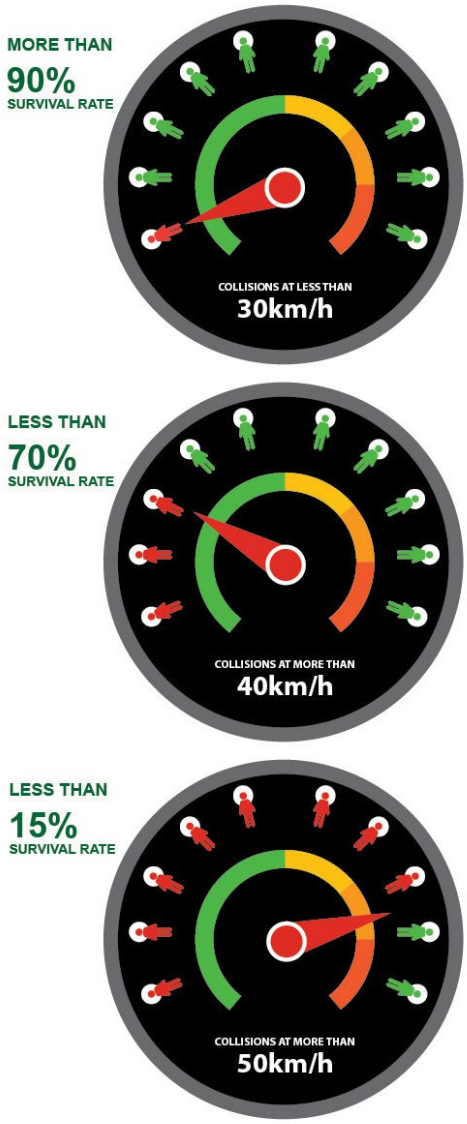
The relationship between speed and collision severity is well-documented. The higher the vehicle speed involved in a collision, the more likely it is to result in serious injury or fatality. Effective speed management can both prevent collisions and make them less severe.

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

Some of the Township's roads are flat and straight, the vehicle lanes are relatively wide, there can also be long distances between stoppages. These are factors which naturally result in higher vehicle speeds. Speed data reviewed as part of the TMS planning process indicated that several corridors have recorded motor vehicle speed that are higher than the posted speed limit. In the urban areas, high speeds combined with higher volumes of road users can result in injury-causing rear end collisions. High-speed right turning geometry at intersections and roads without designated walking and cycling facilities can compromise the safety of crossing pedestrians and cyclists.

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

- Developing design standards that would result in lower operational speeds
- Posting clear speed limits that reflect target speeds
- Educating the public about the dangers of speeding, - such as the relationship between speeds and pedestrians facility risk
- Alerting motorists of their speeds in real time
- Conducting manual or automated speed enforcement if all the information and warnings are disregarded



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

Enhancing intersection treatments, including updating intersection designs and/or adjusting signal timing to manage corridor speeds can also be considered, some of these considerations are discussed more in **Strategy #3** and **#4**.

Action 2.1:
Update Design Standards

Description

Updating design standards to encourage lower speeds can be challenging. This is particularly true along roads that were formerly highways and when considering goods movement. The Township generally follows the design standards published in the TAC Geometric Design Guide for Canadian Roads (GDGCR) and the Province's British Columbia Active Transportation Design Guide (BCATDG). The Township's Subdivision and Development Servicing Bylaw was amended in 2019 to reduce travel lane widths and include improved active transportation infrastructure. Further updates to the Bylaw have been recommended as part of the TMS to further improve safety.

Urban Roads

The GDGCR recommends a lower end of 3.0 metres for motor vehicle lanes not expected to be occupied by trucks or buses. Reducing lane widths especially along collector and local roads and all roads where the speed limit is 50 km/h or less can be further explored, to reduce vehicle speeds and make more room available for bicycle lanes, sidewalks, and for a wider buffer or raised separation between vehicle and bicycle lanes. Additionally, taking opportunities to reduce design speeds to match target speeds along collector roads and some arterial roads can support achieving target speeds. Specific design changes for active transportation infrastructure are suggested in other strategies in the RSS.

Rural Roads

Opportunities to revise design standards in rural areas to improve safety outcomes include:

- Reallocation of space from a motor vehicle travel lane to the shoulder
- Providing roadside clear zones (e.g. utility pole relocation or protection where feasible)
- Use smaller design vehicles (e.g. fire truck or garbage truck) for non-truck routes, except to accommodate transit buses on arterial or collector routes
- Design features for people of all ages and abilities (e.g. ramp design) where curbs are provided

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consider additional changes to design standards, such as a smaller design vehicle, and additional multi-modal options for each roadway typology. • Implement updated design standards on new projects and prioritize corridors for retrofits to align with the new standards. (Ongoing)	**$$**
	Long Term	• Retrofit corridors to meet new design standards. Further refine design standards to improve safety on new projects. (Ongoing)	**$$$**
Metrics		Completed revisions to design standards. Reduction in serious injury and fatal collisions at modified locations.	
Lead		Township	

Action 2.2:
Pilot Safe System Speed Limits

Description

Safe System (or "survivability-based") speed limits represent a new philosophy towards setting speed limits, that is consistent with moving towards zero deaths and serious injuries. Traditionally, speed limits have been set based on the 85th percentile speeds (i.e. speeds that 85% of traffic was travelling less than or equal to) or using the TAC method (2009). With the Safe System Approach, speed limits consider human survivability, based on kinetic energy transfer.

Several municipalities across Canada have modified their approach to speed limits to consider survivability including Victoria, Saanich, and Rossland. Treatments on collector and minor arterial roads such as creating narrowings, speed tables, and signal coordination have been implemented to achieve further reductions. The City of Edmonton has achieved a 31% reduction in fatal and serious injury collisions on major roads in Edmonton when speed limits were lowered from 50 to 40 km/h. ICBC has found that speeding is the top contributing factor to vehicle crash fatalities in British Columbia.

Reduced speed limits are much more likely to be effective when implemented in conjunction with design changes along the roadways or at intersections along the corridor. In the City of Vancouver, several collector roads and some arterial roads have been reduced from 50 km/h to 40 km/h. Additionally, portions of some arterials in Abbotsford have been reduced from 60 km/h to 50 km/h.

Urban Roads

On urban roadways, pedestrians are likely to be present, particularly along bus routes or locations where there is commercial or recreational land uses such as parks. On higher-speed roads, speeds can be managed for pedestrian safety by providing sufficient crossing opportunities which can also result in slowing/managing speeds along the corridor (slows through traffic).

Rural Roads

On rural roadways, achieving survivable speed limits is more challenging, due to the rural land use and high operating speeds. However, reduced speed limits, supported by cross-sectional changes - can be adjusted where there is a high incidence of injury causing crashes.

Status		New	Cost
Implementation	Short Term	**Next Steps** • Conduct a Township-wide speed limit review. Identify arterial and collector roadways for speed limit changes. (This may be repeated and ongoing)	**$**
	Medium Term	• Implement design changes that will support a 50 km/h speed limit on arterial and collector roads where appropriate. (Ongoing)	**$$**
	Long Term	• Evaluate effectiveness. (Ongoing) • Identify additional roadways and implement changes. (Ongoing)	**$$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions.	
Lead		Township	
Support		RCMP, Fraser Health	

Action 2.3:
Pilot Slow Streets

Description

"Slow street" refers to reduced speed limits in residential areas that are consistent with speeds that are typically survivable for pedestrians – 30 km/h or 40 km/h. They emphasize walking and biking without being at a significant risk of a collision with a vehicle.

As noted, reduced speed limits are much more likely to be effective when implemented in conjunction with design changes along the roadways or at the intersections along the corridor but can also have limited effectiveness where operating speeds are already low due to narrow widths, on-street parking and/or the presence of some traffic calming.

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

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

Status		New and Enhanced	Cost
Implementation	Short Term	**Next Steps** • Pilot a slow street project in residential areas. This can include some 30 km/h and some 40 km/h zones, along with supporting infrastructure changes where operating speeds are not already within these limits. • Review and update (as needed) the Townships Traffic Calming Policy. • Implement improvements for active users, to benefit from the slower vehicle speeds	**$**
	Long Term	• Evaluate effectiveness of pilot programs. (Ongoing) • Identify additional roadways and implement changes. (Ongoing)	**$$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions. Community support for changes.	
Lead		Township	
Support		RCMP, Fraser Health	

Action 2.4:
Enhance Speed Enforcement

Description

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

Urban Roads

On urban roads, speed enforcement can be more focused on corridor segments where a higher frequency or proportion of serious injuries and fatalities occur. Safe speeds are particularly important at the approaches to intersections. As a result, Intersection Safety Camera (ISC) enforcement can have a significant impact on intersection safety. Enforcement efforts can also be focused downstream of speed display devices to increase the effectiveness of these devices.

To help reduce the number of collisions at intersections, the provincial government, RCMP, and ICBC have partnered together to operate the ISC program. Through this program, the cameras help to deter drivers from running a red light. The cameras also can enforce speed limits.

Rural Roads

On rural roads, it is more challenging to enforce speeds across a vast network. Therefore, automated speed enforcement such as “average speed limits” – which are currently being piloted by the Province – may be considered. These measure speeds over a distance rather than at a specific point. ISCs are discussed again in Strategy 3.3 specific to intersection safety. These can be considered for locations with limited access points, intersections, and driveways.



RCMP enforcement

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Share network screening results with RCMP to focus enforcement efforts where injuries resulting from specific behaviours are more frequent. (Ongoing)	**$**
	Medium/ Long Term	• Work with the Province and ICBC to implement more speed enforcement at locations in the form of Intersection Safety Cameras • Advocate for automated speed enforcement camera installations at non-signalized intersections and at mid-block locations. • Follow the average speed limit technology pilot in BC, and if successful, advocate for the installation along injury-prone high-speed limited-access rural roadways in the Township. (Ongoing)	**$$**
Metrics		Reduction in vehicle speeds. Reduction in serious injury and fatal collisions.	
Lead		Township	
Support		ICBC, RCMP, MOTT	

Strategy #3:
Enhance Safety at Urban Intersections

Intersections are the locations in a road network where two roadways meet, where vehicles are turning, and where many of the pedestrian and cyclist crossings are located. This connectivity is vital to the road network but requires that road users approach the same points in time and space, creating situations where they come into conflict with one another.

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

- Separate critical movements in time
- Separate critical movements in space
- Increase compliance with the prevailing traffic control
- Warn users of the presence of the intersection and other users
- Slow traffic to safer speeds on the approaches and through intersections

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

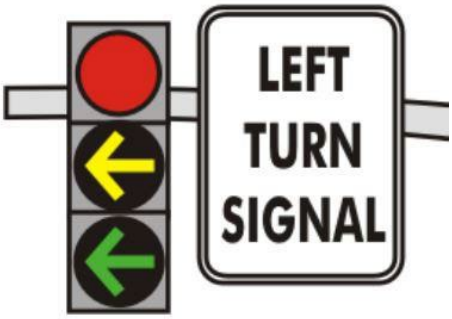
- Through vehicle collisions – right-angle collisions typically involve red light violations; rear end collisions typically occur due to high approach speeds, inattention, congestion, and lane changing.
- Left-turn collisions – these typically involve sight constraints, making the turn when the gap is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

While there are other contributing factors to these collision types (which can be revealed during in-service safety reviews), the following actions have been developed to address the typical contributing causes. It is important to note that there are additional actions under **Strategy 4** (rural intersections) and **Strategy 5** (vulnerable road users) that identify other intersection treatments that can improve safety at urban intersections. While the actions have been broken down by strategy area, treatments identified at urban intersections may be considered at rural signalized intersections and vice versa. Intersection treatments identified to enhance safety for vulnerable road users (**Strategy 5**) can be considered at intersections throughout the Township.

Action 3.1:
Enhance Left-Turn Treatments

Description

Left-turn related collisions are one of the top collision types in the Township, this includes reported left-turn collisions involving a pedestrian. There are several proven treatments that can address these collision patterns at urban signalized intersections.



Protected-only left turn signal



Left-turn calming (City of Toronto)

- Protected-only left-turn (POLT) signal phasing means that left turns proceed only when the opposing stream of traffic is stopped by the intersection signal. This phasing eliminates the need for left-turning drivers to judge gaps in opposing traffic. This phasing is particularly helpful when opposing through-traffic speeds are high and where there are more than two opposing lanes. The Township installs left-turn phasing based on the TAC Manual of Uniform Traffic Control Devices for Canada (MUTCDC). However, with the adoption of Vision Zero, they can be prioritized at locations with a higher frequency of serious injury and fatality collisions. Some municipalities reported injury reductions of over 90% following conversion to POLT. Some implementations may require extending or doubling left-turn lanes.
- Left-turn Calming (sometimes referred to as “centre-line hardening”) is a recent treatment in response to high-speed left turns at wide intersections where drivers are pre-occupied with the high-workload task of judging oncoming traffic in multiple lanes and accelerate during the left-turn before checking for pedestrians crossing the departure leg. Left-turn calming strips on the exit leg can help control both left-turn speeds and their path, while still allowing trucks to move over them if needed. Maintenance requirements and public education should be part of the implementation strategy.

Other left-turn treatments include:

- Providing left-turn lanes where they are absent
- Providing an additional left-turn lane or extending an existing left-turn lane where needed to prevent lane spillage
- Aligning left-turn lanes with a positive offset to enhance visibility of oncoming traffic

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review and update (as needed) the Township's current process for installing protected-only phasing. • Screen the network for other candidate locations. (Ongoing)	**$**
	Medium Term	• Implement left-turn treatments at a selection of candidate locations. (Ongoing) • Evaluate the effectiveness of the treatments by conducting a before-and-after study of locations in the Township where protected-only left-turn phasing, or other treatments, have been installed. (Ongoing)	**$**
	Long Term	• Develop a program and secure funding to implement left-turn treatments annually, at the locations with the highest potential for improvement.	**$$**
Metrics		Reduction in left-turn serious injury and fatal collisions.	
Lead		Township	
Support		Emergency Services, BC Trucking Association, TransLink	

Action 3.2:
Enhance Right-Turn Treatments

Description

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

By reducing the right-turn radius and creating a “smart” right-turn channel with a more compact right-turn island, right-turn speeds are reduced, and sight lines are improved. Pilot projects in the City of Edmonton and other jurisdictions have been found to reduce related collisions by 75%.



Smart right turns (City of Kelowna)

Other treatments to reduce right-turn speeds and conflicts with vehicles and pedestrians include the following.

- **Protected intersections:** Protected intersections include design features that minimize conflicts between drivers and vulnerable road users (additional details about protected intersections can be found in **Action 5.2**.
- **Right-turns-on-red restrictions:** This can eliminate conflicts with pedestrians. Lost capacity for right-turn vehicles can be restored at some locations with a dedicated right-turn signal.
- **Leading Pedestrian Intervals:** As discussed more in **Strategy 5** (**Action 5.1**), this can address collisions with right-turn vehicles on green.
- **Reconfiguration or removal of channelized right-turn lanes:** Removing right-turn channels with a reduction in corner radius can improve safety for people walking and cycling by reducing vehicle turning speeds and the number of conflict points with vulnerable road users. Where removal of the channelized right turn lane is not feasible based on intersection geometry and operational constraints, another option is to redesign the channel as a ‘smart channel’.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Screening the road network for locations where right-turn injury collisions (involving vehicles or pedestrians) are most common. (Ongoing) • Develop or adopt a “channelized right-turn removal or reconfiguration” policy and design that enhances safety, while accommodating trucks along truck routes and being fully accessible. • Develop a warrant system for the application of the right-turn treatments. • Pilot the application of a “smart channel”.	**$$**
	Medium/ Long Term	• Evaluate the effectiveness of right-turn treatments. (Ongoing) • Implement right-turn treatments at a few locations each year, subject to funding approval for design and construction. (Ongoing)	**$$**
Metrics		Reduction in right-turn injury and fatal collisions. Reduction in right-turn speeds and yielding.	
Lead		Township	
Support		Emergency Services, BC Trucking Association, TransLink	

Action 3.3:
Expand Intersection Safety Enforcement

Description

Side-impact collisions are the second most common injury collision type in the Township, based on ICBC data. This collision configuration consists mostly of through vehicles from perpendicular approaches, i.e. right-angle collisions. These are most common at signalized intersections. While various engineering interventions can be taken, red-light running persists. Some motorists are unwilling to wait for an extra signal cycle, or they are inattentive or distracted from observing the traffic control. Collisions resulting from red-light running often result in injury, including serious injuries and fatalities.

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

While there are currently four cameras in the Township, there may be opportunities for the Township to work more closely with its partners to justify the installation of additional cameras in the Township, particularly where collisions are resulting in serious injuries and fatalities. Given public sentiments around enforcement, it is also critical to demonstrate the safety benefits of the existing ISC installations in the Township.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Screen and review the network for locations with a high frequency of side-impact or right-angle injury collisions at signalized intersections and identify possible causes of right-angle collisions. (Ongoing) • Initiate formal discussions with ICBC and the Province for the installation of additional ISCs on Township roads, including the ability to enforce speed on green where speeds are also an issue. • Work with partners to identify 1-2 locations for the installation of ISC, and work with ICBC to conduct before-and-after studies.	**$**
	Medium/ Long Term	• Continue to screen the network every 2-3 years for locations with right-angle casualty collisions and advocate for additional ISC camera locations. (Ongoing) • Work with partners to develop an annual program for ISC installations and agree on criteria for the removal of existing cameras. (Ongoing)	**$$**
Metrics		Reduction in serious injury and fatality right-angle collisions at signalized intersections. Reduction in speeds through intersections.	
Lead		Township, ICBC, MOTT	

Strategy #4:
Enhance Safety at Rural Intersections

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

- Separate critical movements in space or provide adequate gaps.
- Warn users of the presence of the intersection.
- Provide consistency in the selected traffic control.
- Increase compliance with stop-control.
- Slow traffic to safer speeds on the approaches and through intersections

Site visits to rural and suburban intersections revealed wide intersection geometries at several locations, higher motor vehicle speeds, a mixture of traffic control along the same corridor and poor stop compliance (primarily rolling stops). The recommendations under this strategy focus on mitigating the safety issues identified at rural and suburban intersections.

It is important to note that some of these recommendations can also be considered in the urban context where similar issues exist. The specific treatments recommended will depend on the collision types and findings of reviews and studies. The strategies here have been identified to address the typical contributing causes. The following section identifies specific strategies that can supplement current efforts in enhancing safety on rural roads and intersections.

Action 4.1:
Prepare a Traffic Control Toolbox for Rural Intersections

Description

In rural areas, distances between intersections are typically longer compared to urban areas, and there is a lower level of expectation of each intersection. Therefore, it is critical that traffic controls are provided that align with expectation, support high rates of stop compliance, and require safe speeds. The Township primarily uses the MUTCDC for guidance regarding the use of stop control configuration and the deployment of flashing beacons. It is suggested this practice be supplemented by considering:

- If there is a significant number or proportion or right-angle or side-impact collisions at an intersection and if traffic volumes are the same order of magnitude on perpendicular approaches, a four-way stop may be considered. Research suggests that four-way stops are associated with a much lower risk of severe collision than two-way stops. This is because it is much less likely for a driver at a four-way stop to run a stop sign than it is for a driver at a two-way stop to accept an inadequate gap. A gap availability study could be conducted prior, to confirm that the pattern could be corrected by a four-way stop. Warning measures are needed in advance of a stop-controlled approach that was previously uncontrolled.
- Overhead flashing beacons can be used as a proactive device rather than a reactive device. They should be installed consistently, where the intersection may be less visible or on the approach where there is a lower expectation of stopping.
- Other devices that are much more conspicuous (such as signs with LED borders or reflective posts) or more directly within the driver's view (such as median-mounted stop signs) or stop control enforcement can be considered where traditional tools have not addressed crossing collision patterns.



2 way stop-controlled intersection in the Township of Langley

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review and identify a range of stop-control treatments for rural intersections based on MUTCDC and other guides. Identify treatments for use in the Township and a consistent approach for location identification. • Develop a hierarchy for levels of stop-control treatment based on collision history and Safe System principles.	**$**
	Medium/ Long Term	• Test all-way stop-control conversions and enhancements at collision-prone locations and evaluate effectiveness. This would only be considered at locations where the collision history and types of collisions may be mitigated through this type of measure. (Ongoing) • Depending on the results of the test applications, consider expanding the use of the most effective stop-control options and devices at more locations. (Ongoing)	**$$**
Metrics		Reduction in serious injury and fatal right-angle collisions at stop-controlled intersections.	
Lead		Township	

Action 4.2:
Explore Opportunities to Implement Roundabouts Where Feasible

Description

A modern roundabout is a circular intersection in which vehicles travel counterclockwise around a central island. Vehicles entering the roundabout yield to traffic circulating within the roundabout. As roundabouts have fewer conflict points and traffic speeds are slower than within a traditional intersection, roundabouts tend to be a safer intersection treatment. The benefits of multi-lane roundabouts are slightly less pronounced than single-lane roundabouts, due to the more frequent conflict points, complexity, and crossing distances.

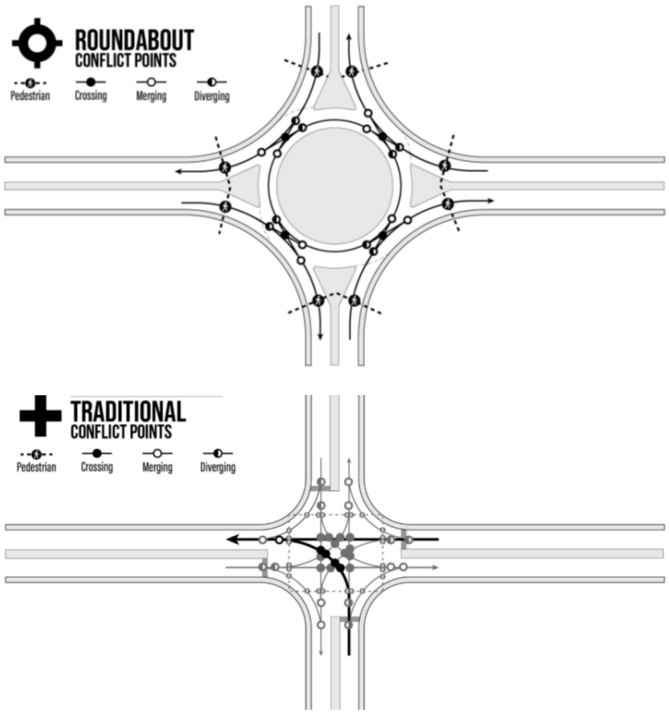
The Township has implemented two roundabouts in rural areas on its roads and has coordinated with the Province on additional highway installations. While the before-and-after safety performance has not been evaluated, anecdotal evidence suggests that both roundabouts have had a positive safety benefit.

The Township does not have an official policy (such as a “roundabout-first” policy) on the conversion of stop-controlled or signalized intersections to roundabouts. The appropriateness of a roundabout is reviewed on a case-by-case basis. Roundabouts are a very good option where other stop-control enhancements (**Action 4.1**) have not had the desired impact.

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

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

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



Conflict points at a Roundabout vs Traditional Intersection (Source: A Safe System-Based Framework and Analytical Methodology for Assessing Intersections, FHWA, 2021)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Review the safety and operational impacts of the existing two roundabouts in the Township. • Consider developing a roundabout first policy when considering upgrades from stop-controlled intersections of two two-lane roads and a process for the systematic consideration of roundabouts vs traffic signalization at rural intersections. Such a policy should consider the factors where roundabouts may or may not be appropriate, using industry leading guidance from TAC, the Federal Highway Administration, Austroads, and others. • Screen and identify candidate intersections or corridors for roundabout conversions (or a system of roundabouts in the case of corridors). (Ongoing) • When reviewing and upgrading intersections, review roundabout feasibility. (Ongoing)	**$$**
	Medium/ Long Term	• Implement roundabouts at collision-prone intersection locations, where feasible. (Ongoing)	**$$$**
Metrics		Reduction in serious injury and fatal right-angle collisions at stop-controlled intersections.	
Lead		Township	
Support		ICBC, Fraser Health	

Action 4.3:
Implement Access Management and Alternative Designs

Description

At some unsignalized intersection and driveways, it was observed that drivers are undertaking high-risk maneuvers to cross oncoming traffic. This can result in severe side-impact collisions, particularly along high-speed roads or at intersections where adequate sight distance is not provided or movements from a cross-street are unexpected. In these cases, safety can be improved by:

- Addressing sight line issues
- Providing right-in/right-out access
- Consolidating driveways

Many of these cross-streets are relatively minor and do not warrant traffic signals. Turn restriction signs are generally ineffective as they do not remove problematic conflict points. Therefore, alternative designs options can be considered that physically prevent these movements. This could consist of providing delineation systems, or physically closing driveways or minor cross streets where alternative access is available. Other designs could allow critical movements while restricting other less critical movements.

The Township's Subdivision and Development Servicing Bylaw provides the Township with the authority to require features that can enhance safety, such as acceleration/deceleration lanes, and they can place restrictions on the number of driveways and access points to a development. These treatments can be supplemented by other conflict management features (e.g. restricting crossing movements), speed management features (such as tighter curb radii), and protections for active users.

Reducing or consolidating existing access points and driveways would require consultation with residents or business owners that may be impacted. Also, in some cases an alternate route may need to be identified to provide safer access to and from the property or neighbourhood.



Example of using flexible delineator posts to restrict intersection movements (arlnow.com)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify collision-prone unsignalized intersections and conduct SSAs. (Ongoing) • Update access management hierarchy - from restricting only the riskiest movements to providing alternative designs or a full closure or consolidation with other access points.	**$**
	Medium/ Long Term	• Work with landowners to address issues and discuss alternative access. (Ongoing) • For new developments, enforce bylaws that limit left-turn and through movements to/from driveways across major roadways. (Ongoing)	**$**
Metrics		Reduction in serious injury and fatal collisions at driveways and minor cross-street intersections.	
Lead		Township	

Strategy #5:
Protect Vulnerable Road Users

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

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

Vulnerable road user safety strategies aim to:

- Provide protected signal phasing for vulnerable road users.
- Provide safer facilities for vulnerable road users.
- Provide greater warning to both vulnerable road users and drivers in advance of conflict points.
- Accommodate mobility, sensory and cognitive limitations (i.e. full accessibility).
- Lower vehicle speeds in the vicinity of vulnerable road user facilities.
- satisfy the persisting demand for active transportation that increased during the 2021 pandemic.

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

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

The following section identifies actions that can supplement current efforts in enhancing safety for vulnerable road users.

Action 5.1:
Provide Leading Pedestrian Intervals

Description

Based on ICBC data, approximately 3% of casualty reported collisions in the Township involve pedestrians. Most of these occur at signalized intersections and specifically involve left-turn or right-turn vehicle movements.

Leading pedestrian intervals (LPIs) help to reduce conflicts between turning vehicles and pedestrians or cyclists crossing the intersection. They do so by allowing pedestrians to begin their crossing before vehicles are permitted to enter the intersection. This increases their visibility because they are already in the intersection when drivers begin to move. It also reduces conflicts with pedestrians crossing turning vehicles. Research suggests that LPI's can lead to a reduction in pedestrian/turning motor vehicle collisions.

The Township has implemented LPIs around some schools and shopping centres, they have also been considered at other locations.



Example of Pedestrian Location with a Leading Pedestrian Interval (https://polara.com/guide/leading-pedestrian-intervals)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Evaluate impacts on LPIs at all locations where they have been installed. (Ongoing) • Adopt or develop criteria for the installation of LPI, which should include collisions, pedestrian volumes, and vehicle turning volumes. • Identify signalized intersections with a high frequency of collisions between turning vehicles and pedestrians. (Ongoing) • Implement LPIs at select locations. (Ongoing)	**$**
	Medium/ Long Term	• Evaluate effectiveness of all new LPI installations. (Ongoing) • Consider additional installations. (Ongoing)	**$**
Metrics		Reduction in serious injury and fatal collisions on crosswalks with LPI. Reduction in conflicts on crosswalks with LPI (in the interim).	
Lead		Township	

Action 5.2:
Provide Protected Intersections

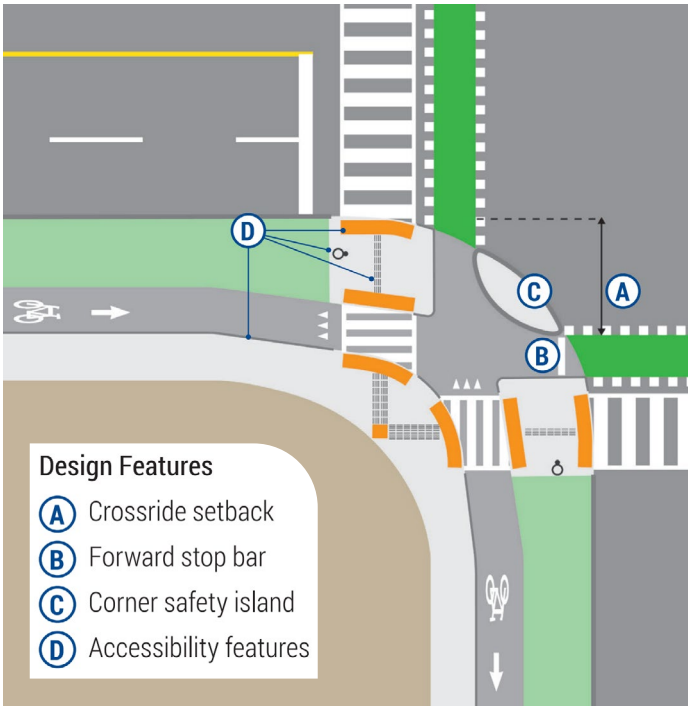
Description

A protected intersection is designed to make it safer for vulnerable road users, which includes people on bicycles and pedestrians, in the approach to and when crossing an intersection. This is achieved by shortening crossing distances, reducing exposure, increasing visibility, and improving yielding behaviour by motor vehicle drivers. Although a protected intersection consists of several interacting design elements, the most important are:

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

The elements of a protected intersection are shown here (from City of Ottawa's *Protected Intersection Design Guide, 2019*). There are other elements that can be present at protected intersections but that are not required, such as bicycle signals.

The Township can consider piloting a protected intersection at one of its intersections along a corridor where pedestrian and cyclist volumes are high, where it can be accommodated with the existing right of way; otherwise, additional road space and redesign may be needed. However, it may require that some left-turn movements be fully protected and that two lanes be provided for left-turn or right-turn movements, to maintain the existing cycle length. Where these cannot be provided, LPIs or right-turn on red restrictions may have to be considered. Large vehicle turning movements can be accommodated using aprons where appropriate.



Example of Protected Intersection (City of Ottawa)

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify candidate locations for piloting a protected intersection (new or retrofit projects). • Conduct an in-service review of the candidate location(s) to fully understand the use by different modes, operations at all the conflict points, and the collision history.	**$**
	Medium/ Long Term	• Design and construct, where feasible, protected intersections as part of cycling and active transportation projects. (Ongoing)	**$$$**
Metrics		Reduction in vulnerable road user collisions at the intersection. Reduction in overall casualty collisions at the intersection.	
Lead		Township	

Action 5.3:
Enhance Motorcycle Safety

Description

Motorcycles are inherently the most high-risk form of travel. This is due to a combination of their high speeds, the lack of protection in the event of a collision (e.g. crash crumple zones of vehicles), and their visibility to other road users (difficulty for other road users to see motorcyclists and to judge their approach speeds and distances). There were 5 ICBC reported fatal collisions between 2018 and 2022 involving motorcyclists on Township roads. There was one RCMP reported collision between 2013 and 2022 (Figure 11). Collisions involving motorcyclists are more likely to lead to fatalities and serious injuries than other modes.

The Township currently has no specific programs or activities related to motorcycle safety, but partners such as ICBC and RCMP do have targeted education and enforcement campaigns throughout the province. While the issues around motorcycle safety cannot be fully addressed given the inherent risks, they can be alleviated with a combination of more education, enforcement, engagement, and more explicit consideration in engineering studies.

- **Education:** More messaging to the public regarding the risks of motorcycling, the need to watch out for them on the roads and how to share the road safely with them.
- **Engagement:** Increased engagement with motorcyclists through motorcycle clubs and events and using training resources provided by private companies that work with them. These resources include what to do at the scene of a collision, which supports the “post-crash” element of the Safe System.
- **Enforcement:** Ensure that motorcycle helmets in circulation meet regulatory standards and are being worn properly. Target motorcycle behaviours that may be unsafe, such as speeding and lane splitting.
- **Engineering:** Ensure that road alignment and geometric design consider the visibility, maneuvering and surface condition requirements of motorcyclists, and that roadside treatments do not snag or worsen the impact of loss of control crashes. At locations where there is an over-representation of collisions involving motorcycles, conduct motorcycle safety reviews.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Consult with other road safety partners (ICBC, RCMP, TransLink, MOTT) on the merits and viability of a KAP survey. • Assist road safety partners in the following: ◦ Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association and the Traffic Injury Research Foundation. ◦ Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture. ◦ Share the results with agency partners to support the identification of mitigation measures.	**$**
	Medium/ Long Term	• With the development of motorcycle safety programs in other cities, review successes in other jurisdictions and identify programs to adopt for the Township. • When collisions involving motorcyclists result in serious injuries or fatalities, conduct post-collision reviews of the location.	**$**
Metrics		Reduction in collisions involving motorcyclists. Reduction in serious injury and fatal collisions involving motorcyclists.	
Lead		RCMP, ICBC, external organizations including motorcycling clubs	
Support		Township	

Action 5.4:
Encourage More Transit Use

Description

Public transit is a critical part meeting the needs of the existing and future Township transportation system and provides an affordable, safer and more equitable transportation choice. Research has consistently shown that public transit is the safest form of travel.[1] While bus transit services in the Township are managed by TransLink and operated by the Coast Mountain Bus Company (CMBC), the Township is responsible for providing amenities at bus stops such as benches, shelters, and lighting. Additionally, the Township works with TransLink and CMBC to advocate for changes to improve service coverage and access to transit services.

There are several bus routes in the Township. However, there are no special transit priority measures – dedicated bus lanes or signal priority through intersections. There is also limited transit service during evenings and weekends and no access to some important destinations. Currently, transit mode share in the Township is approximately 3% (Statistics Canada, 2021). Through the TMS Community Survey #1, transit was identified as the highest priority form of transportation to accommodate the Township's growing transportation and mobility needs.

Increasing transit ridership can significantly reduce collisions and injuries in the Township, as long as:

- Connections to transit (such as improved sidewalks, bikeways, crosswalk locations, park and ride facilities) are safe, and
- Transit reliability and priority measures (such as increased service, dedicated bus lanes and traffic signal priority) can be expanded.

The Township, in conjunction with regional partners, is planning for significant transit initiatives such as the SkyTrain along Fraser Highway and the planned Langley-Haney Place Bus Rapid Transit (BRT) line along Willowbrook Drive, 200 Street Corridor, 86 Avenue, 201 Street and 202 Street. The impending increase in transit frequency and reliability and the proposed densities near transit will significantly change how Township residents are able to travel, live, and access services, amenities, and employment opportunities. The TMS is well timed to proactively plan these areas in a way that creates integrated multi-modal communities.

1 Safer Than You Think! Revising the Transit Safety Narrative. Todd Litman. Victoria Transit Policy Institute, April 8, 2025

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Continue to upgrade bus stop accessibility and amenities and ensure bus stops are connected to the surrounding walking and cycling network. (Ongoing) • Implement transit priority through signalized intersections where buses are significantly delayed. (Ongoing)	**$$**
	Medium/ Long Term	• Advocate for transit services to areas where they are currently lacking, and during times that are currently not covered. • Ensure that adequate connections from Willoughby, Willowbrook, Murrayville, and Brookswood/Fernridge Communities to the new SkyTrain stations at Willowbrook and in Langley City Centre. • Ensure adequate connections in Willoughby, Willowbrook and Walnut Grove to future BRT stations.	**$$**
Metrics		Reduction in total serious injury and fatal collisions.	
Lead		TransLink	
Support		Township	

Action 5.5:
Monitor Safety of Electric Micromobility Devices

Description

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

According to research, e-micromobility mode share in Metro Vancouver quadrupled between 2019 and 2023, driven by the growing presence of personal and shared e-bikes and e-scooters.[2] The study also found that the average speeds on off-street cycling facilities and multi-use pathways increased by 2 km/h during this period. The combination of the presence of more e-micromobility devices introduces new road safety challenges mentioned below.

- **Comfortable passing widths and speeds on infrastructure:** Due to the varied sizes and speeds of e-micromobility devices, there may be infrastructure design challenges when considering comfortable passing and side-by-side riding.
- **A lack of collision and injury data:** Despite the uptake in e-micromobility, there is a significant gap in collision and injury data involving e-micromobility devices due to a lack of complete, consistent, and reliable data, underreporting in hospital charting, and variability in diagnostic coding practices.[3]
- **Rider behaviour and education:** As e-micromobility devices are relatively new, riders may be unfamiliar with safe riding practices or municipal traffic bylaws.

The BC Electric Kick Scooter Pilot Project enables the operation of legal e-scooters throughout participating municipalities:

- On roads with a speed limit of 50km/h or less, electric kick scooters must use a designated cycling lane if one is available or stay as far right as practicable
- On roads with a speed limit above 50km/h, electric kick scooters can only operate in a designated cycling lane

The Township currently has no specific programs or activities related to e-micromobility safety. However, partners such as Fraser Health and community organizations have targeted initiatives. E-micromobility safety can be supported via a combination of more education, enforcement, and more explicit consideration in engineering studies. As e-scooters and other e-micromobility devices continue to involve, there needs to be greater consideration about how to safely integrate them into mobility system and network.

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

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

Status		New	Cost
Implementation	Short Term	**Next Steps** • Partner with Fraser Health, RCMP, and MOTT to support broader micromobility data collection and evaluation, with a focus on e-micromobility devices related to safety and enforcement. • Engage with partners to explore opportunities to support e-micromobility education campaigns and activities. • Continue to work with MOTT to support legislative changes to accommodate the safe use of micromobility devices.	**$**
	Medium/ Long Term	• With the development of e-micromobility safety programs in other cities, review successes in other jurisdictions and identify programs to adopt for the Township. • When data is available, for collisions involving e-micromobility that result in serious injuries or fatalities, conduct post-collision reviews of the location.	**$**
Metrics		Reduction in collisions involving e-micromobility devices (when data is available) based on severity (serious injury and fatal collisions). Number of e-micromobility safety courses delivered and number of participants. Number of citations or warnings issued related to micromobility violations. Change in observed compliance rates (e.g., helmet use, sidewalk riding).	
Lead		Township – initiating conversations	
Support		Fraser Health, ICBC, RCMP, MOTT, external organizations including community groups such as HUB Cycling	

Strategy #6:
Facilitate a Culture of Transportation Safety

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

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

The prevalence of such behaviours speaks to an opportunity to nurture and change transportation safety culture in the Township. Safety culture refers to the shared belief system of a group of people, which influences road user behaviors and stakeholder actions that impact traffic safety. Road user behaviors include actions that influence crash risk and crash severity. The transportation system is a shared system and to achieve a target of zero fatalities and serious injuries, it is necessary to create a culture that prioritizes safety, encourages safe road user behavior, and facilitates cooperation among stakeholders and agency partners. The way society values transportation safety will determine our ultimate success. Speeding, aggressive driving, impaired driving, distraction, and not wearing a seat belt are leading causes of injury and fatal collisions. Each of these is a deliberate behavior and such decisions can be changed with the right approach.

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

While changing beliefs is difficult and could take years, it is necessary to start now to start seeing the results within a few years. No municipality is likely to achieve zero serious injuries and fatalities without this cultural transformation. Some efforts have been focused on younger members of the community (children and youth), as it is less challenging to influence beliefs and habits at a younger age. It is important to start these efforts well before driver licensing, since young drivers are over-represented in injury and fatality collisions.

The following actions can help build a positive safety culture.

- Work with and support the efforts of partner organizations that develop and deliver road safety campaigns.
- Review the Township's employee policies to ensure that it is continually updated to reflect best practices. Require key partners and vendors to follow similar policies.
- Assess the transportation safety culture among Township residents through a series of surveys and public engagement activities.
- Use survey results to understand the beliefs and attitudes that lead to risky behaviours.
- Develop strategies, including a social marketing campaign, in response to these beliefs and attitudes.

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

Action 6.1:
Work with Partners to Address Unsafe Behaviours

Description

Based on research, the most common behaviours that contribute to fatal and injury collisions are as follows:

- Distraction/inattention
- Following too close
- Unsafe lane changes
- Speeding and aggressive driving
- Alcohol or drug Impairment
- Fatigue

Various partners have programs for each of these behaviours, including ICBC, RoadSafetyBC, RCMP, BCAA, Preventable, Mothers Against Drunk Driving (MADD) and others. The multi-sector road safety BC Road Safety Calendar focuses on public awareness and education for various issues. The Township currently participates in some of these campaigns. Closer coordination with partners, including the use of injury collision data and community engagement results related to these efforts can help to strengthen these campaigns to have a greater impact on residents and workers in the Township.



ICBC Distracted Driving Education Campaign

Status		Enhance	Cost
Implementation	Short Term	**Next Steps** • Discuss existing programs with partners, and how the Township can lend support. (Ongoing) • Provide/enhance road safety knowledge and communications on Township website. (Ongoing) • Consider developing a Township specific road safety campaign.	**$**
Metrics		Reduction in injury and fatal collisions related to each of these behaviours. Reduction in total injury and fatal collisions.	
Lead		Various Partners	
Support		Township	

Action 6.2:
Conduct Baseline Surveys

Description

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

Knowledge, Attitude, and Practice (KAP) surveys are often conducted in health sciences and road safety – to assess knowledge, attitudes and practices:

1. Knowledge: this refers to the level of road safety knowledge, e.g. regulations, rules of the road, and the risks associated with different behaviours.
2. Attitudes: this refers to the beliefs that drive decisions, e.g. what behaviours people consider acceptable for themselves and for other road users.
3. Practices: this refers to the actual behaviours exhibited when using the transportation system, e.g. when was the last time you texted while driving.

The results of each of these components are then compared, to assess the links between them, and where interventions may be most effective. For example, if respondents state that they believe that texting while driving is unsafe, but they recently engaged in such behaviour despite that, then there is a disconnect between beliefs and practices.

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

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Identify and adapt a KAP survey and engage the public. Standard samples of these surveys have been developed by organizations such as the Canadian Automobile Association (CAA) and the Traffic Injury Research Foundation (TIRF). • Based on the results, prepare baseline report and identify key issues and opportunities for interventions to enhance public safety culture. • Share the results with agency partners to support the identification of mitigation measures.	**$$**
	Medium/ Long Term	• Conduct follow-up surveys to assess effectiveness, and to monitor changes in public culture over time. (Ongoing)	**$$**
Metrics		Number of people participating in survey. Transportation safety culture index. Change in transportation safety culture index over time.	
Lead		Township	
Support		BCAA, University/college students, ICBC, Fraser Health	

Action 6.3:
Build Safety Culture Among Children

Description

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

- ICBC has developed free learning resources to build road safety skills and awareness among children and youth. The curriculum covers pre-school to Grade 10. A booklet and activity sheets have been developed for each grade. The resources can be found here: https://www.icbc.com/road-safety/teaching/Pages/For-educators.aspx. After driving age, other resources are available from ICBC, such as the Speakers Program. While it may be a challenge to get these covered in the classroom, programs like this can go a long way to help the Township to achieve Vision Zero.
- TransLink's TravelSmart4Kids: A Regional Travel Strategy has been used to pilot programs, initiatives, and resources for municipalities to encourage more children between the ages of 0-12 to travel by active and sustainable modes of transportation safely in Metro Vancouver.
- Other specific programs have been developed in many municipalities to create a safer environment for children walking or cycling to or from school in coordination with health partners and advocacy groups. In Penticton, BC the Safety Village is an example of an interactive facility that is delivered by simulating the road environment within a protected area (containing cars, roadways and traffic control devices), with the key message of safety.
- School Travel Planning programs can also be targeted at children to encourage walking and cycling, to select certain routes and crossing locations, and to use the facilities safely.

Status		Enhanced	Cost
Implementation	Short Term	**Next Steps** • Work with partners to identify safety initiatives and develop educational programs to improve safety among children, youth, and young adults. (Ongoing) • Allocate resources to implement available programs and initiatives within the Township and advocate for continued support and resources from agency partners. (Ongoing) • Advocate to the Ministry of Education to make road safety a priority for the classroom by integrating road safety into the curriculum and in professional development opportunities for educators.	**$**
	Medium/ Long Term	• Ensure all schools have a School Travel/Road Safety Plan, including Walking School Bus and/or Bike Bus programs. (Ongoing) • Work with the Langley School District to ensure road safety is a key consideration in school siting criteria for new schools. This includes avoiding locations near high-speed, high-volume roads and prioritizing sites with access to safe active transportation routes and networks.	**$$**
Metrics		Reduction in injury and fatal collisions among children and youth. Reduction in total injury and fatal collisions.	
Lead		Township	
Support		School District, school community (Parent Advisory Committees), ICBC, RCMP, TransLink, HUB Cycling, Fraser Health	

5.0 Implementation Plan

5.1 Overview and Prioritization of Strategies

The RSS presents a total of 21 actions to address 6 Strategies, as summarized in Table 4. Information about the timeline for implementing the various actions identified was included in Section 4, however, the section below provides some additional guidance on immediate next steps and where to focus investment to lead to the greatest reduction in transportation related fatalities and serious injuries.

Table 4: *Summary of Road Safety Strategies*

Strategy	Actions
1. Refine and Enhance the Township's Road Safety Management System	1.1 Work with Partners to Develop a Data Management Strategy and Address Data Gaps 1.2 Conduct Regular Network Screening and Safety Reviews 1.3 Conduct Planning and Design Stage Road Safety Audits on Major Projects
2. Manage Speeds on Township Roads	2.1 Update Design Standards 2.2 Pilot Safe System Speed Limits 2.3 Pilot Slow Streets 2.4 Enhance Speed Enforcement
3. Enhance Safety at Urban Intersections	3.1 Enhance Left-Turn Treatments 3.2 Enhance Right-Turn Treatments 3.3 Expand Intersection Safety Enforcement
4. Enhance Safety at Rural Intersections	4.1 Prepare a Traffic Control Toolbox for Rural Intersections 4.2 Explore Opportunities to Implement Roundabouts Where Feasible 4.3 Implement Access Management and Alternative Designs
5. Protect Vulnerable Road Users	5.1 Provide Leading Pedestrian Intervals 5.2 Provide Protected Intersections 5.3 Enhance Motorcycle Safety 5.4 Encourage More Transit Use 5.5 Monitor Safety of Electric Micromobility Devices
6. Facilitate a Culture of Transportation Safety	6.1 Work with Partners to Address Unsafe Behaviours 6.2 Conduct Baseline Surveys 6.3 Build Safety Culture Among Children

The following actions are recommended as immediate next steps:

- Development of a formal Implementation Plan, confirming which actions will be pursued and delivered, as well as the partner roles and timelines.
- Reporting to Council to seek endorsement of the RSS and the Implementation Plan and obtain approval of allocated resources and funding for the short-term strategies.

The highest priority for the Township will be to develop a road safety management program (Strategy 1). This will include addressing data issues and selecting the most accurate data source to monitor serious injuries and fatalities.

While the list of actions for Strategies 2 to 5 aim to cover the Safe System Approach to road safety and all have the potential to reduce fatalities and serious injuries, the actions expected to have the greatest impact and are identified as the highest priority include:

- Action 2.1: Update Design Standards
- Action 2.2: Pilot Safe System Speed Limits
- Action 3.1: Enhance Left-turn Treatments
- Action 4.2: Explore Opportunities to Implement Roundabouts Where Feasible
- Action 5.2: Provide Leading Pedestrian Intervals
- Action 5.4: Encourage More Transit Use

While the RSS does not make specific recommendations for locations of implementation, the network screening results, and infrastructure review findings can be consulted to identify locations for priority implementation or for pilot projects. Customized screening will be required for several of the measures, e.g. depending on the prevalence of specific collision types or contributing factors that can be addressed by the identified measures. These screening tasks can be rolled into a larger Network Screening study.



5.2 Working Together with Partners

Partnership with and leadership from partners will be critical to the success of the Township's RSS, due to the wide range of expertise required for effective implementation of the Safe System Approach and recognizing that partners may have several successful initiatives already in place that the Township can build from.

The formation of a working group, separate from the existing Transportation and Traffic Advisory Committee, is recommended to oversee the progress of the implementation of the TMS and the RSS. This should include representation from various Township departments, RCMP, ICBC, Fraser Health, TransLink, MOTT, School District, and others. Partners were highly supportive during the stakeholder workshops, and many are currently already in direct discussions with Township staff. The working group can include a Terms of Reference and a Charter or Memorandum of Understanding, outlining commitments and accountabilities.

Other than the key partners, opportunities may exist to engage with individuals, or organizations that represent individuals, directly impacted by or involved in motor vehicle incidents. Members of the public whose families have suffered because of such tragedy may be empowered to share their stories and reach the broader community in the hopes of influencing behaviours and culture over time.

Coordination with the private sector will help garner support for changes to regulations and processes for new developments. The Township can also encourage safe driving practices within the private sector, especially if they do business with the Township, to build a positive safety culture among companies and employees. If safety is a "requirement" at work, it typically reaps benefits beyond the workplace and reaches families and communities.

Coordination is required between the Township and other levels of government to take advantage of existing programs in Metro Vancouver and in the province.

At the provincial level:

- Follow the unified BC Road Safety Calendar, and resources that have been available from the Province for each month.
- Share input and Township specific experiences to RoadSafetyBC for the new BC Road Safety Strategy, which is currently in development.
- Discuss with ICBC the Township's eligibility for funding, including funding for initiatives that may not be currently funded, but support the objectives of the RSS.
- Participate in special pilot projects related to the use of new technologies. Funding for innovative projects may be available from the Province.
- Liaise with the Ministry of Health to leverage projects and programs that may benefit the Township (for example, related to linking of health and RCMP data).

At the regional level:

- Discuss opportunities with TransLink to fund or support improvements on Major Road Network (MRN) Roads, including those that may lower speeds along certain sections but are expected to significantly improve safety, as well as children and youth related initiatives through the TravelSmart4Kids Strategy.

- Coordinate with neighbouring municipalities of Surrey, City of Langley and Abbotsford, to address issues along jurisdictional boundaries, and to extend the reach of educational messages, since many of their staff and residents work in, regularly visit, or travel through the Township.
- The Township can explore opportunities to partner with interested post-secondary researchers focused on transportation safety related studies.

At the national level, opportunities may also exist for the Township to collaborate with committees or research groups from the Transportation Association of Canada (TAC), the Institute of Transportation Engineers Canada, the Canadian Association of Road Safety Professionals (CARSP), and the Vision Zero Network or other organizations to perform research or testing on new technologies or practices associated with safety innovation.

5.3 Staffing, Training, Funding and Additional Resources

Ongoing leadership for the implementation of the RSS will be critical to its success. A key to this success is that information is shared and transparent in the development of funding requests, and in the reporting back on the progress and impacts of the RSS. This will generate confidence in a strategic and evidence-based approach and appropriate allocation of resources leading to Council support to develop community “champions” of the RSS.

Municipalities that have been successful in developing and implementing RSS’s have allocated direct and necessary resources (human and financial) to lead and monitor the RSS implementation. This is usually through a staged approach of planning and implementation. The paradigm shift that is required to truly support Vision Zero/Safe System begins with accepting that the responsibility for road safety should be shared by the public and the many types of decision makers and elected officials who contribute to the design and management of the system.

To oversee the development of a formal Implementation Plan and coordinate the implementation of the various strategies, it is anticipated that at least one full-time staff member would be required at the outset (by 2026). This individual’s role would be to coordinate the efforts across departments, with partners, to report regularly on progress, and oversee the monitoring and evaluation of tasks (discussed in **Section 5.4**). The addition of a communications specialist and a data analyst/technologist in 2027 would help provide the necessary skills and resources to deliver the RSS. Additional resources will be required though to also implement the actions identified in the TMS.

Road safety training opportunities can help create a baseline of knowledge and support for the RSS, so that safety can be the top priority in daily decision-making regarding transportation. The following opportunities are currently available:

- Online Road Safety training (TAC/ITE Canada): This consists of five courses are offered by TAC in partnership with ITE Canada. They include introductory material for less-experienced practitioners and more complex topics for practitioners with intermediate to advanced experience. As a group, they exceed the material covered by the Road Safety Professional, Level 1 certification exam administered by the Transportation Professional Certification Board. https://www.tac-atc.ca/en/knowledge-centre/training-courses/
- Road Safety Profession Certification (Transportation Professional Certification Board): This certification’s goal is to ensure that those charged with protecting the lives of the travelling public can demonstrate the requisite knowledge of road safety and to serve as a catalyst for greater attention to road safety in university curriculum and through continuing education. There are two levels available (Level 1 and 2), and two disciplines available for Level 2: Infrastructure and Behavioural. https://www.tpcb.org/certification/

- Road Safety Guide for Canada (TAC): This guide, currently in development, will become a flagship document of TAC (together with the Geometric Design Guide and the Manual of Uniform Traffic Control Devices), and the primary source for road safety knowledge in Canada. Once it is released (likely in 2027), Township staff and its consultants should become familiar with the document to promote the use of evidence-based and safe system-based approaches to road safety.

The financing of the recommendations and related road safety management strategy on an ongoing basis and the allocation of appropriate resources to achieve the results will be keys to the success of the RSS. Some strategies may align with existing operational or capital budget submissions and as such may be integrated within existing project charters. Additional operating and capital funding will be required in future years budgets to ensure success of the RSS, particularly the medium- and long-term strategies. The business case for these strategies can capture the societal cost of collisions and the documented benefits of the interventions.

To maximize funding reliability, there should be several streams of funding to avoid over dependency on a single source. In many jurisdictions, government revenues are re-invested in road safety initiatives. These might include fuel taxes; tire/battery disposal/environmental oil, oil filter and containers; motor vehicle licenses (and surcharges from offenders); traffic fines; victims of crime surcharge; and auto insurance premiums. There are many examples within Canada and internationally where the revenue from intersection safety cameras, laser, and photo radar are used to manage traffic enforcement and make roads safer for everyone. These funding sources are beyond the Township's control and would require federal, provincial and regional governments to approve funding for RSS activities, which to date, has not been forthcoming.

5.4 Monitoring and Evaluation

A formalized monitoring and evaluation plan will help the Township and its partners to ensure that progress is being made and that changes can be incorporated as required. The Township's approach to targets was presented in **Section 3.0** and the metrics of success provided for each of the identified strategies were provided in **Section 4.0** for each of the identified strategies.

From the data used for the RSS, it was not possible to distinguish serious injuries from non-serious injuries. Therefore, targets were established using total casualty collisions. The baseline to use for monitoring progress is **8.9 casualty collisions per 1,000 people.**

The following reductions are measured against this baseline:

- **Short Term:** 10% reduction in casualty collisions by 2030, per 1,000 people
- **Medium Term:** 50% reduction in casualty collisions by 2040, per 1,000 people
- **Long Term:** 100% reduction in casualty collisions by 2050, per 1,000 people

This translates to the following casualty collision rates at the interim milestones:

- **Short Term: 8.0 casualty collisions by 2030, per 1,000 people**
- **Medium Term: 4.5 casualty collisions by 2040, per 1,000 people**

In terms of implementation, these targets assume:

- Limited implementation before 2030 as policies, processes and guidelines are being revised, and budgets are being secured.
- Implementation of majority of strategies by 2040. The addition of Skytrain and BRT brings significant increase in transit ridership.
- Continued implementation by 2050, with enhancements and additions based on more recent data, and significant progress in transforming public culture.

In the future, if accurate location-coded data on serious injuries and fatalities from RCMP or public health become available, the baseline can be modified accordingly, and police or health data can be used to assess progress.

The key components of an effective monitoring and evaluation plan are as follows:

- Compile and implement relevant and effective evaluation methods.
- Use additional metrics to bridge issues associated with data scarcity, delay, and inaccuracies with collisions/current collision data (such as speeds, violations, conflicts, behaviours).
- Ensure “before” (baseline) data needs are identified and collected prior to RSS implementation.
- Conduct “before and after” evaluations for significant safety initiatives. Before and after evaluations based on collision data should consider at least one year (and preferably three years) of data. Before-and-after studies based on other data, such as speeds or conflicts, can be conducted just before the treatment is implemented and following an adjustment period after implementation.
- Where appropriate, conduct cross-sectional studies. These are studies in which the safety performance at the treated location is compared to similar but untreated locations.
- Update key performance indicators for each transportation safety strategy as data availability improves.
- Prepare a spreadsheet/database for the systematic tracking and documentation of progress on the list of strategies and projects.
- Seek opportunities to collaborate with post-secondary institutions on strategy statistical analysis.
- Conduct community surveys, on the public’s understanding of safety issues, of the Township’s activities related to road safety, and of their attitudes and practices. This can be done through public satisfaction/community life surveys.





5.5 Communications Plan

A cornerstone of any RSS is an educational program to positively influence all road users, collectively and by targeting specific segments. In addition, it should influence road user culture and attitudes towards road safety, raise awareness of what constitutes safer behaviour, and remind road users when their behaviour is unsafe. Education and behavioural change are incremental processes. Significant and sustainable improvements will not be achieved overnight. It will require a range of initiatives aimed at raising the profile of transportation safety throughout the Township. Its primary purpose is to ensure that transportation safety is assigned a level of importance commensurate with the harm that crashes cause to society.

Effective communication about the RSS will be required as the Township, together with its partners, launches and implements the Strategy. This will apply to the launch of the RSS, annual reporting/progress made, important Council considerations, individual projects, and responses to high-profile collisions. This will include sustained communication highlighting transportation safety as a core business for the Township and its partners, emphasizing the shared societal responsibility to support the delivery of the interventions within the Strategy.

The collaboration of transportation, communication, and enforcement representatives, along with additional applicable stakeholders will be important to get any public communications approved. This is where the role of a new working group will be important to discuss strategies and align messaging with overall Township and Council priorities.

The Township's website should be a prime location for the public to access safety information, particularly through the use of resources that are available from global sources.

Below is a list of some of the information that could be included online if additional staff resources and funding are available. This is intended to be suggestions for consideration and options. The Township's website can also include:

- A public-friendly version of the RSS, and a list of the partners involved
- Updated collision statistics in the Township and what it is costing societies and families
- Stories on how incidents have impacted lives
- Quotes from elected officials, police, and medical officers to the public for safer use of the transportation system
- Projects that are being undertaken in support of the RSS
- Impacts of previous road safety projects
- Background for and how to safely use novel facilities (roundabouts, left-turn calming, etc.)
- Opportunities to provide input on safety concerns, e.g. webforms, e-mail, interactive maps
- Continuing educational campaigns in support of Road Safety Calendar activities
- Individual and family commitments or pledges for safe driving practices (aligned with the Calendar)
- Links to other resources, such as provincial and regional Initiatives, and partners websites

Additional media may be used depending on the stage of the project, target audience(s), and budget. This could include:

- Standalone webpage on the Township's website/posts on tol.ca/news
- Presentations at Council Meetings
- Social media (LinkedIn, Facebook, X)
- Langley Advance Times
- E-newsletters/general E-news
- News releases/media advisories of launches, educational information, or enforcement blitzes

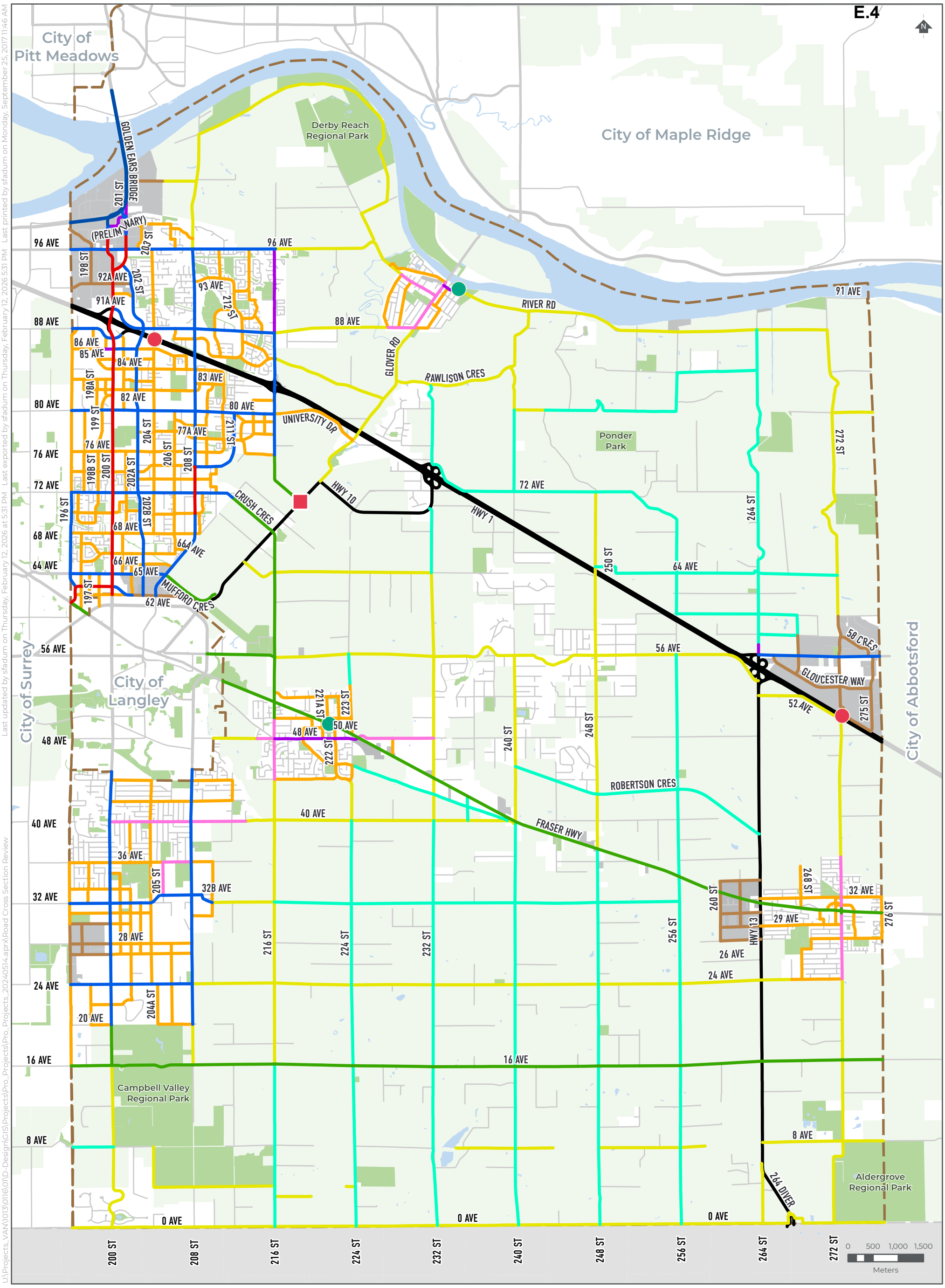
The creation of a supportive climate for the RSS requires increased public and professional understanding that the level of acceptance of death and serious injury on roadways is disproportionate compared with the risks of other everyday activities. The aim is to decrease public acceptance of severe incident occurrences and apathy towards transportation safety and increase support for cost-effective measures to decrease the frequency and severity of fatal and serious injuries from motor vehicle collisions.

To help achieve the above objectives and deliver the support campaigns, a Communications Plan should be prepared and reviewed on an annual basis. Reporting should also be done on an annual basis. The initial Communications Plan can form a component of the Implementation Plan. Updates can be rolled in as part of the overall RSS annual operating plans and reports or prepared as separate documents.



Appendix C

Infrastructure Map and Road Cross Sections



ROAD INFRASTRUCTURE MAP

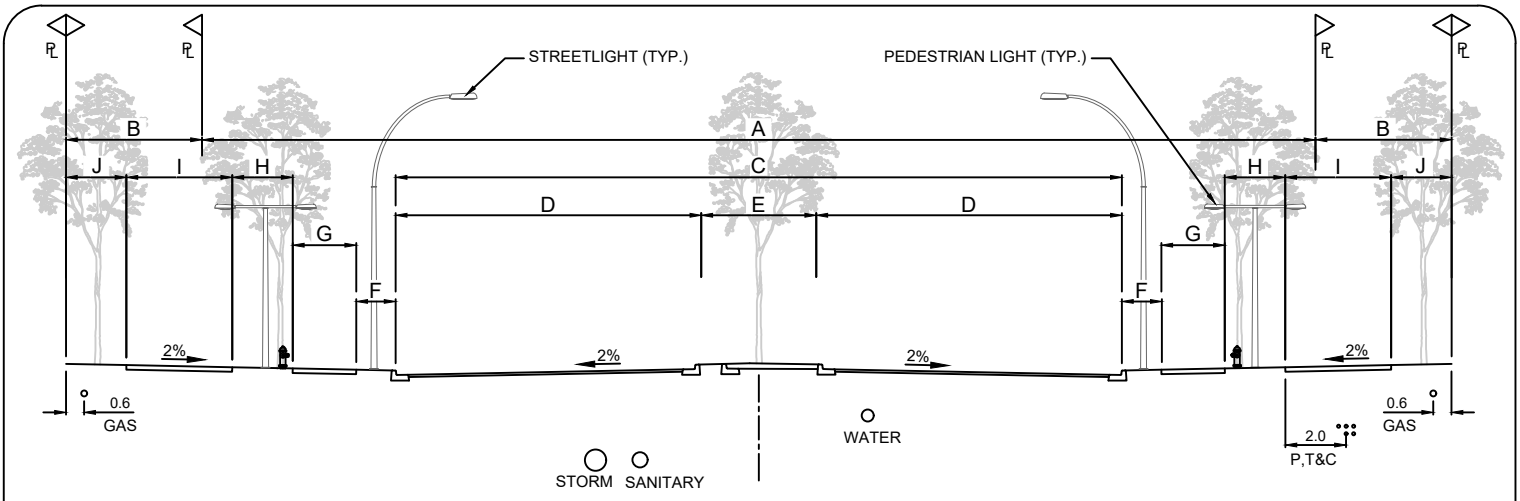
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- Agricultural Land Reserve
- Industrial
- Municipal Boundary
- Proposed Active Transportation Overpass
- Explore Active Transportation Overpass Crossing Options with Province
- Explore Railway Crossing Improvement Options with Province

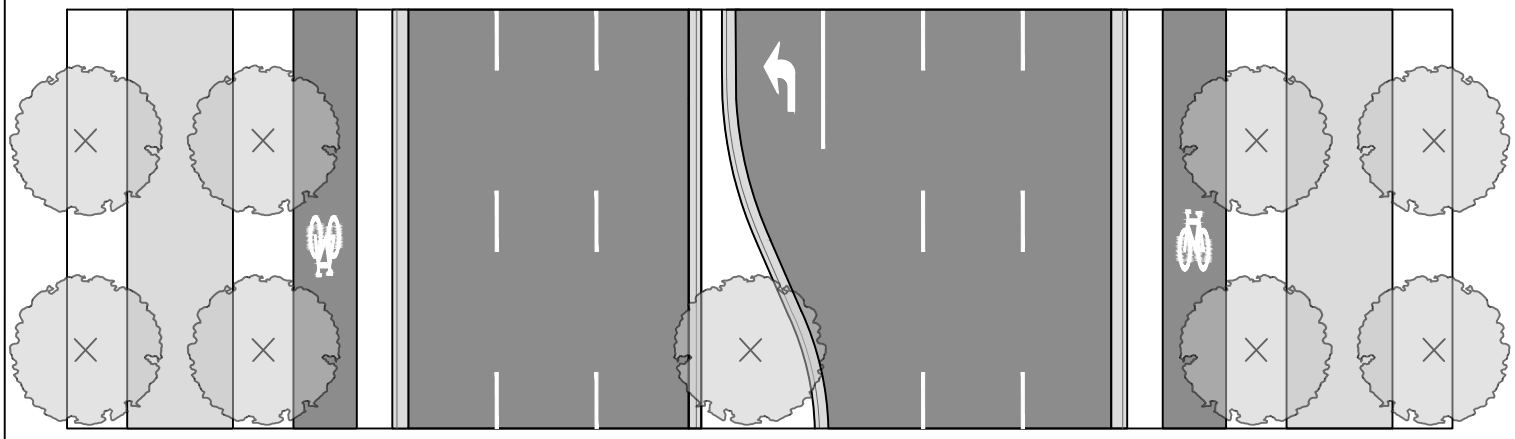
Road Cross Sections

- Cross Section TLR01/02 - 6/8 Lane Urban Arterial Road (8 Lane only applies for 200 Street)
- Cross Section TLR03/04 - 4 Lane Urban Arterial Road
- Cross Section TLR05 - Constrained 4 Lane Urban Arterial Road with MUPS
- Cross Section TLR06 - 2 Lane Urban Arterial Road
- Cross Section TLR07 - Constrained 2 Lane Urban Arterial Road
- Cross Section TLR08/09 - Urban Connector Road
- Cross Section TLR10 - Urban Industrial Road
- Cross Section TLR12 - Rural Road
- Cross Section TLR13/14 - Rural Road With Bicycle Accessible Shoulders / MUP
- Provincial Highway
- TransLink Road

Township of Langley Est. 1873

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Last exported by sfadum on Thursday, February 12, 2026 at 5:31 PM
Last updated by sfadum on Thursday, February 12, 2026 5:31 PM
Last printed by sfadum on Monday, September 25, 2017 11:46 AM





STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	CYCLE TRACK	INSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H	I	J
UA1-A 6 LANE DIVIDED + CYCLE TRACKS + 2 MUPS	37.0m	2 x 4.5m	24.0m	6 x 3.3m	4.2m / 3.2m	2 x 1.2m	2 x 2.1m	2 x 2.2m	2 x 3.5m	2 x 2.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAY (PARK LOT) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) INSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

6 LANE URBAN ARTERIAL ROAD WITH CYCLE TRACKS

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

Township of Langley

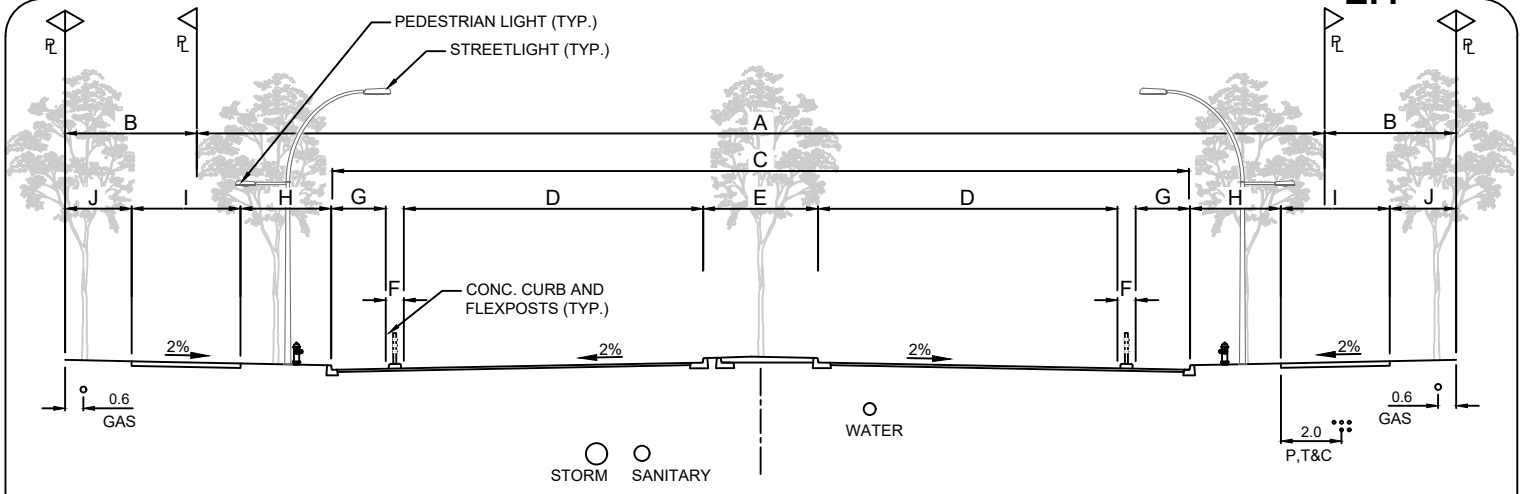
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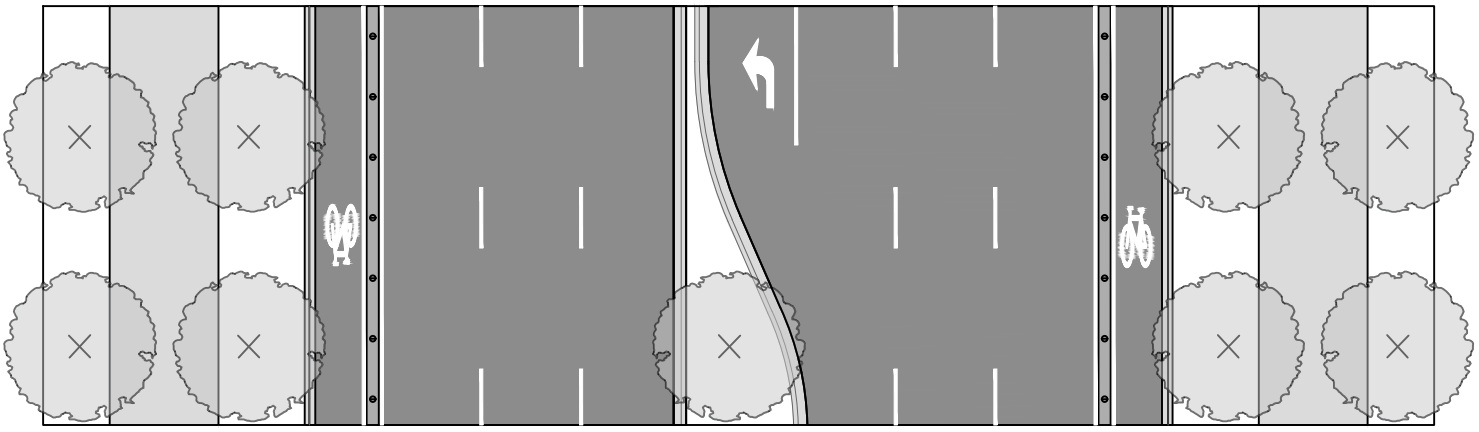
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STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	BIKE LANE BUFFER	BIKE LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H	I	J
UA1-B 6 LANE DIVIDED + 2 BIKE LANES + 2 MUPS	37.0m	2 x 4.5m	28.4m	6 x 3.3m	3.8m / 3.2m	2 x 0.6m	2 x 1.8m	2 x 3.0m	2 x 3.6m	2 x 2.2m

NOTES:

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ALL DIMENSIONS IN METERS

TITLE

6 LANE URBAN ARTERIAL ROAD WITH PROTECTED BIKE LANES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

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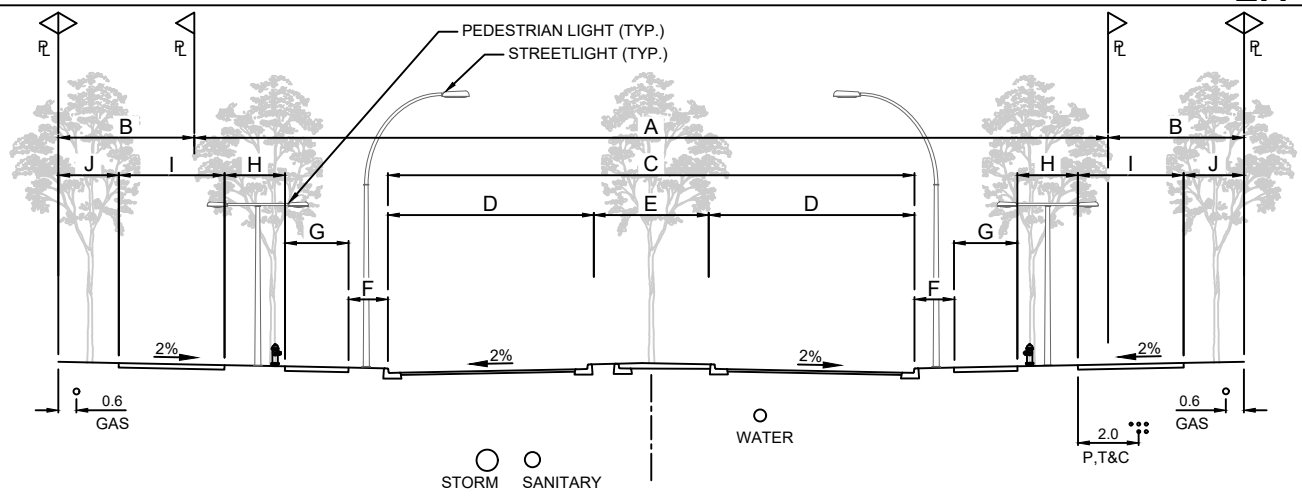
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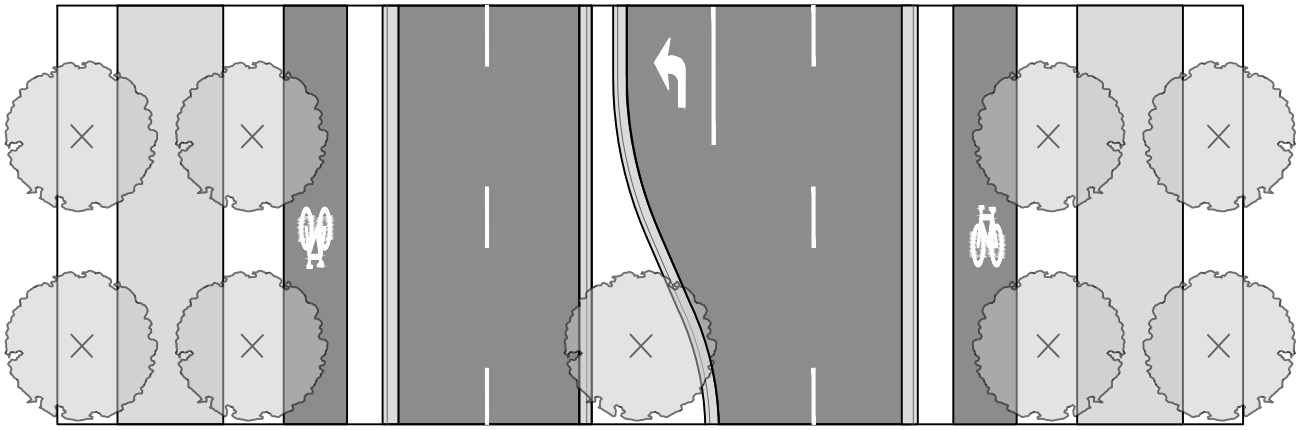
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Township of Langley

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STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	CYCLE TRACK	INSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H	I	J
UA2-A 4 LANE DIVIDED + CYCLE TRACKS + 2 MUPS	30.0m	2 x 4.5m	17.4m	4 x 3.3m	4.2m / 3.2m	2 x 1.2m	2 x 2.1m	2 x 2.0m	2 x 3.5m	2 x 2.0m

NOTES:

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ALL DIMENSIONS IN METERS

TITLE

4 LANE URBAN ARTERIAL ROAD WITH CYCLE TRACKS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

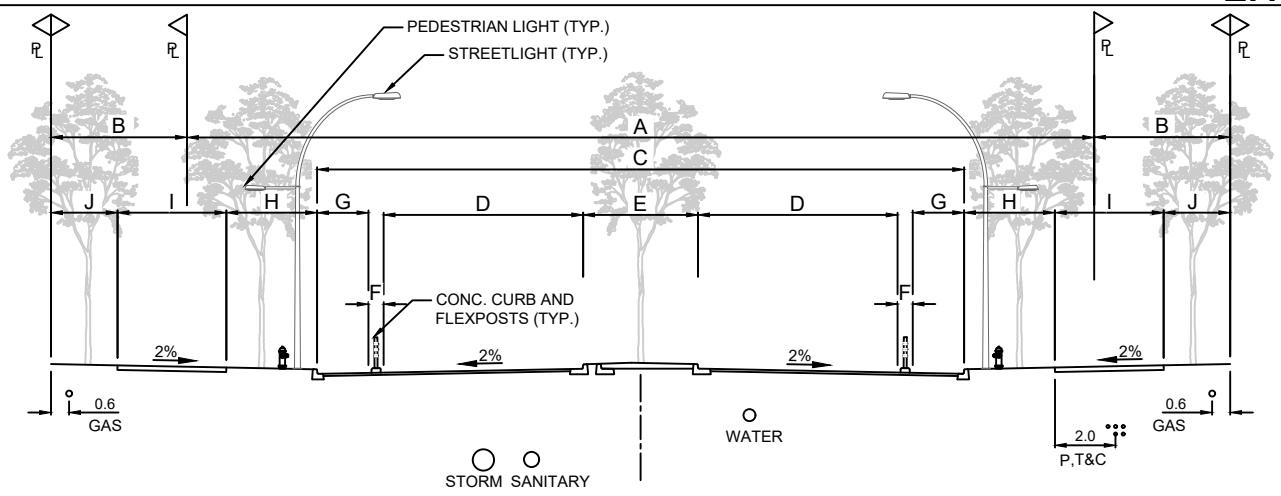
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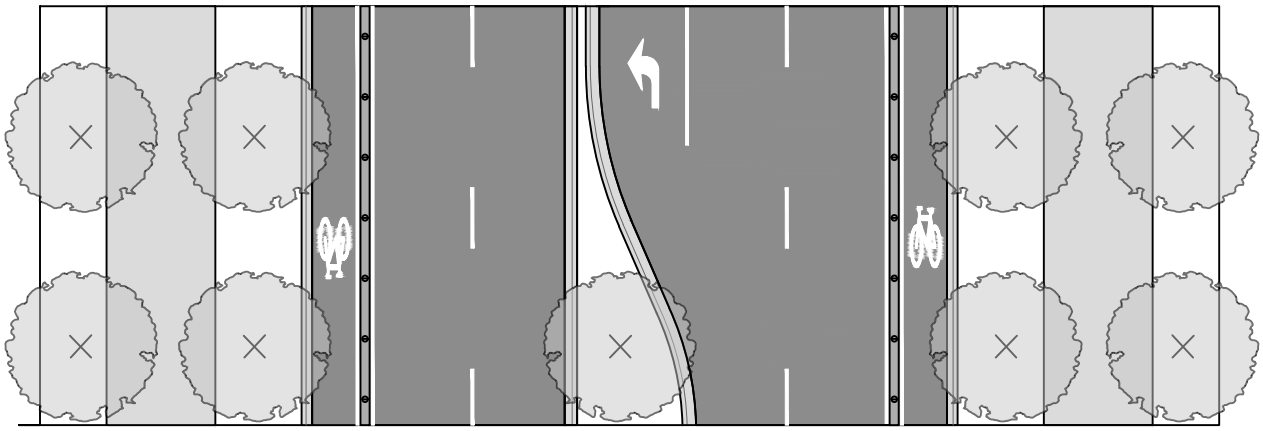
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STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	BIKE LANE BUFFER	BIKE LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H	I	J
UA2-B 4 LANE DIVIDED + 2 BIKE LANES + 2 MUPS	30.0m	2 x 4.5m	21.4m	4 x 3.3m	3.8m / 3.2m	2 x 0.5m	2 x 1.7m	2 x 3.0m	2 x 3.6m	2 x 2.2m

NOTES:

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ALL DIMENSIONS IN METERS

TITLE

4 LANE URBAN ARTERIAL ROAD WITH PROTECTED BIKE LANES

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

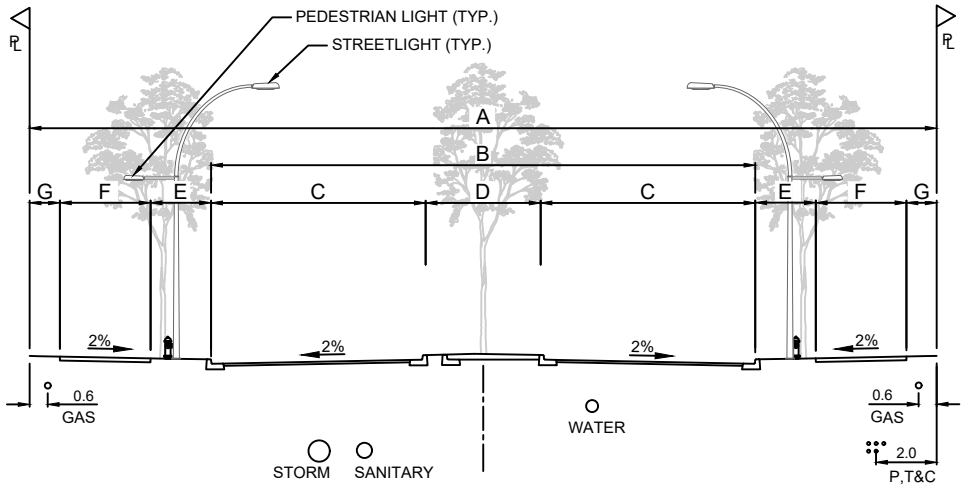
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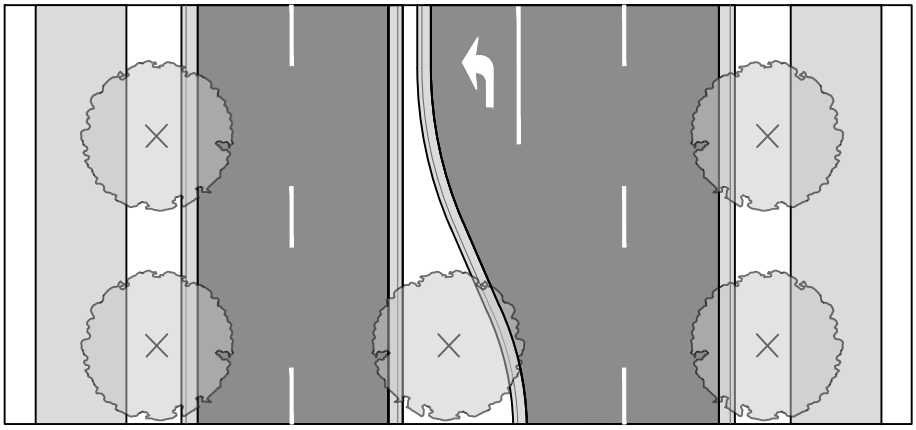
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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G
UA2-C 4 LANE DIVIDED + 2 MUPS	30.0m	18.0m	4 x 3.5m	4.0m / 3.2m	2 x 2.0m	2 x 3.0m	2 x 1.0m

NOTES:

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ALL DIMENSIONS IN METERS

TITLE

CONSTRAINED 4 LANE URBAN ARTERIAL ROAD WITH MUPS

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

DATE FEB 2026

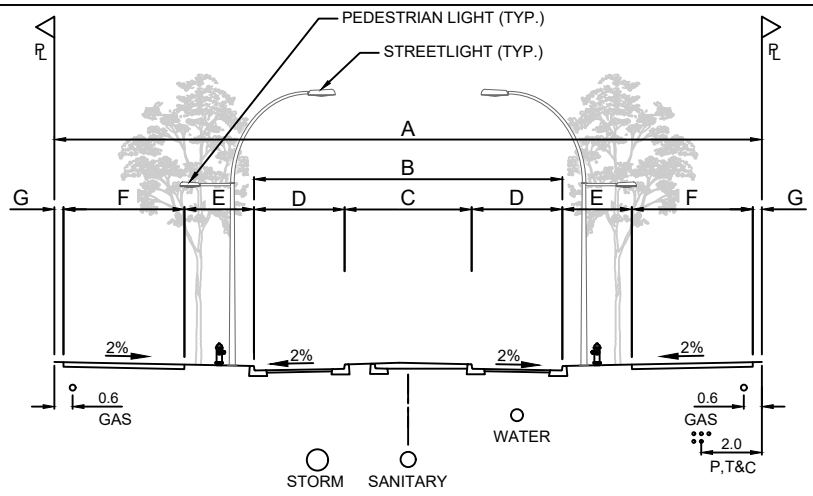
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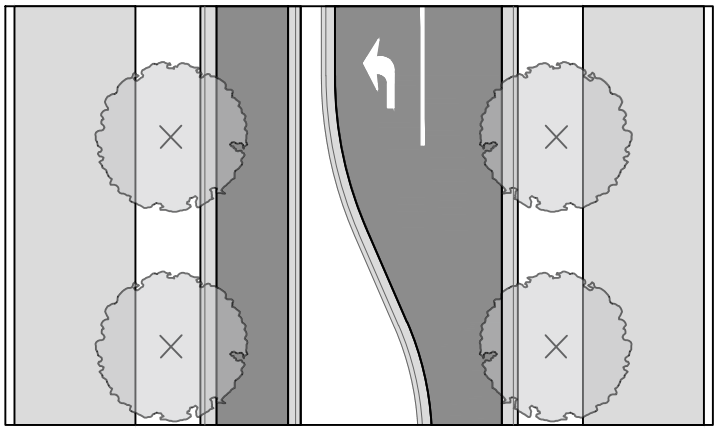
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STREET TYPE	ROW WIDTH	TRAVEL LANES	CURB TO CURB WIDTH	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACKSIDE BOULEVARD
	A	B	C	D	E	F	G
UA3-A 2 LANE DIVIDED + 2 BIKE LANES	24.0m	2 x 3.3m	10.8m	4.2m / 3.2m	2 x 2.3m	2 x 4.0m	2 x 0.3m

NOTES:

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ALL DIMENSIONS IN METERS

TITLE

2 LANE URBAN ARTERIAL ROAD WITH MUPS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

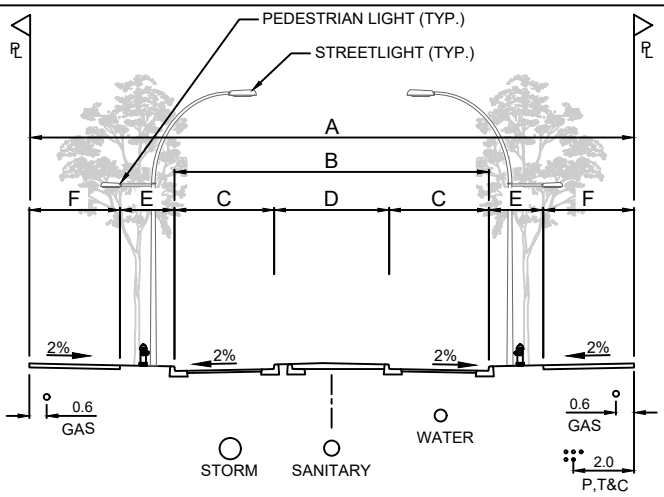
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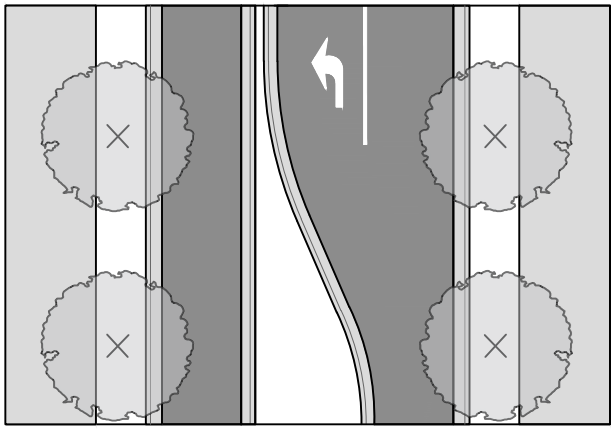
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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	MEDIAN/LEFT-TURN LANE	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)
	A	B	C	D	E	F
UA3-B 2 LANE DIVIDED + 2 MUPS	20.0m	10.4m	2 x 3.3m	3.8m / 3.2m	2 x 1.8m	2 x 3.0m

NOTES:

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ALL DIMENSIONS IN METERS

TITLE
CONSTRAINED 2 LANE URBAN ARTERIAL ROAD WITH MUPS

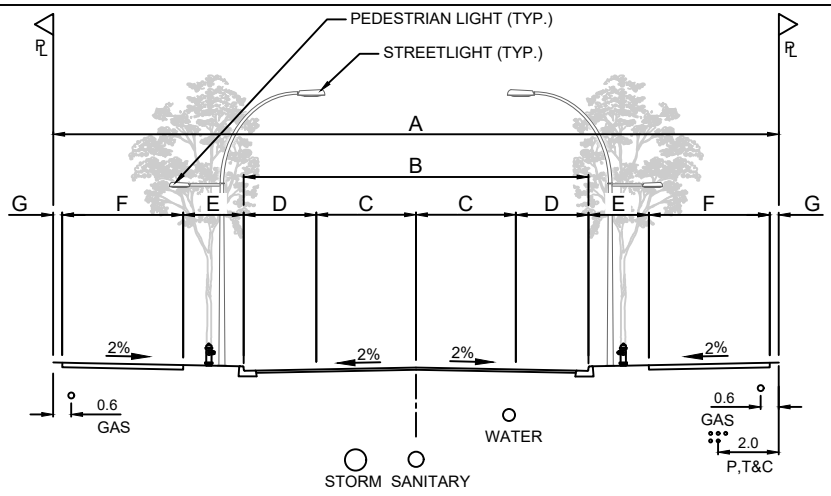
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TOWNSHIP OF LANGLEY

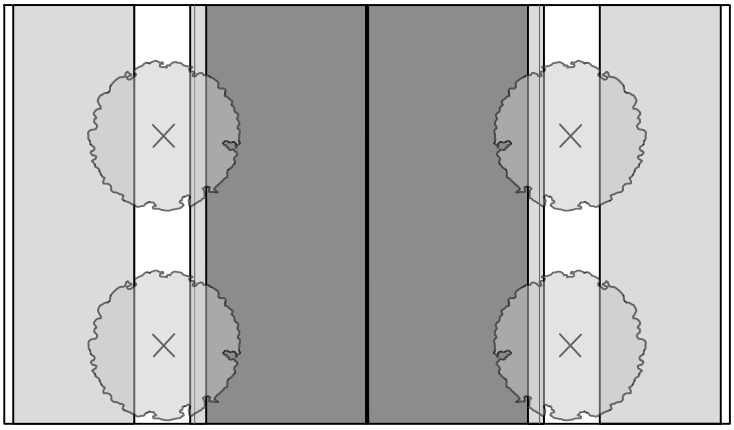
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Township of Langley

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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G
UC1-A 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	11.4m	2 x 3.3m	2 x 2.4m	2 x 2.0m	2 x 4.0m	2 x 0.3m

NOTES:

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ALL DIMENSIONS IN METERS

TITLE

URBAN COLLECTOR ROAD WITH MUPS

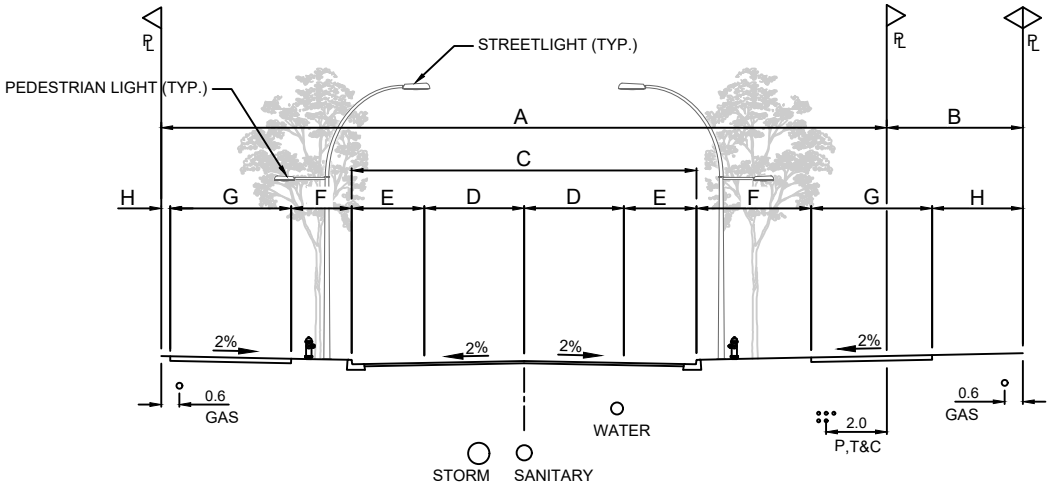
THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

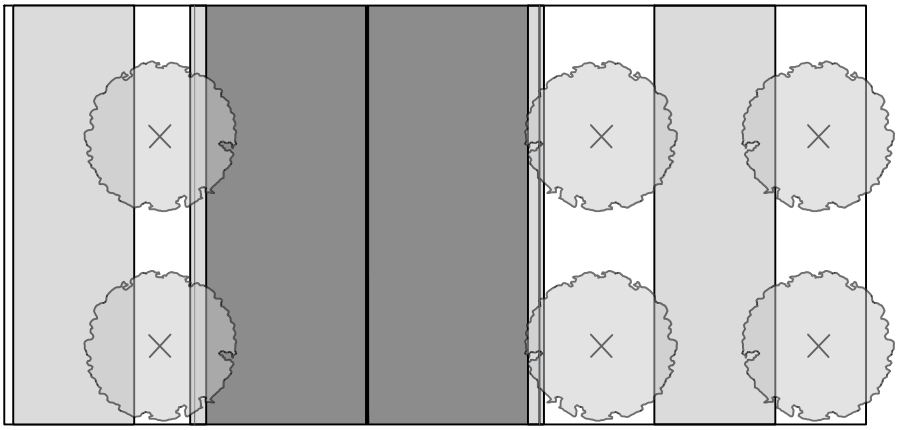
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Est.1872

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STREET TYPE	ROW WIDTH	GREENWAY (PARK LOT)[4]	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G	H
UC1-B 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	1 x 4.5m	11.4m	2 x 3.3m	2 x 2.4m	2.0m / 3.8m	2 x 4.0m	0.3m / 3.0m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) GREENWAY (PARK LOT) DIMENSION MAY BE INCREASED TO 15m IN SOME LOCATIONS.
5) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
6) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN COLLECTOR ROAD WITH MUPS AND GREENWAY

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

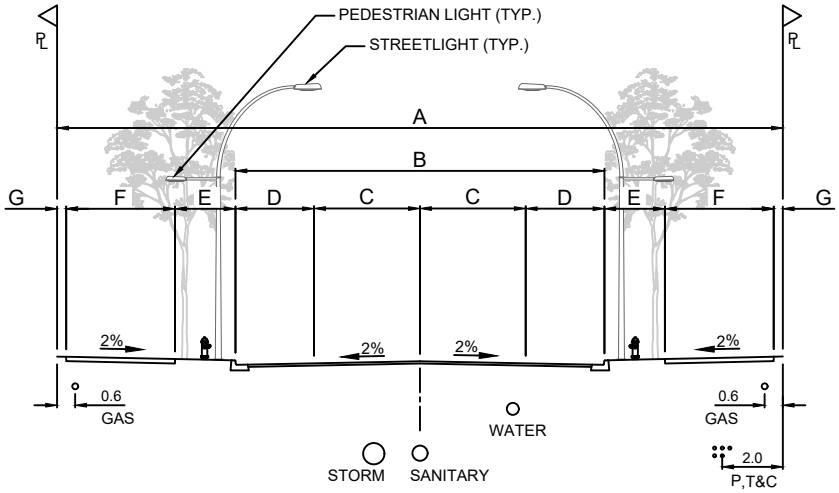
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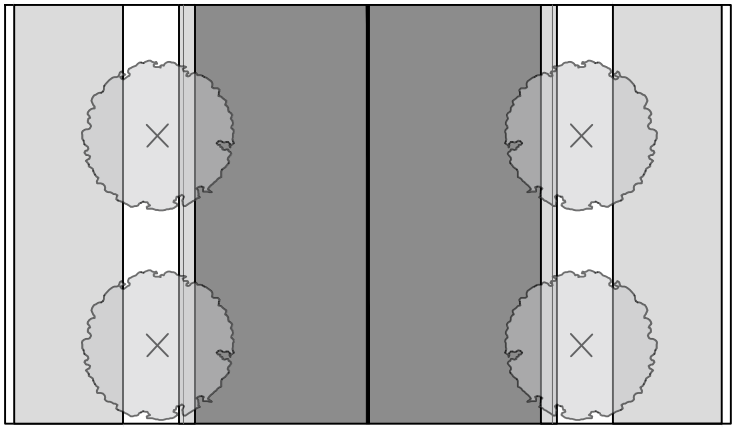
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Township of Langley Est.1878

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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	MULTI-USE PATH (MUP)	BACK BOULEVARD
	A	B	C	D	E	F	G
UC1-C 2 TRAVEL LANES + 2 MUPS + 2 PARKING LANES	24.0m	12.2m	2 x 3.5m	2 x 2.6m	2 x 2.0m	2 x 3.6m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN INDUSTRIAL ROAD WITH MUPS

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

DATE FEB 2026

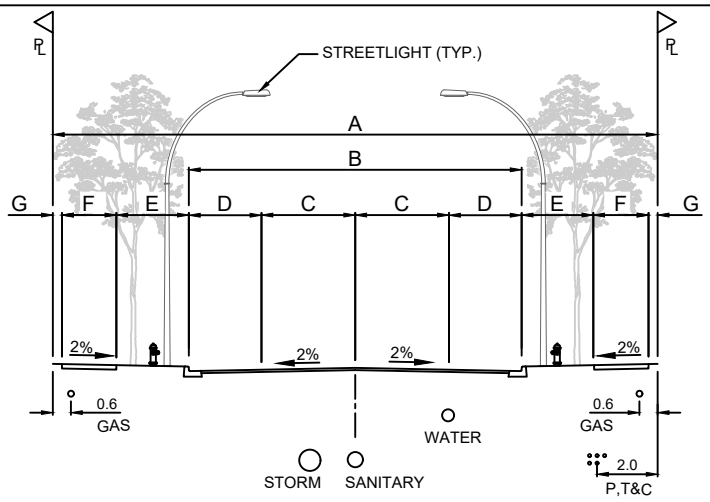
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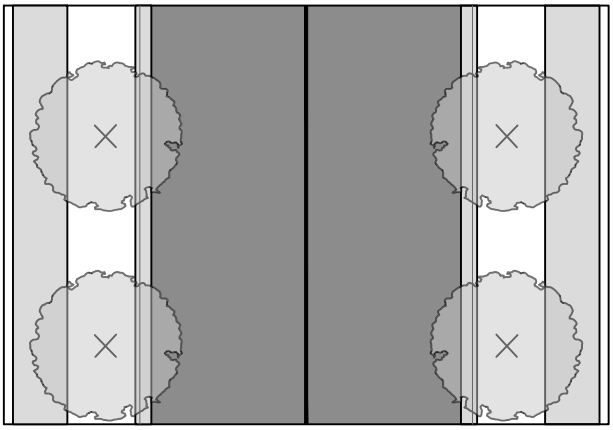
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Township of Langley

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STREET TYPE	ROW WIDTH	CURB TO CURB WIDTH	TRAVEL LANES	PARKING LANES	ROADSIDE BOULEVARD	SIDEWALK	BACK BOULEVARD
	A	B	C	D	E	F	G
LR1–A 2 TRAVEL LANES + 2 PARKING LANES	20.0m	11m	2 x 3.1m	2 x 2.4m	2 x 2.4m	2 x 1.8m	2 x 0.3m

NOTES:

1) CURB AND GUTTER TO BE PER MMCD C5 UNLESS OTHERWISE SPECIFIED.
2) PAVEMENT WIDTH MEASURED FROM FACE OF CURB TO FACE OF CURB.
3) WATER, STORM, & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS, CURBS, AND MEDIANS. STORM AND SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
4) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
5) ROADSIDE BOULEVARD MAY INCLUDE STREET FURNITURE, STORMWATER INFILTRATION GALLERY, GARBAGE BINS, ETC.

ALL DIMENSIONS IN METERS

TITLE

URBAN LOCAL ROAD

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

DATE FEB 2026

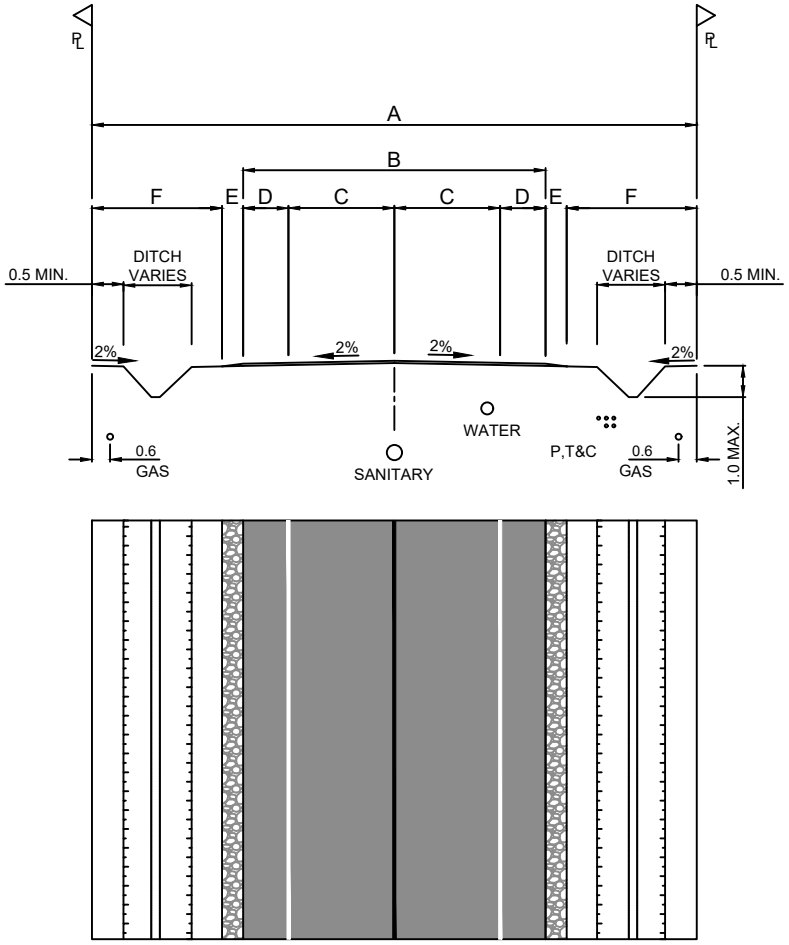
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Township of Langley Est.1873

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STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	SHOULDER	GRAVEL SHOULDER	OUTSIDE BOULEVARD
	A	B	C	D	E	F
RA1–A 2 TRAVEL LANES	20.0m	10.0m	2 x 3.5m	2 x 1.5m	2 x 0.7m	2 x 4.3m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) SHOULDER AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

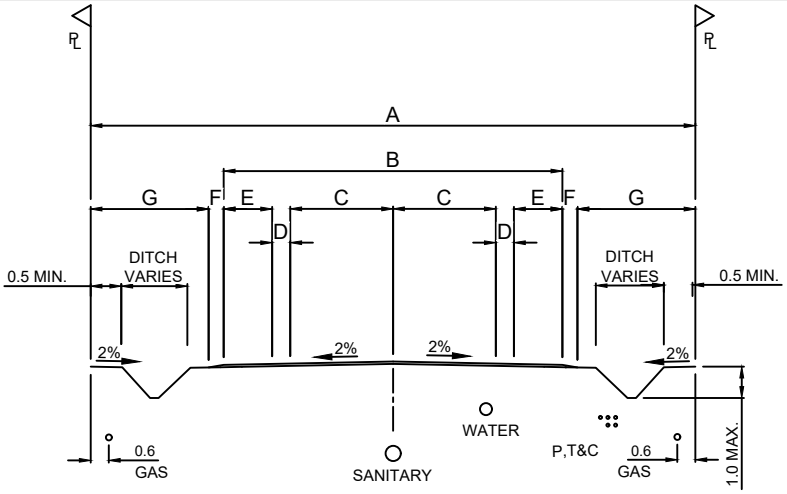
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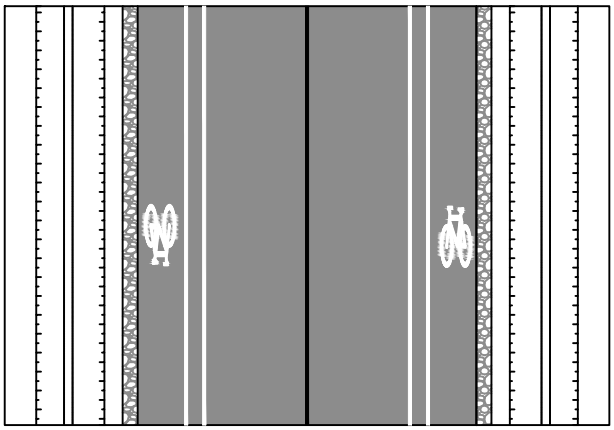
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Township of Langley

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STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	BIKE BUFFER	BIKE ACCESSIBLE SHOULDERS	GRAVEL SHOULDER	OUTSIDE BOULEVARD
	A	B	C	D	E	F	G
RA1–B 2 TRAVEL LANES + 2 BIKE LANES	20.0m	11.2m	2 x 3.4m	2 x 0.6m	2 x 1.6m	2 x 0.5m	2 x 3.9m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) BIKE ACCESSIBLE SHOULDER, GRAVEL SHOULDER, AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD WITH BICYCLE ACCESSIBLE SHOULDERS

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

DATE FEB 2026

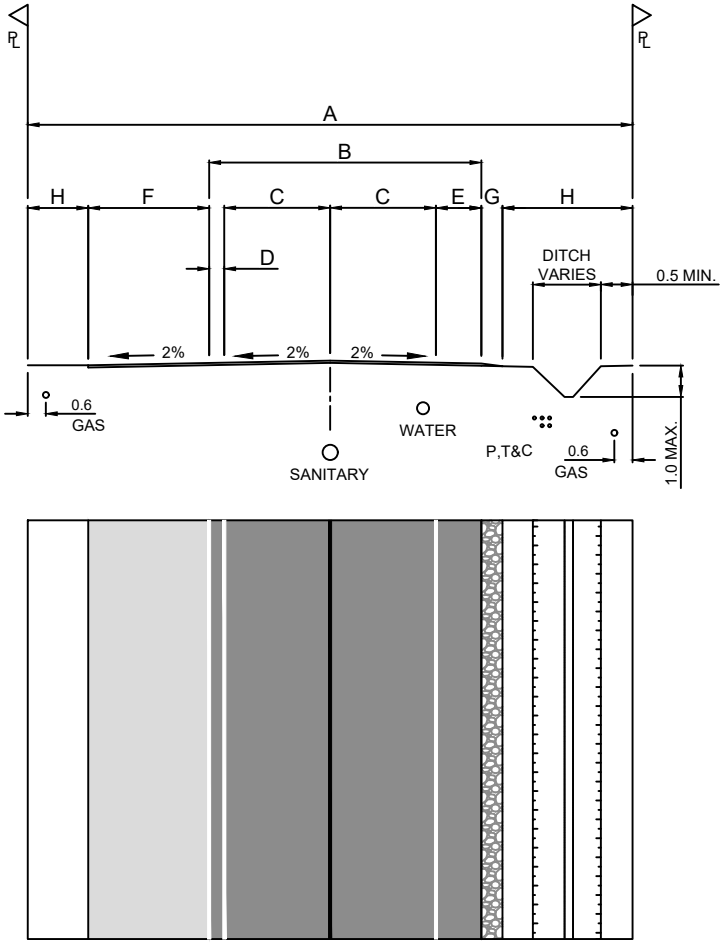
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Township of Langley

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STREET TYPE	ROW WIDTH	PAVEMENT WIDTH	TRAVEL LANES	MUP BUFFER	SHOULDER	MULTI-USE PATH (MUP)	GRAVEL SHOULDER	OUTSIDE BOULEVARD
	A	B	C	D	E	F	G	H
RA1-C 2 TRAVEL LANES + 1 MUP	20.0m	9.0m	2 x 3.5m	0.5m	1.5m	4.0m	0.7m	2.0m/4.3m

NOTES:

1) WATER & SANITARY LOCATIONS VARY. KEEP MANHOLES CLEAR OF WHEEL PATHS. SANITARY MAIN OFFSETS TO BE A MINIMUM OF 1.2m. WATER MAINS TO BE A MINIMUM OFFSET OF 3.0m FROM SANITARY OR STORM MAINS.
2) BOULEVARDS TO BE GRASS UNLESS OTHERWISE SPECIFIED.
3) POWER, TEL, AND CABLE LOCATION TO BE CONFIRMED IF UNDERGROUND OR OVERHEAD.
4) MUP, SHOULDER AND BOULEVARD WIDTHS TO BE CONFIRMED BY TOWNSHIP STAFF.

ALL DIMENSIONS IN METERS

TITLE

RURAL ROAD WITH MUP

THE CORPORATION OF THE
TOWNSHIP OF LANGLEY

Township of Langley
Est.1873

DATE FEB 2026

APPROVED

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Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-14
FROM:	FINANCE DIVISION	**FILE:**	1700-80
SUBJECT:	DRAFT 2026-2030 CAPITAL AND UNIVERSAL OPERATING FINANCIAL PLAN		

RECOMMENDATIONS:

That Council endorse the Draft 2026-2030 Universal Services Operating, Library Services, and Capital Financial Plans for further consideration, discussion, and approval, as received or amended.

That Council direct staff to prepare the Five-Year Financial Plan bylaw and Development Cost Charge Expenditure bylaw for approval.

That Council direct staff to change the funding source of the preapproved project for improvements to the Bell Park playground in the amount of $235,000, from Capital Projects Reserve to the Community Partners in Film Reserve.

That Council direct staff to transfer $1,000,000 from the LAS Reserve fund to the Capital Projects Reserve Fund.

That Council direct staff to change the funding of $250,000 for a Bedford Channel dredging reserve contribution from Universal Services Operating Budget to Prior Year Surplus funding. For a 2026 total funding of $500,000 to the Bedford Channel dredging reserve from Prior Year Surplus.

That Council direct staff to fund $15,660,000 from the CAC Reserve and to internally borrow $52,200,000 from the Neighbourhood Parkland Reserve, $25,000,000 from the Sewer Capital Works Reserve and $1,850,000 from the Public Works Equipment Replacement reserve for the outstanding project funding required for the Smith Athletic Park and the Ice and Dry Arenas Projects to be repaid by CAC and/or General Revenue within a maximum of 30 years at an interest rate of 4.69%.

EXECUTIVE SUMMARY:

The *Community Charter* requires Council to adopt the Langley 2026 – 2030 Five-Year Financial Plan Bylaw including both operating and capital expenditures, before adopting the Annual Tax Rates Bylaw and not later than May 15, 2026.

Section 165 of the Community Charter directs that the Five-Year Financial Plan must be balanced for each year. Meaning that the total of the proposed expenditures and transfers to other funds for a year must not exceed the total of the proposed funding sources and transfers from other funds for the year.

This draft budget is presented in a time of continued uncertainty in the financial environment. While inflation is returning to anticipated rates, interest rates remain relatively high, the Canadian dollar continues to fluctuate and there is ongoing uncertainty with respect to tariffs. These factors impact the Township and while there has been improvement, it is still a fiscally challenging environment which is expected to persist into the five-year plan.

This draft financial plan, as presented, provides for the continuation of services as well as enhancements to services which have been deemed to be a priority by Council. Some of those priorities are improved public safety and new amenities within the rapidly growing Community.

Capital projects which were previously approved and commenced are moving forward as planned. Those projects requiring new funding will be evaluated by Council to ensure continued alignment with current priorities. The objective is to sustain existing infrastructure, ensure health and safety, and plan for new infrastructure to support a fast-growing community.

PURPOSE:

To provide Council with the Draft 2026 - 2030 Financial Plan.

BACKGROUND/HISTORY:

Under Section 165 and 166 of the *Community Charter*, all Municipalities must have a balanced five-year financial plan that is adopted annually, by bylaw before the property tax rates bylaw is adopted. As well, Council must undertake a process of public consultation before the plan is adopted.

DISCUSSION/ANALYSIS:

Draft 2026 - 2030 Financial Plan

UNIVERSAL SERVICES

Universal Services includes Parks, Transportation Utility, Stormwater Utility, and General (which includes Fire, Police, Bylaw Enforcement, Recreation and Culture, Facilities, and General Government).

The Draft 2026 Budget reflects universal services increase of 3.98% or $108.22 for the average residential home with a value of $1,511,423. In establishing this budget and the resultant tax rate, all costs and sources of revenue were carefully reviewed.

The table below summarizes the total changes to the budget:

TOTAL BUDGET CHANGES	%	$ (in $000's)
CORE MUNICIPAL SERVICES	0.90%	1,743
PROTECTIVE SERVICES - POLICE	1.59%	3,047
PROTECTIVE SERVICES - FIRE	1.27%	2,430
PROTECTIVE SERVICES - BYLAWS	0.22%	428
DRAFT 2026 CORE SERVICES TAX INCREASE	**3.98%**	**7,648**

HIGHLIGHTS – CORE SERVICES BUDGET

Core Municipal Services
Significant changes*:*

Salary, Wages and Benefits: The increase in salary and wages reflects trends in the labour market including union wage settlements and other issues with respect to recruitment and retention issues.

Operating efficiencies and cost cutting:
A review of departmental budgets was undertaken by staff resulting in efficiencies and cost savings with no impact on services. Staff were able to find permanent cost savings of $1.25M which has been included in this budget and will continue to review opportunities for efficiencies.

Other items:
Significant additional budget increases include additional $2,895,000 for debt payments including culvert Infrastructure and facility renewal debt approved in 2025, operating costs associated with the opening of LEC Ice and Dry Arenas (August) projected to be $1,166,000 for the five month period, additional operating costs for Fire Hall #5 (April) of $109,000 for the nine month period, increases in insurance premiums of $297,000 attributed to the onboarding of LEC Ice and Dry Arenas and Fire Hall #5 as well as general premium increases.

There are also offsets which include revenue increases of $1.8 million resulting from anticipated increases from building permits, admission fees, and field rental. Additionally, there was a reduction in the transfer to capital projects reserve in the amount of $1,425,000.

Protective Services
Significant changes:

Police

There is an annual increase for the current contracted officers of $2,300,000, as well as the annualization of the two RCMP officers from 2025 ($218,000). We are proposing the addition of two new RCMP officers in December of 2026 ($44,000). In addition, there are also costs for civilian staffing, telecommunications and Next Gen911 funding.

Fire

This includes the annual wage increases of $1,430,000, the addition of 12 Firefighters on July 1, 2026 ($728,000) and 4 Firefighters on October 1, 2026 ($121,000), training expenses, and protective clothing and uniforms with savings from reduction in paid call.

Bylaw Enforcement

This includes the annual wage increases, the addition of two bylaw enforcement officers on April 1, 2026 ($175,000) and one bylaw enforcement officer on July 1, 2026 ($59,000), the annualization of two bylaw enforcement officers from 2025 ($21,000), uniform costs, and bylaw enforcement vehicle rental costs. In addition, there is a negotiated contract reduction with LAPS in the amount of $106,000.

HOUSEHOLD IMPACT AND FIVE-YEAR PLAN

The household impact of the proposed 3.98% increase for 2026:

CORE SERVICES – Property Tax Changes	%	Annual Change $	Monthly Change $
Draft 2026 Core Services Property Tax Change	3.98%	$108.22	$9.02

A five-year projection of proposed changes is as follows:

	2026	2027	2028	2029	2030
Proposed Property Tax Revenue Increases	3.98%	22.80%	4.79%	4.21%	4.43%

For the remaining four years of the five-year financial plan, in addition to base budget increases, the plan includes:

- Additional 6 firefighters in the next year.
- Additional 3 RCMP officers in 2027 and 2 RCMP officers in 2028.

LIBRARY SERVICES

Consistent with prior years, the costs to operate the Township's libraries are being presented separately and include increases which are part of our service contract with Fraser Valley Regional Library as well as costs to operate the facilities.

HIGHLIGHTS – LIBRARY SERVICES

Fraser Valley Regional Library Contract Increase: This increase was a result of anticipated wage increases from contract negotiations, new wage settlements, and increased costs of library materials.

Contribution to library reserve fund: The reserve was established to fund future library infrastructure and has been decreased this year to reflect changing timelines for new facilities.

HOUSEHOLD IMPACT AND FIVE-YEAR PLAN

The household impact of the proposed 1.86% levy increase for 2026:

Library Services - Levy Change	%	Annual Change $	Monthly Change $
Library Services Levy Change	1.86%	$2.16	$0.18

A five-year projection of proposed changes is as follows:

LIBRARY SERVICES	2026	2027	2028	2029	2030
Proposed Library Levy Revenue Increases	1.86%	1.58%	1.88%	19.7%	1.61%

CAPITAL PROGRAM

Funding for the capital program comes from sources such as reserves and surplus, development cost charges receipts, senior government grants, local area service funds, and debt financing.

The previously approved and commenced projects are moving forward as planned. The bylaw considers that funds will be received during the year. Council will have further opportunities to approve additional projects when sufficient funds become available. Reports will be brought to Council for consideration and approved on the individual merits of the projects and alignment with Council priorities.

USE OF PRIOR YEAR SURPLUS AND RESERVES TO FUND ONE-TIME EXPENDITURES:

As in previous years, the Financial Plan includes one-time operating items and capital items funded from prior year surplus, grants, and other reserves.

Budgeted one-time items may include specific Council directives, expenditures to meet one-time commitments, seed money for the commencement of programs and/or services, payment and/or pay-down of debt obligations, and transfers to reserves. One-time items are funded from prior year surplus, reserves and other sources and, as such, have no impact on current property tax rates.

Current year proposed one-time expenditures:

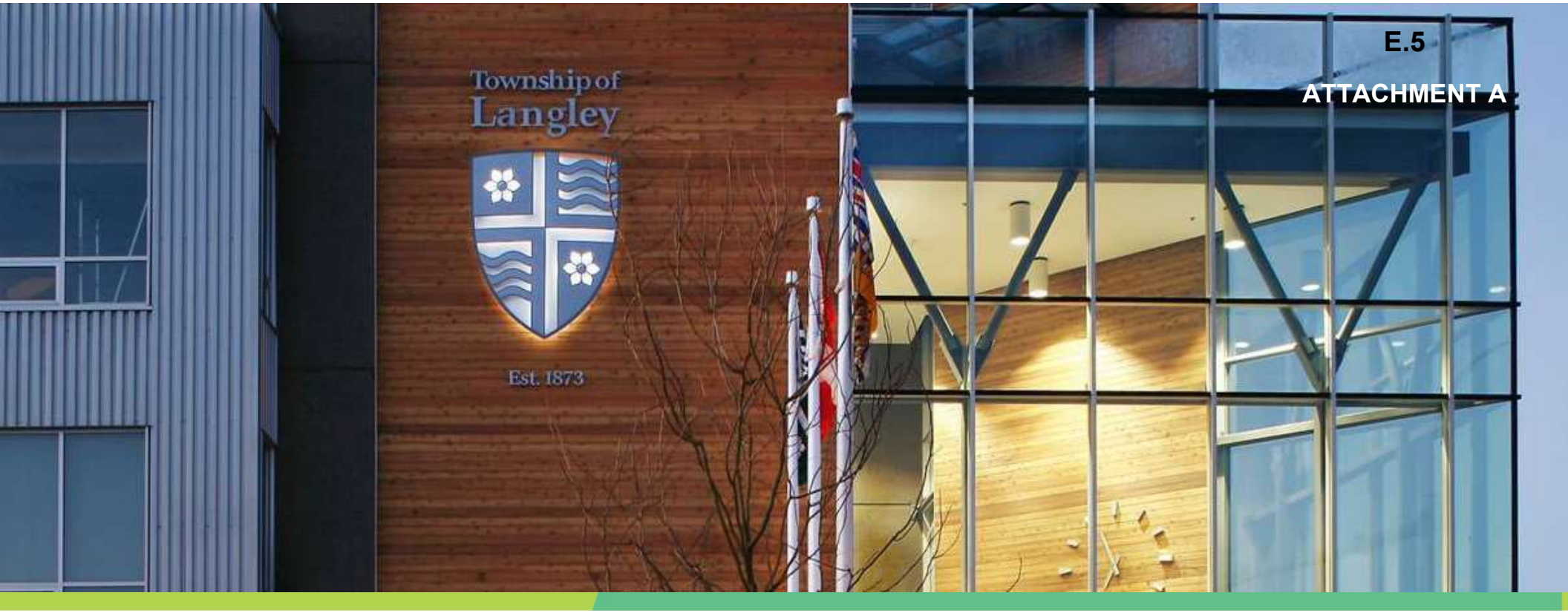
Universal Services One-Times:

Universal One-Time Project Description	Prior Year Surplus	DCCs and Other Revenue	Reserves
Bedford Channel Dredging Reserve	500,000		
MFA Bylaw 4829 Early Redemption	742,627		
Agriculture Viability Study	300,000		
AI Feasibility Study	86,000		
Strategic Projects	200,000		
Operating Impact of Capital	605,400		
Fraser Highway Employment Lands Plan	75,000	225,000	150,000
West Willoughby Engineering Servicing Plan	75,000	75,000	
Municipal Election	619,811		
Council Contingency	150,000		
Mayor Contingency	100,000		
Corporate Operating Contingency	150,000		
Willoughby Stadium: Exterior LED Video Display & Sound System	1,250,000		
Ice and Dry Arena Facility: LED Video Display	1,500,000		
McLeod Athletic Park: Video Screen & Sound System	250,000		
Critical Road Reconstruction	250,000		
Capital Debt Servicing			10,121,286
Total	**6,853,838**	**300,000**	**10,271,286**
Carryforwards	**1,991,020**	**1,082,278**	**12,886,686**

Respectfully submitted,

Karamjit Mahil
MANAGER, FINANCIAL PLANNING
for
FINANCE DIVISION

Attachment A – 2026 Draft Operating package (under separate cover and electronically)
Attachment B – 2026 Draft Capital package (under separate cover and electronically)



2026 Preliminary Operating Budget

Universal Services

February 2026

Budget Timeline

	Action
Jan-26	Utility User Rate Bylaw 1st, 2nd, 3rd
Feb-09	Utility User Rate Bylaw Final
Feb-23	Draft Financial Plan- Universal and Capital
Mar-09	Financial Plan Bylaw and Development Cost Charge Reserve Fund Expenditure Bylaw 1st, 2nd, 3rd
Mar-23	Financial Plan Bylaw and Development Cost Charge Reserve Fund Expenditure Bylaw Final
Apr-27	Property Tax Rate Bylaw 1st, 2nd, 3rd
May-11	Property Tax Rate Bylaw Final
May-29	Property Tax Notices Mailed
Jul-02	Property Tax and Flat Rate Utilities Due Date

Budget Context

Economic Context:

- Inflation - BC inflation has declined slightly in 2025 with the latest data from November showing YOY at 2.2%. (This is not always a direct indicator of Municipal cost drivers which include Metro Vancouver levies, RCMP contracts and construction cost which generally trend above CPI)

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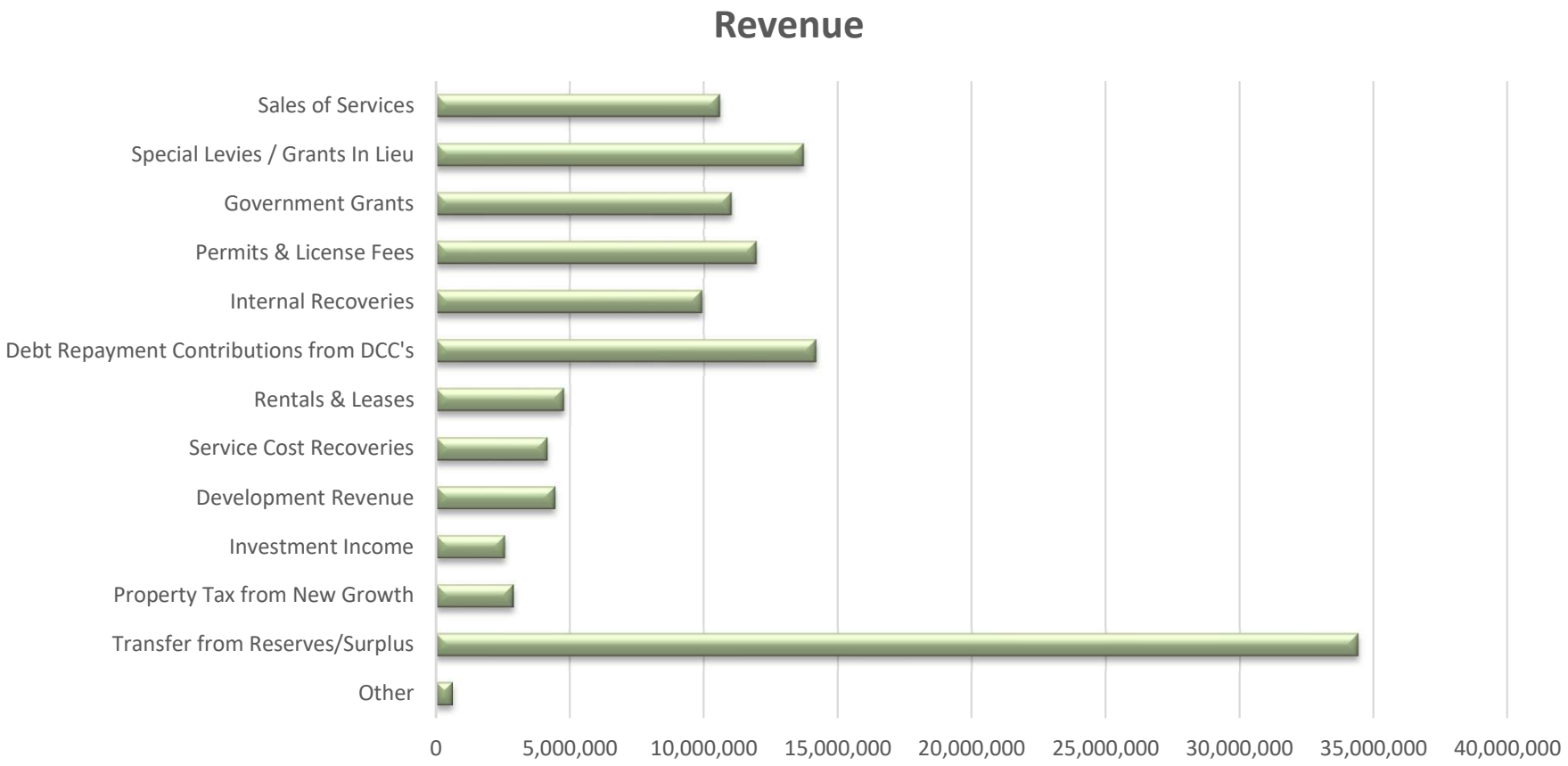
- Council review and input

Revenue and Cost Drivers

Drivers	Examples
Property Tax Revenue from Growth	New Development
Other User Fees & Charges	Recreation, Development, Police, Fire, etc.
Salary & Wage Contracts	CUPE, IAFF, Steps and Increments
Special Contracts	RCMP, FVRL, ECOMM, Recycling
Regional District & Translink	Transportation and Stormwater
Maintenance Contracts	Mowing, Information Technology, Facility Maintenance etc.
Materials & Supplies	Maintaining sufficient inventories and providing supplies as needed
Equipment & Vehicle	Internal and External Equipment Costs
Asset Management	Debt, Transfers to Reserves and Surplus, Asset Maintenance

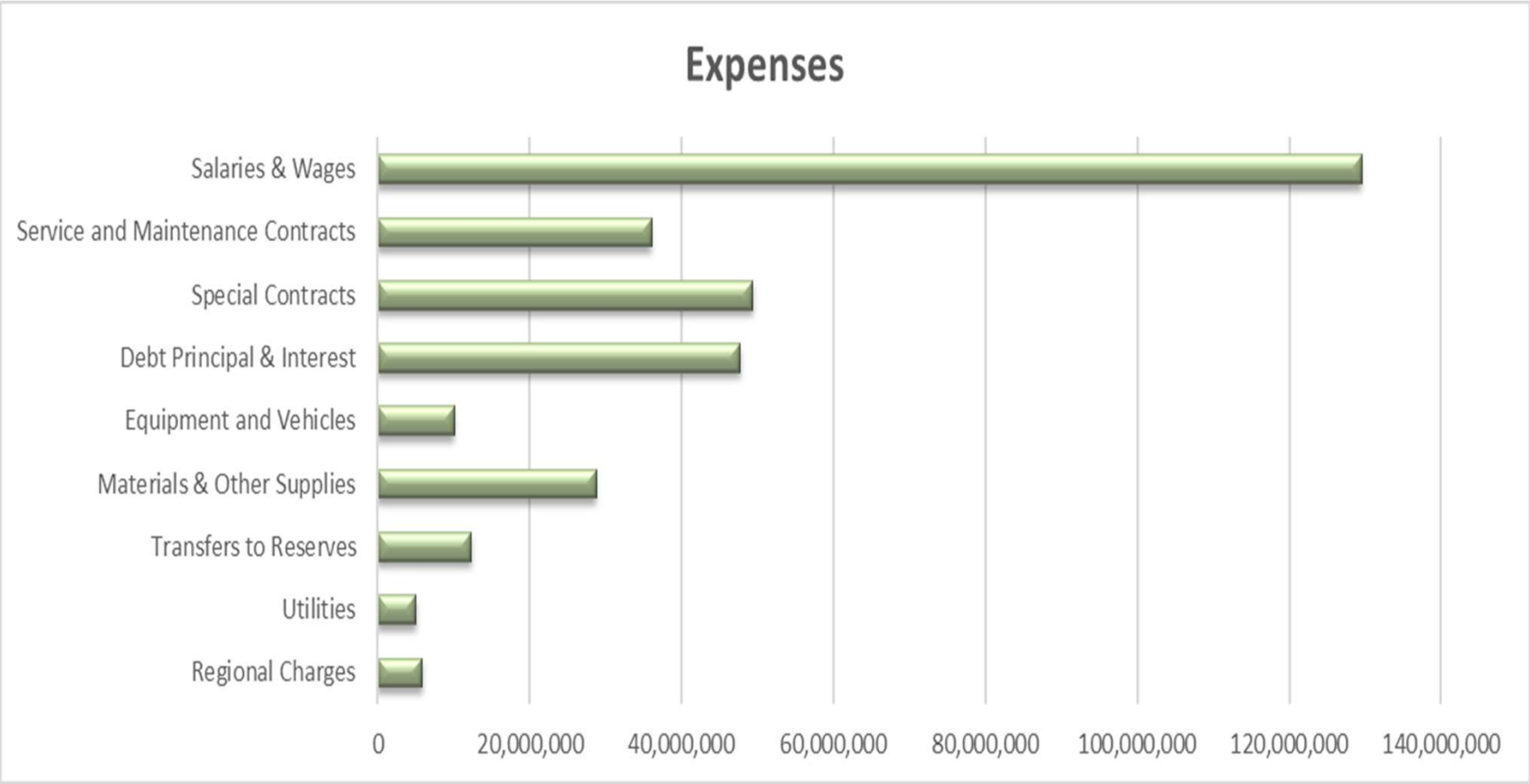
Revenue Categories for 2026

Universal Services – excluding Property Taxes



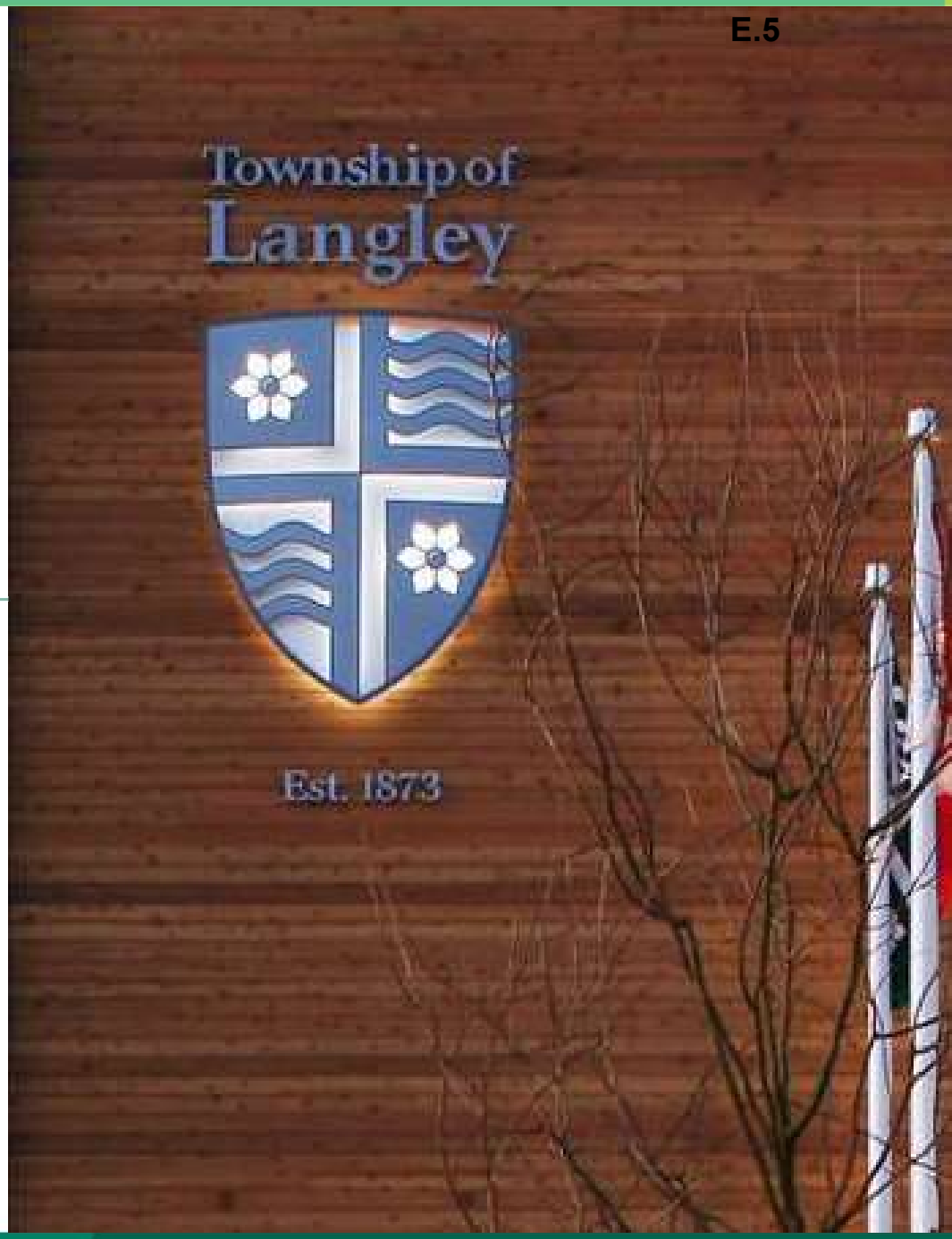
Expense Categories for 2026

Universal Services



2026 Budget

Issues and Challenges



2026 Budget Issues and Challenges

- Regional Costs
  RCMP Contract and Fraser Valley Regional Library (FVRL)
- Salary and Wage Contracts
  (CUPE expired end of 2024)
- Operating impact of Township Capital and Community Development Including new facilities
- Debt and Interest Rates
- Infrastructure Costs and Asset Maintenance

Regional Costs – RCMP

RCMP and Commitment to Protective Services

The general increase in the RCMP contract from 2025 to 2026 is **$2,565,818 (3.6%).** In addition, the 2025 annualization of the 2 members is a further cost of **$218,418.**

The largest components of the RCMP contract are:

- Direct Costs (Salaries, Professional and Special Services, Purchased Repair and Maintenance, etc.)
- Indirect Costs (Division Admin, Regular Member Pensions, Recruitment and Training, etc.)

Direct Costs – Current RCMP Collective agreement expired on March 31, 2025, a non-contractual estimate of 3.5% increase has been included in Salaries, plus other costs related to RCMP members. The increase is approximately 4% over 2025 or **$1,268,417**.

Indirect Costs - All indirect costs, except for Member Pension are allocated based on the FTE count per member. Member pension is calculated at 20.13% of pensionable salaries and would therefore increase the same as salaries. The increase in pension is approximately 5% over 2025 or **$201,660.**

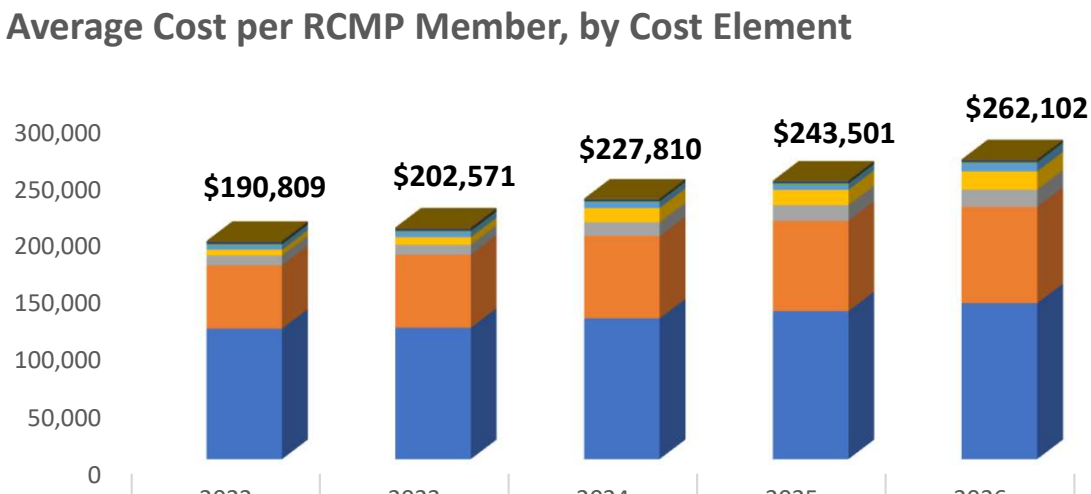
E-Division Administration is the largest component of indirect costs and for 2026 it is $46,579 per member, or approximately $7,809,026 in total. The increase is approximately 8% over 2025 or **$578,850**.

Body Worn Cameras (BWC) are classified under Indirect Costs in 2026. Estimated $3,000 per member. In 2025, 50% of this amount was planned so the 2026 represents a 100% increase over 2025 or **$218,746**.

Other Indirect Charges, like Recruitment and Training, National Programs, etc., have been increased by 14% over 2025 or **$298,145**.

Regional Costs – RCMP

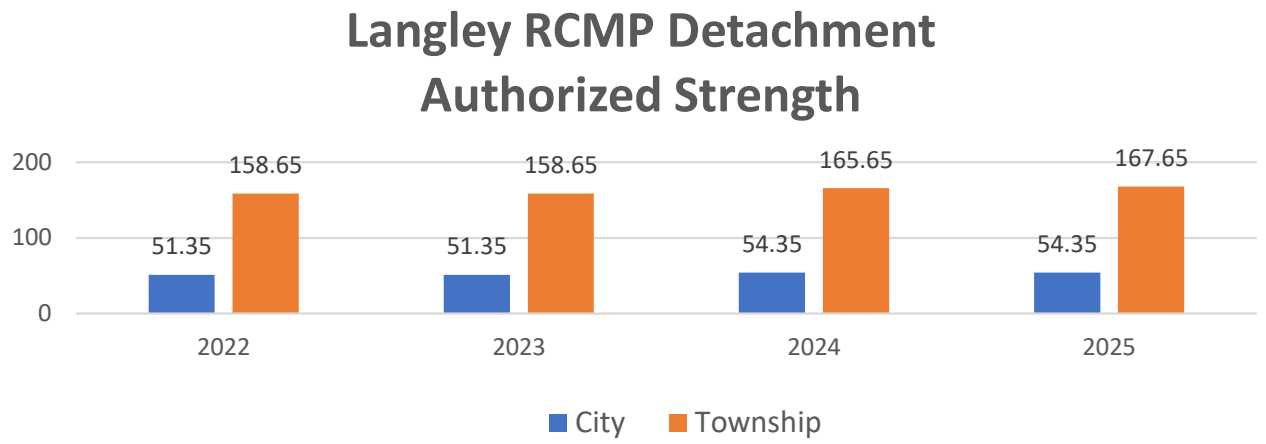
Average Cost per RCMP Member, by Cost Element

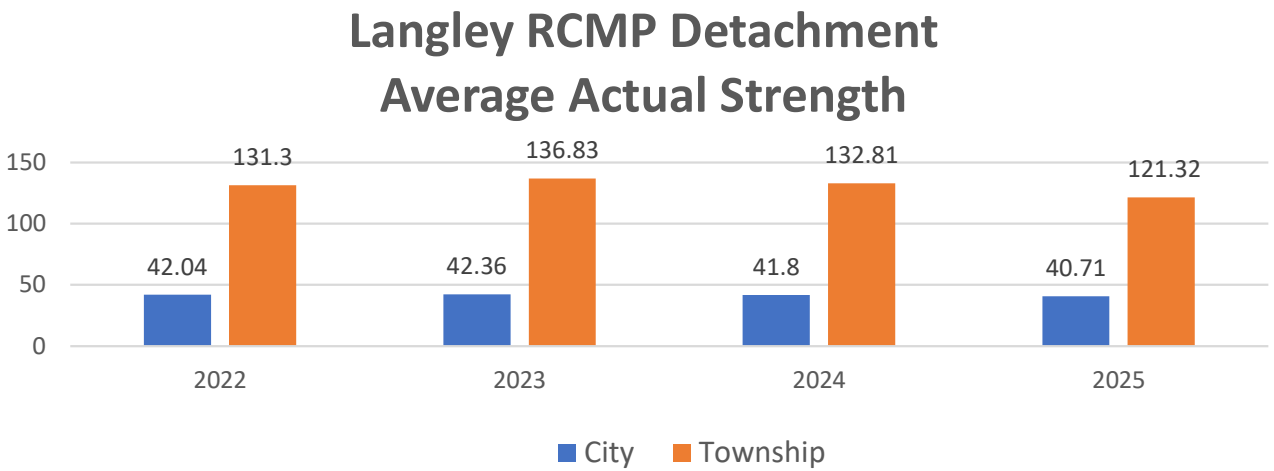


	2022	2023	2024	2025	2026
Information	25	26	36	37	24
Rentals	318	360	351	450	511
Other Subsidies & Payment	605	704	301	308	307
Purchased Repair & Maintenance	1,889	1,945	1,693	1,713	1,618
Transportation & Telecommunications	1,183	1,343	1,352	1,290	1,359
Utilities, Materials & Supplies	3,684	4,165	4,559	4,297	6,721
Mach & Equip for Asset Acquisitions	5,061	6,576	12,532	13,449	15,964
Professional & Special Services	8,450	8,737	11,930	13,609	15,065
Indirect Costs	55,537	63,770	72,021	78,920	84,182
Salaries	114,057	114,945	123,035	129,428	136,351

Regional Costs – RCMP

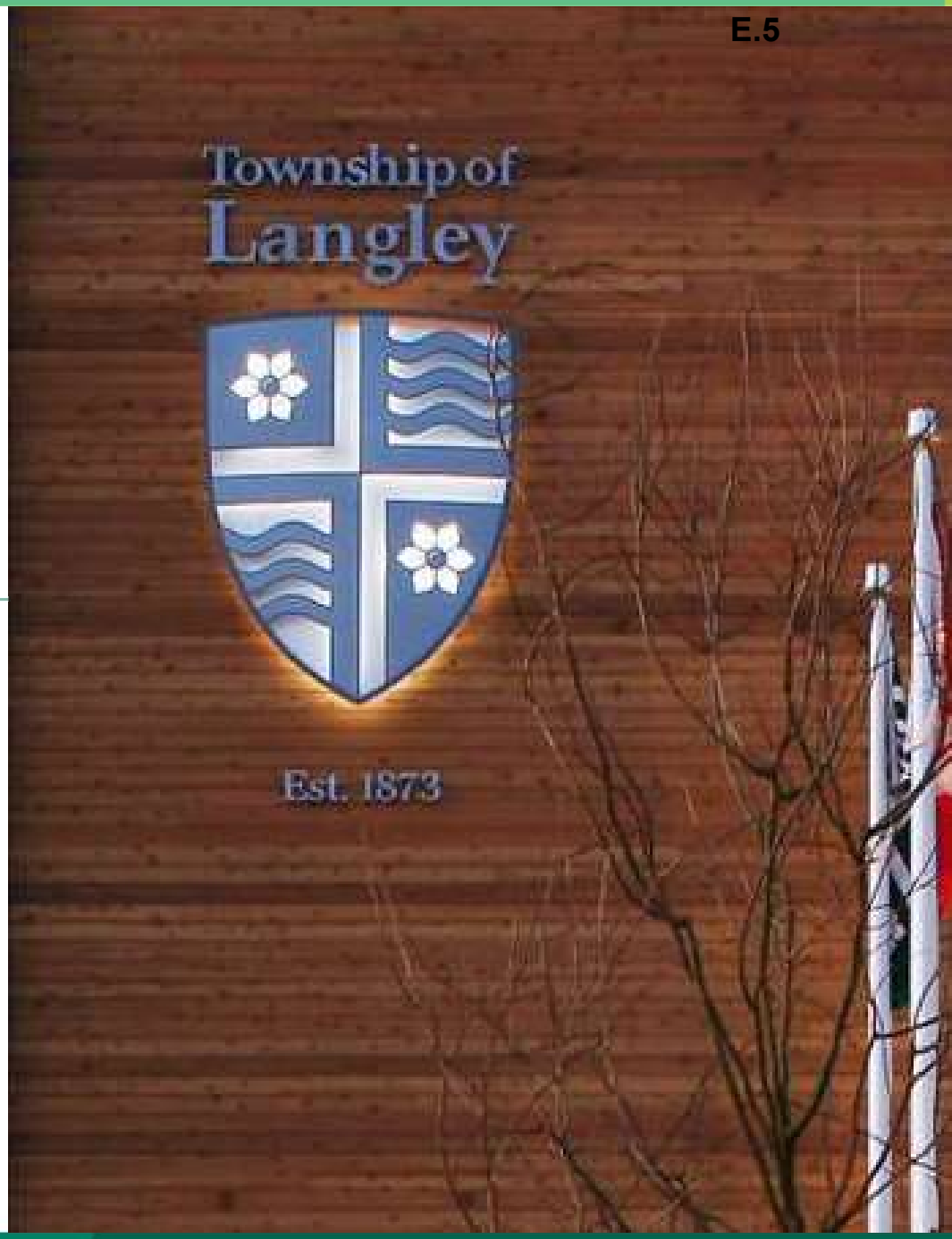
Langley RCMP 'Authorized' versus 'Average Actual Strength'





2026 Budget

One Time Expenditures



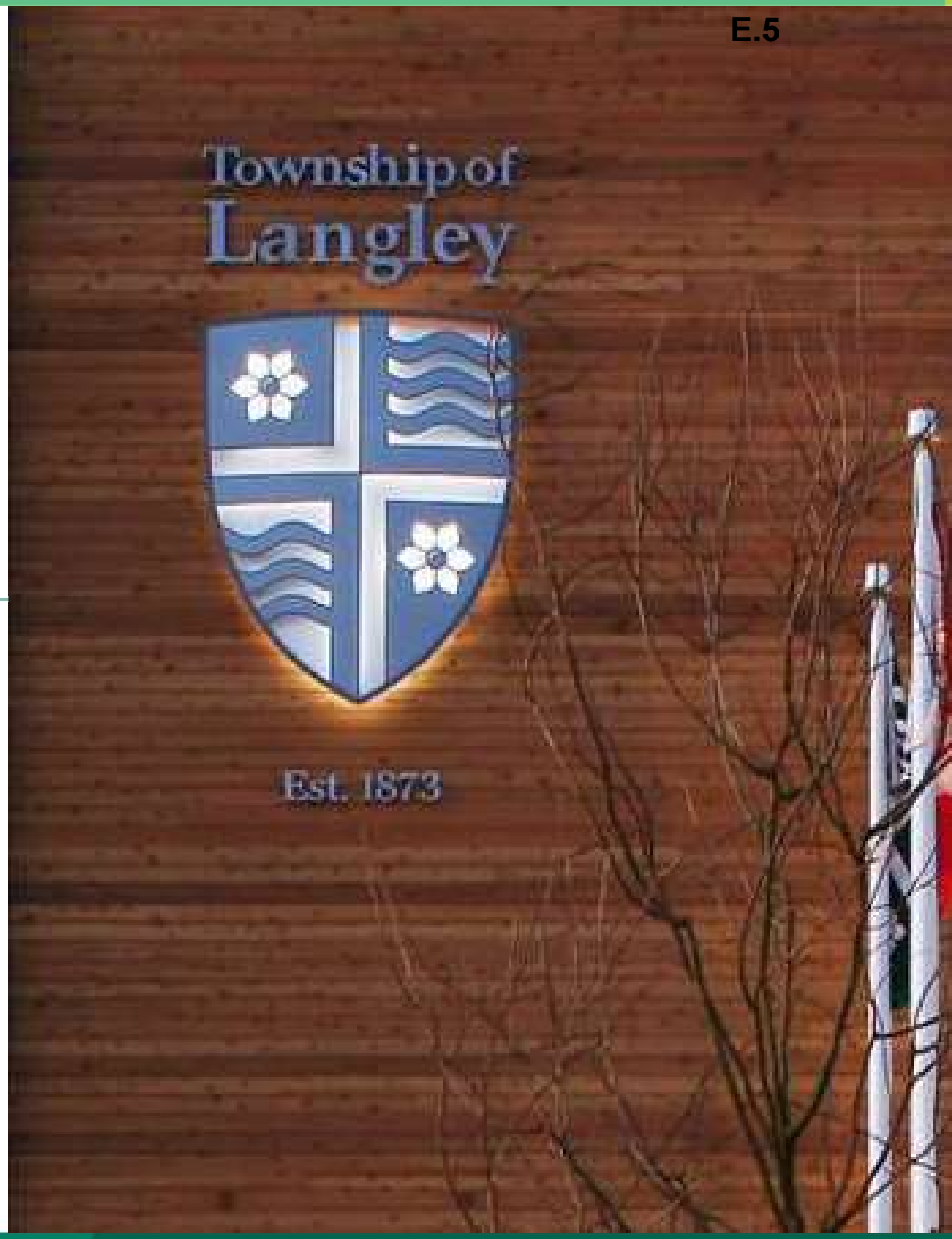
2026 One-Times

Universal One-Time Project Description	Prior Year Surplus	DCCs and Other Revenue	Reserves
Bedford Channel Dredging Reserve	500,000		
MFA Bylaw 4829 Early Redemption	742,627		
Agriculture Viability Study	300,000		
AI Feasibility Study	86,000		
Strategic Projects	200,000		
Operating Impact of Capital	605,400		
Fraser Highway Employment Lands Plan	75,000	225,000	150,000
West Willoughby Engineering Servicing Plan	75,000	75,000	
Municipal Election	619,811		
Council Contingency	150,000		
Mayor Contingency	100,000		
Corporate Operating Contingency	150,000		
Willoughby Stadium: Exterior LED Video Display & Sound System	1,250,000		
Ice and Dry Arena Facility: LED Video Display	1,500,000		
McLeod Athletic Park: Video Screen & Sound System	250,000		
Critical Road Reconstruction	250,000		
Capital Debt Servicing			10,121,286
Total	**6,853,838**	**300,000**	**10,271,286**
Carryforwards	**1,991,020**	**1,082,278**	**12,886,686**

One-Time Expenditure Budget contingent upon adequate prior year surplus funding availability.

2026 Budget

Library Services



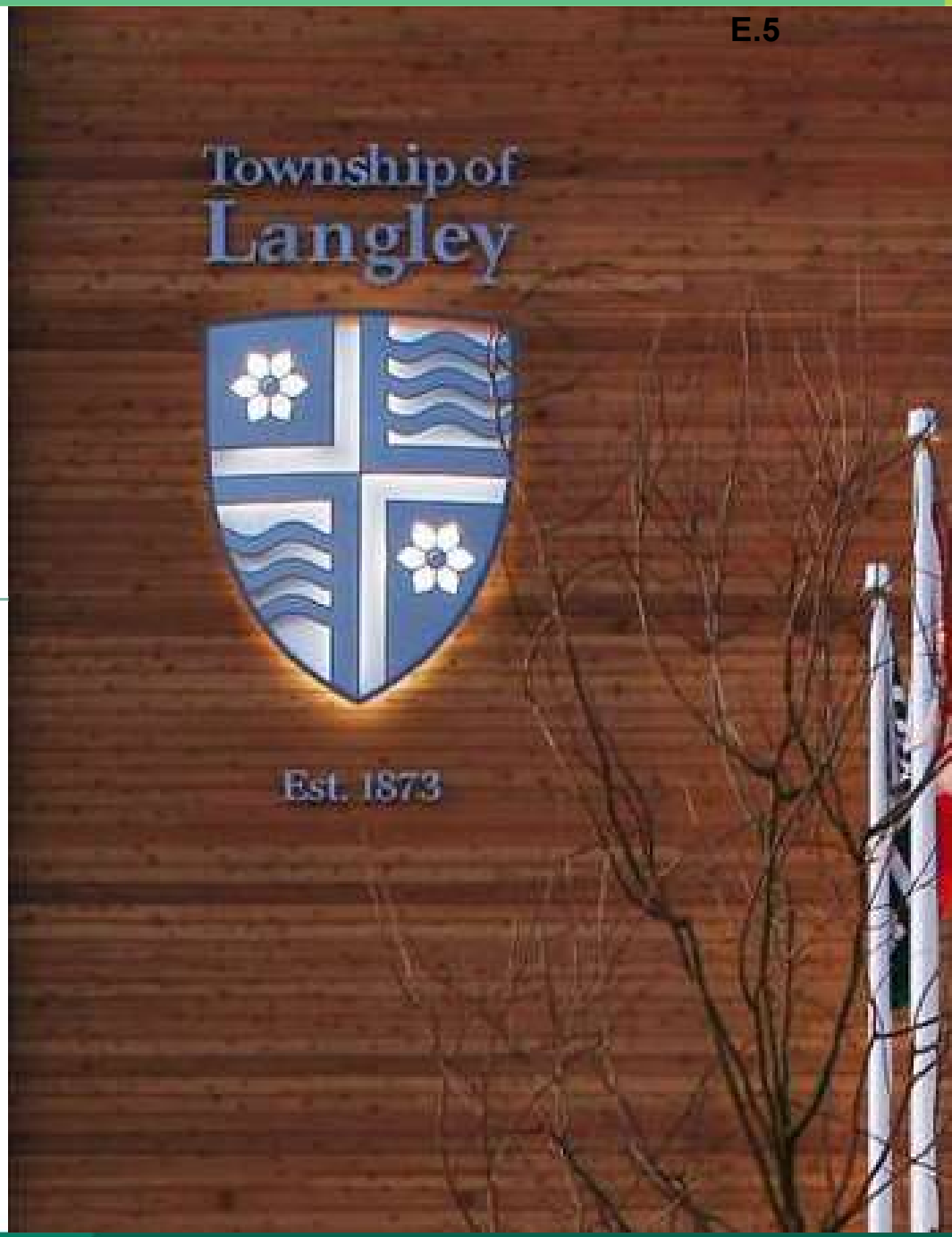
Library Services

Library	
Base Budget Change	**(in 000's)**
FVRL annual contract increase	241
Additional Staffing and Opening Hours Fort Langley	15
Contribution to Library reserve fund	(60)
Library Lease Costs	93
Facility Maintenance Cost Savings	(34)
Revenue from Growth	(102)
Library Budget Increase	**153**

The Township will calculate a separate charge to collect the amount assessed. It will be included on the Property Tax Notice along with all Municipal Levies, Metro Van, MFA, BCAA, Schools and TransLink.

2026 Budget

Household Impact



Est. Impact on Representative House



(Municipal Statistics $1,511,423)

Property Tax	2025	Change	2026
Property Tax Increase (General $2,719, Library $116 = $2,835)	2,719.00	108.22	2,827.22

704 - Taxes and Charges on a Representative House - 2025

Municipalities	Type	RD	House Value[1]	School	General Municipal	Regional District	Hospital	BCA, MFA and Other	Total Res Variable Rate Taxes	Total Res Parcel Taxes	Total Res User Fees	Total Residential Property Taxes and Charges
West Vancouver	D	MVRD	3,676,139	2,785	6,338	391	0	1,287	**10,801**	0	2,920	**13,721**
White Rock	C	MVRD	2,032,064	2,075	4,879	123	0	711	**7,788**	0	1,899	**9,687**
Vancouver	C	MVRD	2,678,306	2,393	4,861	152	0	937	**8,343**	0	2,468	**10,811**
Port Moody	C	MVRD	1,912,333	1,956	4,792	115	0	669	**7,532**	0	1,783	**9,315**
New Westminster	C	MVRD	1,639,283	1,866	4,615	100	0	574	**7,155**	0	4,393	**11,548**
North Vancouver	C	MVRD	2,110,967	1,929	4,001	125	0	739	**6,794**	0	1,753	**8,547**
Lions Bay	V	MVRD	2,253,369	1,707	3,988	150	0	1,135	**6,980**	1,052	3,578	**11,610**
Anmore	V	MVRD	2,533,798	2,592	3,982	842	0	1,281	**8,697**	1,795	1,536	**12,028**
Bowen Island	D	MVRD	1,633,484	1,237	3,944	99	0	1,027	**6,307**	1,988	2,760	**11,055**
North Vancouver	D	MVRD	2,277,299	2,081	3,895	134	0	797	**6,907**	0	2,393	**9,300**
Coquitlam	C	MVRD	1,789,496	1,831	3,728	105	0	626	**6,290**	0	1,710	**8,000**
Richmond	C	MVRD	2,050,462	2,102	3,611	118	0	718	**6,549**	0	2,075	**8,624**
Maple Ridge	C	MVRD	1,282,828	1,436	3,418	71	0	449	**5,374**	1,503	1,503	**8,380**
Burnaby	C	MVRD	2,157,640	2,186	3,358	125	0	755	**6,424**	739	888	**8,051**
Delta	C	MVRD	1,491,495	1,510	3,341	87	0	631	**5,569**	0	1,607	**7,176**
Langley	C	MVRD	1,369,186	1,459	3,194	81	0	479	**5,213**	0	1,764	**6,977**
Pitt Meadows	C	MVRD	1,184,823	1,326	3,189	72	0	415	**5,002**	0	1,719	**6,721**
Port Coquitlam	C	MVRD	1,455,127	1,489	3,004	86	0	509	**5,088**	0	1,369	**6,457**
Surrey	C	MVRD	1,709,547	1,746	2,872	97	0	598	**5,313**	547	1,650	**7,510**
Langley	D	MVRD	1,511,423	1,610	2,835	87	0	529	**5,061**	0	1,960	**7,021**
Belcarra	V	MVRD	2,001,564	2,048	2,761	987	0	987	**6,783**	1,110	2,654	**10,547**

Household Impact

Property Tax	2025	Change	2026	Cumulative Total
Property Tax Increase	2,719.00	See below	2,719.00	2,719.00
Core Municipal Services		24.47	24.47	2,743.47
Protective Services		83.75	108.22	2,827.22
Library Services	116.00	2.16	118.16	2,945.38

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Appendix A

Budget Package Color-Coding Orientation

When a row within the summary is highlighted **GREEN**, it means it is offset by an equal and opposite item elsewhere on the summary. These items do not impact property taxes or user rates.

Township of Langley FIVE YEAR OPERATING PLAN CORPORATE ADMINISTRATION - NON-DISCRETIONARY ADJUSTMENTS					
	20XX	20XX	20XX	20XX	20XX
GOVERNMENT GRANTS					
- Hotel Tax - Provincial	(45,000)				
MUNICIPAL GRANTS					
- Hotel Tax - Municipal	45,000				

When rows within the summary are highlighted **BROWN**, it means they are offset across the Township as a whole. If the offset crosses between a Universal Services tax supported division and a User Pay Utility, there will be an impact to revenue requirements in both.

Township of Langley FIVE YEAR OPERATING PLAN PARKS DESIGN & DEVELOPMENT - NON-DISCRETIONARY ADJUSTMENTS					
	20XX	20XX	20XX	20XX	20XX
INTERNAL CHARGES & RECOVERIES					
- Administrative Overhead	13,986	847	(1,603)	(17,347)	20,286

When a row within the summary is highlighted **BLUE**, it means it is a position that is being annualized from the previous year. These items do impact property taxes or user rates.

Township of Langley FIVE YEAR OPERATING PLAN CORPORATE ADMINISTRATION - NON-DISCRETIONARY ADJUSTMENTS					
	20XX	20XX	20XX	20XX	20XX
SALARY, WAGES & BENEFITS					
- Digital Media Specialist (6 months) (Annualize 2021 addition)	39,916				

When a row within the summary is highlighted **PINK**, it means it is an Operating Budget Impact (OBI) of Capital Construction or a Development constructed asset turned over to the Township for operations and maintenance.

Township of Langley FIVE YEAR OPERATING PLAN PARK OPERATIONS - NON-DISCRETIONARY ADJUSTMENTS					
	20XX	20XX	20XX	20XX	20XX
MATERIALS & SUPPLIES					
- Operating Impact from Development Capital Works	16,011				
- Operating Impact from ToL Capital Construction	8,135				

TOWNSHIP OF LANGLEY
2026-2030 OPERATING BUDGET SUMMARY
UNIVERSAL SERVICES

	Parks Utility	Trans. Utility	Stormwater Utility	Fire	Police	Recreation & Culture	Facilities	General Gov't	UNIVERSAL SERVICES
REVENUE									
Property Tax Base	(15,798,204)	(31,971,759)	(11,094,266)	(28,408,779)	(44,375,420)	(9,775,311)	(21,755,710)	(28,847,793)	**(192,027,242)**
Property Tax from New Growth	(236,973)	(479,576)	(166,414)	(426,132)	(665,631)	(146,630)	(326,336)	(432,716)	**(2,880,408)**
Property Tax Change	(1,201,934)	1,812,570	(1,933,106)	(2,602,590)	(1,309,827)	(383,442)	(117,559)	(1,910,677)	**(7,646,565)**
	(17,237,111)	(30,638,765)	(13,193,786)	(31,437,501)	(46,350,878)	(10,305,383)	(22,199,605)	(31,191,186)	**(202,554,215)**
OTHER REVENUE									
Special Levies/Grants-In-Lieu	-	-	(13,515)	-	-	(8,592,093)	-	(5,112,498)	**(13,718,106)**
Government Grants	-	(8,485,800)	(290,299)	-	(1,515,988)	(49,014)	(25,000)	(650,160)	**(11,016,261)**
Service Cost Recoveries	-	(304,770)	-	(57,200)	(724,698)	(400)	-	(178,527)	**(1,265,595)**
Service Cost Sharing	-	-	-	-	(2,714,775)	-	(154,640)	-	**(2,869,415)**
Sales of Services	(675,464)	(1,595,114)	(129,101)	(20,000)	(248,366)	(7,450,035)	(3,500)	(484,145)	**(10,605,725)**
Rentals and Leases	(1,447,057)	(960,797)	-	-	-	(1,277,949)	-	(1,079,065)	**(4,764,868)**
Permit and License Fees	(120,000)	(344,613)	-	(115,200)	-	-	-	(11,377,953)	**(11,957,766)**
Development Revenue	-	(150,000)	-	-	-	-	-	(4,263,932)	**(4,413,932)**
Investment Income	-	-	-	-	-	-	-	(2,548,993)	**(2,548,993)**
Other Revenue	(855,291)	402,852	(8,281)	(2,910,837)	(5,284,915)	(2,398,434)	(440,931)	10,905,573	**(590,264)**
Debt Repayment Contributions from DCCs	(5,412,120)	(6,773,121)	(2,001,841)	-	-	-	-	-	**(14,187,082)**
Internal Recoveries	-	-	-	-	-	-	-	(9,937,137)	**(9,937,137)**
Transfer from Own Funds	(2,312,927)	(1,888,153)	(342,311)	-	(3,751,556)	(305,618)	(9,893,913)	(15,924,630)	**(34,419,108)**
External Unidentified Revenue	(150,000)	(500,000)	(400,000)	-	-	-	-	(500,000)	**(1,550,000)**
Total Revenue	**(28,209,970)**	**(51,238,281)**	**(16,379,134)**	**(34,540,738)**	**(60,591,176)**	**(30,378,926)**	**(32,717,589)**	**(72,342,653)**	**(326,398,467)**
EXPENSE									
Salaries, Wages & Benefits	8,711,361	15,097,882	4,796,990	27,869,000	9,699,393	14,689,018	9,270,724	39,438,287	**129,572,655**
Special Contracts	-	-	-	-	49,384,199	-	-	-	**49,384,199**
Service and Maintenance Contracts	3,920,150	14,912,909	2,360,586	1,419,825	566,731	4,570,206	6,205,807	2,137,221	**36,093,435**
Consulting and Professional Services	1,500	236,848	557,076	35,000	500	193,010	100,000	1,674,772	**2,798,706**
Regional Charges/Recoveries	-	-	-	-	-	5,848,066	-	-	**5,848,066**
Fuel	10,950	2,596,243	20,300	221,095	545,887	-	6,800	30,000	**3,431,275**
Equipment and Vehicle Rental	2,781,163	4,836,165	1,201,944	32,168	137,196	170,503	279,792	618,155	**10,057,086**
Communication and Technology	37,465	223,171	16,809	170,985	76,457	59,140	60,667	4,205,135	**4,849,829**
Insurance	1,000	535,382	-	213,990	41,484	668,835	-	1,901,374	**3,362,065**
Materials and Supplies	1,540,236	3,725,135	591,766	970,492	88,004	552,856	1,204,528	593,827	**9,266,844**
Utility User Fees	818,358	945,429	116,255	-	-	-	3,105,717	73,843	**5,059,602**
Municipal Grants	-	-	-	-	-	300,000	-	1,305,435	**1,605,435**
Debt Principal and Interest	7,591,504	8,869,261	4,520,187	-	-	-	11,205,334	15,497,472	**47,683,758**
Internal Charges & Recoveries	1,476,325	(6,648,270)	893,752	224,872	21,435	182,478	(185,751)	(1,435)	**(4,036,594)**
Transfer to Own Funds	815,594	3,062,428	705,552	3,101,738	46,977	1,975,737	1,059,890	1,585,498	**12,353,414**
External Unidentified	150,000	500,000	400,000	-	-	-	-	500,000	**1,550,000**
Other Supplies and Expense	354,364	2,345,698	197,917	281,573	(17,087)	1,169,077	404,081	2,783,069	**7,518,692**
Total Expense	**28,209,970**	**51,238,281**	**16,379,134**	**34,540,738**	**60,591,176**	**30,378,926**	**32,717,589**	**72,342,653**	**326,398,467**
Budget Shortfall/(Surplus)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
									MUNICIPAL
Estimated New Growth Rate	**1.50%**	**1.50%**	**1.50%**	**1.50%**	**1.50%**	**1.50%**	**1.50%**	**1.50%**	**1.50%**
Tax rate increase over Total ToL	**0.63%**	**(0.94%)**	**1.01%**	**1.36%**	**0.68%**	**0.20%**	**0.06%**	**1.00%**	**3.98%**
Tax rate increase per Fund or Division	**7.61%**	**(5.67%)**	**17.42%**	**9.16%**	**2.95%**	**3.92%**	**0.54%**	**6.62%**	**3.98%**
1% Tax or Utility Rate Increase									**$ 1,920,300**

TOWNSHIP OF LANGLEY
UNIVERSAL SERVICES
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		483,799	(192,027,242)	-	(202,554,215)	-	(251,777,955)	-	(267,614,545)	-	(282,890,081)
Property Tax from New Growth		(2,880,408)	(2,880,408)	(3,038,312)	(3,038,312)	(3,776,670)	(3,776,670)	(4,014,218)	(4,014,218)	(4,243,353)	(4,243,353)
Property Tax Change		(7,646,565)	(7,646,565)	(46,185,428)	(46,185,428)	(12,059,920)	(12,059,920)	(11,261,318)	(11,261,318)	(12,533,854)	(12,533,854)
	(192,511,041)	**(10,043,174)**	**(202,554,215)**	**(49,223,740)**	**(251,777,955)**	**(15,836,590)**	**(267,614,545)**	**(15,275,536)**	**(282,890,081)**	**(16,777,207)**	**(299,667,288)**
NON-TAX REVENUE									-		
Special Levies/Grants-In-Lieu	(13,412,894)	(305,212)	(13,718,106)	(257,812)	(13,975,918)	(286,915)	(14,262,833)	(1,835,342)	(16,098,175)	(322,529)	(16,420,704)
Government Grants	(10,984,447)	(31,814)	(11,016,261)	(162,933)	(11,179,194)	(148,820)	(11,328,014)	(158,722)	(11,486,736)	(156,908)	(11,643,644)
Service Cost Recoveries	(1,260,945)	(4,650)	(1,265,595)	-	(1,265,595)	-	(1,265,595)	-	(1,265,595)	-	(1,265,595)
Service Cost Sharing	(2,834,281)	(35,134)	(2,869,415)	(1,273)	(2,870,688)	(1,328)	(2,872,016)	(1,384)	(2,873,400)	1,442	(2,871,958)
Sales of Services	(9,656,389)	(949,336)	(10,605,725)	-	(10,605,725)	-	(10,605,725)	-	(10,605,725)	-	(10,605,725)
Rentals and Leases	(4,328,570)	(436,298)	(4,764,868)	(13,460)	(4,778,328)	(13,729)	(4,792,057)	(14,004)	(4,806,061)	(14,284)	(4,820,345)
Permit and License Fees	(11,652,766)	(305,000)	(11,957,766)	-	(11,957,766)	-	(11,957,766)	-	(11,957,766)	-	(11,957,766)
Development Revenue	(4,413,932)	-	(4,413,932)	-	(4,413,932)	-	(4,413,932)	-	(4,413,932)	-	(4,413,932)
Investment Income	(2,548,993)	-	(2,548,993)	-	(2,548,993)	-	(2,548,993)	-	(2,548,993)	-	(2,548,993)
Other Revenue	(545,275)	(44,989)	(590,264)	-	(590,264)	-	(590,264)	-	(590,264)	-	(590,264)
Debt Repayment Contributions from DCCs	(10,868,718)	(3,318,364)	(14,187,082)	-	(14,187,082)	-	(14,187,082)	-	(14,187,082)	-	(14,187,082)
Internal Recoveries	(9,152,586)	(784,551)	(9,937,137)	(894,025)	(10,831,162)	(947,298)	(11,778,460)	(535,814)	(12,314,274)	(465,675)	(12,779,949)
Transfer from Own Funds	(27,673,349)	(6,745,759)	(34,419,108)	23,392,845	(11,026,263)	449,726	(10,576,537)	-	(10,576,537)	(733,483)	(11,310,020)
External Unidentified Revenue	(1,550,000)	-	(1,550,000)	-	(1,550,000)	-	(1,550,000)	-	(1,550,000)	-	(1,550,000)
TOTAL REVENUE	**(303,394,186)**	**(23,004,281)**	**(326,398,467)**	**(27,160,398)**	**(353,558,865)**	**(16,784,954)**	**(370,343,819)**	**(17,820,802)**	**(388,164,621)**	**(18,468,644)**	**(406,633,265)**
EXPENSE											
Salaries, Wages & Benefits	123,565,944	6,006,711	129,572,655	3,797,567	133,370,222	908,087	134,278,309	574,521	134,852,830	490,606	135,343,436
Special Contracts	46,556,279	2,827,920	49,384,199	2,521,533	51,905,732	2,404,202	54,309,934	2,217,710	56,527,644	1,698,231	58,225,875
Service and Maintenance Contracts	37,527,017	(1,433,582)	36,093,435	5,461,272	41,554,707	972,223	42,526,930	1,692,021	44,218,951	1,757,582	45,976,533
Consulting and Professional Services	2,697,273	101,433	2,798,706	9,435	2,808,141	48,750	2,856,891	48,750	2,905,641	340,098	3,245,739
Regional Charges/Recoveries	5,591,973	256,093	5,848,066	225,735	6,073,801	227,768	6,301,569	1,817,778	8,119,347	304,476	8,423,823
Fuel	3,456,275	(25,000)	3,431,275	-	3,431,275	-	3,431,275	-	3,431,275	-	3,431,275
Equipment and Vehicle Rental	9,097,998	959,088	10,057,086	674,698	10,731,784	510,643	11,242,427	450,710	11,693,137	452,356	12,145,493
Communication and Technology	4,500,277	349,552	4,849,829	354,218	5,204,047	251,103	5,455,150	260,533	5,715,683	456,445	6,172,128
Insurance	3,064,689	297,376	3,362,065	278,584	3,640,649	306,417	3,947,066	337,031	4,284,097	365,206	4,649,303
Materials and Supplies	8,540,367	726,477	9,266,844	211,778	9,478,622	76,589	9,555,211	44,671	9,599,882	73,084	9,672,966
Utility User Fees	4,776,714	282,888	5,059,602	521,851	5,581,453	192,627	5,774,080	194,450	5,968,530	202,547	6,171,077
Municipal Grants	1,537,775	67,660	1,605,435	-	1,605,435	-	1,605,435	-	1,605,435	-	1,605,435
Debt Principal and Interest	32,997,150	14,686,608	47,683,758	6,560,143	54,243,901	3,330,624	57,574,525	3,330,624	60,905,149	3,330,624	64,235,773
Internal Charges & Recoveries	(3,526,672)	(509,922)	(4,036,594)	468,046	(3,568,548)	515,115	(3,053,433)	229,164	(2,824,269)	154,151	(2,670,118)
Transfer to Own Funds	15,752,073	(3,398,659)	12,353,414	1,229,913	13,583,327	3,044,324	16,627,651	3,074,272	19,701,923	5,088,991	24,790,914
External Unidentified	1,550,000	-	1,550,000	-	1,550,000	-	1,550,000	-	1,550,000	-	1,550,000
Other Supplies and Expense	5,709,054	1,809,638	7,518,692	4,845,625	12,364,317	3,996,482	16,360,799	3,548,567	19,909,366	3,754,247	23,663,613
TOTAL EXPENSE	**303,394,186**	**23,004,281**	**326,398,467**	**27,160,398**	**353,558,865**	**16,784,954**	**370,343,819**	**17,820,802**	**388,164,621**	**18,468,644**	**406,633,265**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Estimated New Growth Rate			**1.50%**		**1.50%**		**1.50%**		**1.50%**		**1.50%**
Tax Levy Increase proposed			**3.98%**		**22.80%**		**4.79%**		**4.21%**		**4.43%**
Approximate value of a 1% Utility Increase			**1,920,300**		**2,025,500**		**2,517,800**		**2,676,100**		**2,828,900**

TOWNSHIP OF LANGLEY
PARKS UTILITY (Includes PARKS DESIGN & DEVELOPMENT and PARK OPERATIONS)
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		82,698	(15,798,204)		(17,237,111)		(20,950,066)		(22,450,094)		(23,646,112)
Property Tax from New Growth		(236,973)	(236,973)	(258,556)	(258,556)	(314,251)	(314,251)	(336,751)	(336,751)	(354,692)	(354,692)
Property Tax Change		(1,201,934)	(1,201,934)	(3,454,399)	(3,454,399)	(1,185,777)	(1,185,777)	(859,267)	(859,267)	(1,356,025)	(1,356,025)
	(15,880,902)	**(1,356,209)**	**(17,237,111)**	**(3,712,955)**	**(20,950,066)**	**(1,500,028)**	**(22,450,094)**	**(1,196,018)**	**(23,646,112)**	**(1,710,717)**	**(25,356,829)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(548,697)	(126,767)	(675,464)	-	(675,464)	-	(675,464)	-	(675,464)	-	(675,464)
Rentals and Leases	(971,076)	(475,981)	(1,447,057)	-	(1,447,057)	-	(1,447,057)	-	(1,447,057)	-	(1,447,057)
Permit and License Fees	(120,000)	-	(120,000)	-	(120,000)	-	(120,000)	-	(120,000)	-	(120,000)
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(1,331,079)	475,788	(855,291)	-	(855,291)	-	(855,291)	-	(855,291)	-	(855,291)
Debt Repayment Contributions from DCCs	(4,339,755)	(1,072,365)	(5,412,120)	-	(5,412,120)	-	(5,412,120)	-	(5,412,120)	-	(5,412,120)
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(1,093,257)	(1,219,670)	(2,312,927)	1,851,498	(461,429)	-	(461,429)	-	(461,429)	-	(461,429)
External Unidentified Revenue	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)
TOTAL REVENUE	**(24,434,766)**	**(3,775,204)**	**(28,209,970)**	**(1,861,457)**	**(30,071,427)**	**(1,500,028)**	**(31,571,455)**	**(1,196,018)**	**(32,767,473)**	**(1,710,717)**	**(34,478,190)**
EXPENSE											
Salaries, Wages & Benefits	8,449,672	261,689	8,711,361	436,621	9,147,982	49,570	9,197,552	29,110	9,226,662	31,500	9,258,162
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	3,470,570	449,580	3,920,150	579,636	4,499,786	135,349	4,635,135	69,900	4,705,035	91,750	4,796,785
Consulting and Professional Services	1,500	-	1,500	-	1,500	-	1,500	-	1,500	-	1,500
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	10,950	-	10,950	-	10,950	-	10,950	-	10,950	-	10,950
Equipment and Vehicle Rental	2,476,845	304,318	2,781,163	216,978	2,998,141	123,946	3,122,087	119,655	3,241,742	124,693	3,366,435
Communication and Technology	27,965	9,500	37,465	1,000	38,465	1,000	39,465	1,000	40,465	1,000	41,465
Insurance	1,000	-	1,000	-	1,000	-	1,000	-	1,000	-	1,000
Materials and Supplies	1,318,183	222,053	1,540,236	117,868	1,658,104	18,474	1,676,578	9,825	1,686,403	2,575	1,688,978
Utility User Fees	740,163	78,195	818,358	20,510	838,868	21,372	860,240	22,274	882,514	23,211	905,725
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	5,390,730	2,200,774	7,591,504	-	7,591,504	-	7,591,504	-	7,591,504	-	7,591,504
Internal Charges & Recoveries	1,218,876	257,449	1,476,325	154,576	1,630,901	319,893	1,950,794	86,077	2,036,871	29,400	2,066,271
Transfer to Own Funds	1,145,934	(330,340)	815,594	-	815,594	618,105	1,433,699	618,105	2,051,804	1,197,579	3,249,383
External Unidentified	150,000	-	150,000	-	150,000	-	150,000	-	150,000	-	150,000
Other Supplies and Expense	32,378	321,986	354,364	334,268	688,632	212,319	900,951	240,072	1,141,023	209,009	1,350,032
TOTAL EXPENSE	**24,434,766**	**3,775,204**	**28,209,970**	**1,861,457**	**30,071,427**	**1,500,028**	**31,571,455**	**1,196,018**	**32,767,473**	**1,710,717**	**34,478,190**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOWNSHIP OF LANGLEY
PARKS DESIGN & DEVELOPMENT
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		-	(1,759,121)		(1,601,566)		(3,515,034)		(4,433,129)		(5,147,944)
Property Tax from New Growth		(26,387)	(26,387)	(24,023)	(24,023)	(52,726)	(52,726)	(66,497)	(66,497)	(77,219)	(77,219)
Property Tax Change		183,942	183,942	(1,889,445)	(1,889,445)	(865,369)	(865,369)	(648,318)	(648,318)	(1,159,365)	(1,159,365)
	(1,759,121)	**157,555**	**(1,601,566)**	**(1,913,468)**	**(3,515,034)**	**(918,095)**	**(4,433,129)**	**(714,815)**	**(5,147,944)**	**(1,236,584)**	**(6,384,528)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	-	-	-	-	-	-	-	-	-	-	-
Rentals and Leases	-	(475,981)	(475,981)	-	(475,981)	-	(475,981)	-	(475,981)	-	(475,981)
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(1,173,210)	470,119	(703,091)	-	(703,091)	-	(703,091)	-	(703,091)	-	(703,091)
Debt Repayment Contributions from DCCs	(4,339,755)	(1,072,365)	(5,412,120)	-	(5,412,120)	-	(5,412,120)	-	(5,412,120)	-	(5,412,120)
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(1,063,257)	(1,219,670)	(2,282,927)	1,851,498	(431,429)	-	(431,429)	-	(431,429)	-	(431,429)
External Unidentified Revenue	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)
TOTAL REVENUE	**(8,485,343)**	**(2,140,342)**	**(10,625,685)**	**(61,970)**	**(10,687,655)**	**(918,095)**	**(11,605,750)**	**(714,815)**	**(12,320,565)**	**(1,236,584)**	**(13,557,149)**
EXPENSE											
Salaries, Wages & Benefits	1,480,808	5,398	1,486,206	-	1,486,206	-	1,486,206	-	1,486,206	-	1,486,206
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	-	-	-	-	-	-	-	-	-	-	-
Consulting and Professional Services	1,500	-	1,500	-	1,500	-	1,500	-	1,500	-	1,500
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	21,505	1,187	22,692	916	23,608	953	24,561	991	25,552	1,030	26,582
Communication and Technology	2,445	9,500	11,945	1,000	12,945	1,000	13,945	1,000	14,945	1,000	15,945
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	5,254	-	5,254	-	5,254	-	5,254	-	5,254	-	5,254
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	5,390,730	2,200,774	7,591,504	-	7,591,504	-	7,591,504	-	7,591,504	-	7,591,504
Internal Charges & Recoveries	308,486	182,125	490,611	4,956	495,567	263,478	759,045	54,642	813,687	2,524	816,211
Transfer to Own Funds	1,118,528	(322,003)	796,525	-	796,525	618,105	1,414,630	618,105	2,032,735	1,197,579	3,230,314
External Unidentified	150,000	-	150,000	-	150,000	-	150,000	-	150,000	-	150,000
Other Supplies and Expense	6,087	63,361	69,448	55,098	124,546	34,559	159,105	40,077	199,182	34,451	233,633
TOTAL EXPENSE	**8,485,343**	**2,140,342**	**10,625,685**	**61,970**	**10,687,655**	**918,095**	**11,605,750**	**714,815**	**12,320,565**	**1,236,584**	**13,557,149**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
PARKS DESIGN & DEVELOPMENT - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
RENTALS & LEASES					
- SAP Field Rentals Revenue	(356,986)	-	-	-	-
- YCP Field Rental Revenue	(118,995)	-	-	-	-
RENTALS & LEASES	**(475,981)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation Adjustment	470,119	-	-	-	-
OTHER REVENUE	**470,119**	**-**	**-**	**-**	**-**
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs					
- DEBTMFADC-5509	(90,841)	-	-	-	-
- DEBTMFADC-5938	(1,067,016)	-	-	-	-
- DEBTMFADC-6011	675,435	-	-	-	-
- DEBTMFADC-6037	27,469	-	-	-	-
- DEBTMFADC-6065	123,581	-	-	-	-
- DEBTMFADC-WIP	168,095	-	-	-	-
- DEBTMFADC-5998	(909,088)	-	-	-	-
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs	**(1,072,365)**	**-**	**-**	**-**	**-**
TRANSFER FROM OWN FUNDS					
- Transfer from Reserves	(1,219,670)	1,851,498	-	-	-
TRANSFER FROM OWN FUNDS	**(1,219,670)**	**1,851,498**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(2,297,897)**	**1,851,498**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	5,254	-	-	-	-
- Increase to Benefits (Extended, Dental, Life)	144	-	-	-	-
SALARY, WAGES & BENEFITS	**5,398**	**-**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	1,184	914	951	989	1,028
- Equipment and Vehicle Rental - Internal (Hourly)	3	2	2	2	2
EQUIPMENT & VEHICLE RENTAL	**1,187**	**916**	**953**	**991**	**1,030**
COMMUNICATION AND TECHNOLOGY					
- Phone/Internet/Communications	4,000	500	500	500	500
- Computer Hardware	5,500	500	500	500	500
COMMUNICATION AND TECHNOLOGY	**9,500**	**1,000**	**1,000**	**1,000**	**1,000**
DEBT PRINCIPAL AND INTEREST					
- Debt Repayments				-	-
- DEBTMFADC-5509	90,841	-	-	-	-
- DEBTMFA-5507 - Redemption	(91,261)	-	-	-	-
- DEBTMFADC-WIP	(168,095)	-	-	-	-
- DEBTMFA-6000	1,219,670	-	-	-	-
- DEBTMFADC-6011	(675,435)	-	-	-	-
- DEBTMFADC-5938	1,067,016	-	-	-	-
- DEBTMFADC-6037	(27,469)	-	-	-	-
- DEBTMFADC-6065	(123,581)	-	-	-	-
- DEBTMFADC-5998	909,088	-	-	-	-
DEBT PRINCIPAL AND INTEREST	**2,200,774**	**-**	**-**	**-**	**-**
INTERNAL CHARGES & RECOVERIES					
- Administrative Overhead	182,125	4,956	263,478	54,642	2,524
INTERNAL CHARGES & RECOVERIES	**182,125**	**4,956**	**263,478**	**54,642**	**2,524**
TRANSFER TO RESERVES					
- Transfer to Capital Projects Reserve	(322,003)	-	618,105	618,105	1,197,579
TRANSFER TO RESERVES	**(322,003)**	**-**	**618,105**	**618,105**	**1,197,579**
OTHER SUPPLIES AND EXPENSES					
- Vehicle Allowance	8,014	-	-	-	-
- Conferences	3,500	500	500	500	500
- Memberships	3,500	500	500	500	500
OTHER SUPPLIES AND EXPENSES	**15,014**	**1,000**	**1,000**	**1,000**	**1,000**
FISCAL SERVICES	**48,347**	**54,098**	**33,559**	**39,077**	**33,451**
EXPENSE ADJUSTMENTS	**2,140,342**	**61,970**	**918,095**	**714,815**	**1,236,584**
NET NON-DISCRETIONARY ADJUSTMENTS	**(157,555)**	**1,913,468**	**918,095**	**714,815**	**1,236,584**

TOWNSHIP OF LANGLEY
PARK OPERATIONS
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		82,698	(14,039,083)		(15,635,545)		(17,435,032)		(18,016,965)		(18,498,168)
Property Tax from New Growth		(210,586)	(210,586)	(234,533)	(234,533)	(261,525)	(261,525)	(270,254)	(270,254)	(277,473)	(277,473)
Property Tax Change		(1,385,876)	(1,385,876)	(1,564,954)	(1,564,954)	(320,408)	(320,408)	(210,949)	(210,949)	(196,660)	(196,660)
	(14,121,781)	**(1,513,764)**	**(15,635,545)**	**(1,799,487)**	**(17,435,032)**	**(581,933)**	**(18,016,965)**	**(481,203)**	**(18,498,168)**	**(474,133)**	**(18,972,301)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(548,697)	(126,767)	(675,464)	-	(675,464)	-	(675,464)	-	(675,464)	-	(675,464)
Rentals and Leases	(971,076)	-	(971,076)	-	(971,076)	-	(971,076)	-	(971,076)	-	(971,076)
Permit and License Fees	(120,000)	-	(120,000)	-	(120,000)	-	(120,000)	-	(120,000)	-	(120,000)
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(157,869)	5,669	(152,200)	-	(152,200)	-	(152,200)	-	(152,200)	-	(152,200)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(30,000)	-	(30,000)	-	(30,000)	-	(30,000)	-	(30,000)	-	(30,000)
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(15,949,423)**	**(1,634,862)**	**(17,584,285)**	**(1,799,487)**	**(19,383,772)**	**(581,933)**	**(19,965,705)**	**(481,203)**	**(20,446,908)**	**(474,133)**	**(20,921,041)**
EXPENSE											
Salaries, Wages & Benefits	6,968,864	256,291	7,225,155	436,621	7,661,776	49,570	7,711,346	29,110	7,740,456	31,500	7,771,956
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	3,470,570	449,580	3,920,150	579,636	4,499,786	135,349	4,635,135	69,900	4,705,035	91,750	4,796,785
Consulting and Professional Services	-	-	-	-	-	-	-	-	-	-	-
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	10,950	-	10,950	-	10,950	-	10,950	-	10,950	-	10,950
Equipment and Vehicle Rental	2,455,340	303,131	2,758,471	216,062	2,974,533	122,993	3,097,526	118,664	3,216,190	123,663	3,339,853
Communication and Technology	25,520	-	25,520	-	25,520	-	25,520	-	25,520	-	25,520
Insurance	1,000	-	1,000	-	1,000	-	1,000	-	1,000	-	1,000
Materials and Supplies	1,312,929	222,053	1,534,982	117,868	1,652,850	18,474	1,671,324	9,825	1,681,149	2,575	1,683,724
Utility User Fees	740,163	78,195	818,358	20,510	838,868	21,372	860,240	22,274	882,514	23,211	905,725
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	910,390	75,324	985,714	149,620	1,135,334	56,415	1,191,749	31,435	1,223,184	26,876	1,250,060
Transfer to Own Funds	27,406	(8,337)	19,069	-	19,069	-	19,069	-	19,069	-	19,069
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	26,291	258,625	284,916	279,170	564,086	177,760	741,846	199,995	941,841	174,558	1,116,399
TOTAL EXPENSE	**15,949,423**	**1,634,862**	**17,584,285**	**1,799,487**	**19,383,772**	**581,933**	**19,965,705**	**481,203**	**20,446,908**	**474,133**	**20,921,041**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
PARK OPERATIONS - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
SALES OF SERVICES					
- Increase to cemeteries revenue	(126,767)	-	-	-	-
SALES OF SERVICES	**(126,767)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation Adjustment	5,669	-	-	-	-
OTHER REVENUE	**5,669**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(121,098)**	**-**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	15,503	-	-	-	-
- Increase to Benefits (Extended, Dental, Life)	(11,020)	-	-	-	-
- Sportsbox	(13,827)	-	-	-	-
- Raquet Sports	(11,889)	-	-	-	-
- Skate Park	(7,237)	-	-	-	-
- Basketball	(2,827)	-	-	-	-
- Trim Crew Program	(24,038)	-	-	-	-
- Ball Diamond Maintenance Program	(24,038)	-	-	-	-
- Debris Removal Program	(24,038)	-	-	-	-
- Horticulture Seasonal Displays in Parks	(14,053)	-	-	-	-
- Snow and Ice Control	43,084	50,400	-	-	-
- Park Bridge Rehabilitation Program	13,868	7,500	-	-	-
- Homeless Camp Cleanup	-	11,547	6,000	5,000	5,000
- Parks Drainage Improvement	-	34,671	-	-	-
- Parks & Cemeteries Invasive Vegetation Species	-	1,165	610	610	
- Willoughby Community Park - Northwest Synthetic Operations	-	53,624	-	-	-
- Special Events	-	7,698	4,000	4,000	4,000
- Trail Pruning Program	-	37,500	-	-	-
- Parks Building Improvements	-	32,359	-	-	-
- Chafer Beetle Program	-	11,095	-	-	-
- Emerald Ash Borer (EAB)	-	11,547	12,000	12,000	15,000
- Asset Management Auxiliary Staff	-	14,434	7,500	7,500	7,500
- Operating Impact from Development Capital Works	140,153	-	-	-	-
- Operating Impact from ToL Capital Construction	176,650	163,081	19,460	-	-
SALARY, WAGES & BENEFITS	**256,291**	**436,621**	**49,570**	**29,110**	**31,500**
SERVICE AND MAINTENANCE CONTRACTS					
- Annual Pressure Washing Program	(32,220)	-	-	-	-
- Blackberry Management Program Reduction	(44,000)	-	-	-	-
- Park Mowing	15,500	16,200	17,000	17,000	17,750
- Parks Waste Management	5,152	5,770	6,462	-	-
- Caretaker Contracts	40,000	-	-	-	-
- Parks Dog Waste Management	-	15,000	7,500	-	-
- Trail / Park PathwayTrip Hazard Program	65,000	65,000	-	-	-
- Scheduled Tree Maintenance Program	10,000	10,000	10,000	10,000	10,000
- Mountain Bike Park Improvements	-	150,000	-	-	-
- Parks & Cemeteries Invasive Vegetation Species	-	6,500	3,900	3,900	
- Historic Cemetery Landscaping Improvements	-	90,000	45,000	-	-
- Parks Infrastructure Condition Assessment Program	-	100,000	-	-	-
- Redwoods: Powerline Tree Pruning Program	-	30,000	-	-	-
- Parks Building Improvements	-	5,000	-	-	-
- Emerald Ash Borer (EAB)	-	20,000	25,000	25,000	50,000
- Sports Field Maintenance Program	-	28,000	14,000	14,000	14,000
- Langley Tennis Centre Parking Lot	-	3,598	-	-	-
- Operating Impact from Development Capital Works	54,448	-	-	-	-
- Operating Impact from ToL Capital Construction	335,700	34,568	6,487	-	-
SERVICE AND MAINTENANCE CONTRACTS	**449,580**	**579,636**	**135,349**	**69,900**	**91,750**
EQUIPMENT & VEHICLE RENTAL					
- Sportsbox	(3,509)	-	-	-	-
- Raquet Sports	(3,017)	-	-	-	-
- Skate Park	(1,837)	-	-	-	-
- Basektball	(718)	-	-	-	-
- Horticulture Seasonal Displays in Parks	(600)	-	-	-	-
- Snow and Ice Control	9,300	10,000	-	-	-
- Park Bridge Rehabilitation Program	4,000	2,000	-	-	-
- Homeless Camp Cleanup	-	4,000	2,000	2,000	2,000

Township of Langley
FIVE YEAR OPERATING PLAN
PARK OPERATIONS - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
- Parks Drainage Improvement	-	10,000	-	-	-
- Parks & Cemeteries Invasive Vegetation Species	-	565	285	285	285
- Willoughby Community Park - Northwest Synthetic Operations	-	7,500	-	-	-
- Special Events	-	11,000	1,000	1,000	1,000
- Trail Pruning Program	-	10,000	-	-	-
- Parks Building Improvements	-	5,000	-	-	-
- Chafer Beetle Program	-	3,000	-	-	-
- Emerald Ash Borer (EAB)	-	3,000	3,000	3,000	3,500
- Equipment and Vehicle Rental - Internal (Hourly)	103,024	79,558	82,735	86,044	89,488
- Equipment and Vehicle Rental - Internal (Monthly)	31,531	24,347	25,324	26,335	27,390
- Operating Impact from Development Capital Works	68,350	-	-	-	-
- Operating Impact from ToL Capital Construction	96,607	46,092	8,649	-	-
EQUIPMENT & VEHICLE RENTAL	**303,131**	**216,062**	**122,993**	**118,664**	**123,663**
MATERIALS & SUPPLIES					
- Sportsbox	(500)	-	-	-	-
- Raquet Sports	(850)	-	-	-	-
- Basektball	(200)	-	-	-	-
- Horticulture Seasonal Displays in Parks	(3,908)	-	-	-	-
- Snow and Ice Control	5,800	6,300	-	-	-
- Park Bridge Rehabilitation Program	100,000	-	-	-	-
- Homeless Camp Cleanup	-	2,500	1,250	1,250	1,250
- Parks Drainage Improvement	-	2,500	-	-	-
- Parks & Cemeteries Invasive Vegetation Species	-	14,975	7,575	7,575	325
- Willoughby Community Park - Northwest Synthetic Operations	-	1,000	-	-	-
- Special Events	-	1,000	500	500	500
- Trail Pruning Program	-	2,500	-	-	-
- Parks Building Improvements	-	5,000	-	-	-
- Chafer Beetle Program	-	35,000	-	-	-
- Emerald Ash Borer (EAB)	-	1,000	500	500	500
- Operating Impact from Development Capital Works	62,777	-	-	-	-
- Operating Impact from ToL Capital Construction	58,934	46,093	8,649	-	-
MATERIALS & SUPPLIES	**222,053**	**117,868**	**18,474**	**9,825**	**2,575**
UTILITY USER FEES					
- Electricity	12,554	13,025	13,513	14,020	14,546
- Natural Gas	11,090	7,485	7,859	8,254	8,665
- Operating Impact from ToL Capital Construction	54,551	-	-	-	-
UTILITY USER FEES	**78,195**	**20,510**	**21,372**	**22,274**	**23,211**
INTERNAL CHARGES & RECOVERIES					
- Small Equipment Recovery to Garage	9,190	-	-	-	-
- Shop Overhead Recovery	1,591	-	-	-	-
- Administrative Overhead	64,543	149,620	56,415	31,435	26,876
INTERNAL CHARGES & RECOVERIES	**75,324**	**149,620**	**56,415**	**31,435**	**26,876**
TRANSFER TO RESERVES					
- Transfer to Capital Projects Reserve	(8,337)	-	-	-	-
TRANSFER TO RESERVES	**(8,337)**	**-**	**-**	**-**	**-**
OTHER SUPPLIES AND EXPENSES					
- Bee City and Bat-Friendly Community Certification	1,600	-	-	-	-
- Vehicle Allowance	557	-	-	-	-
- Operating Impact from ToL Capital Construction	9,210	526	-	-	-
OTHER SUPPLIES AND EXPENSES	**11,367**	**526**	**-**	**-**	**-**
FISCAL SERVICES	**247,258**	**278,644**	**177,760**	**199,995**	**174,558**
EXPENSE ADJUSTMENTS	**1,634,862**	**1,799,487**	**581,933**	**481,203**	**474,133**
NET NON-DISCRETIONARY ADJUSTMENTS	**1,513,764**	**1,799,487**	**581,933**	**481,203**	**474,133**

TOWNSHIP OF LANGLEY
TRANSPORTATION UTILITY (Includes ROADS, FLEET, TRANSLINK, and AIRPORT)
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		174,860	(31,971,759)	-	(30,638,765)	-	(38,816,206)	-	(40,997,642)	-	(43,623,089)
Property Tax from New Growth		(479,576)	(479,576)	(459,581)	(459,581)	(582,243)	(582,243)	(614,965)	(614,965)	(654,347)	(654,347)
Property Tax Change		1,812,570	1,812,570	(7,717,860)	(7,717,860)	(1,599,193)	(1,599,193)	(2,010,482)	(2,010,482)	(2,561,073)	(2,561,073)
	(32,146,619)	**1,507,854**	**(30,638,765)**	**(8,177,441)**	**(38,816,206)**	**(2,181,436)**	**(40,997,642)**	**(2,625,447)**	**(43,623,089)**	**(3,215,420)**	**(46,838,509)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	(8,334,016)	(151,784)	(8,485,800)	(156,484)	(8,642,284)	(143,262)	(8,785,546)	(153,276)	(8,938,822)	(152,483)	(9,091,305)
Service Cost Recoveries	(273,000)	(31,770)	(304,770)	-	(304,770)	-	(304,770)	-	(304,770)	-	(304,770)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(1,595,114)	-	(1,595,114)	-	(1,595,114)	-	(1,595,114)	-	(1,595,114)	-	(1,595,114)
Rentals and Leases	(960,797)	-	(960,797)	-	(960,797)	-	(960,797)	-	(960,797)	-	(960,797)
Permit and License Fees	(344,613)	-	(344,613)	-	(344,613)	-	(344,613)	-	(344,613)	-	(344,613)
Development Revenue	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	405,476	(2,624)	402,852	-	402,852	-	402,852	-	402,852	-	402,852
Debt Repayment Contributions from DCCs	(4,910,779)	(1,862,342)	(6,773,121)	-	(6,773,121)	-	(6,773,121)	-	(6,773,121)	-	(6,773,121)
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(1,726,939)	(161,214)	(1,888,153)	366,653	(1,521,500)	-	(1,521,500)	-	(1,521,500)	-	(1,521,500)
External Unidentified Revenue	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)
TOTAL REVENUE	**(50,536,401)**	**(701,880)**	**(51,238,281)**	**(7,967,272)**	**(59,205,553)**	**(2,324,698)**	**(61,530,251)**	**(2,778,723)**	**(64,308,974)**	**(3,367,903)**	**(67,676,877)**
EXPENSE											
Salaries, Wages & Benefits	14,608,203	489,679	15,097,882	192,545	15,290,427	206,487	15,496,914	20,000	15,516,914	15,000	15,531,914
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	17,948,079	(3,035,170)	14,912,909	2,662,345	17,575,254	648,661	18,223,915	1,366,895	19,590,810	1,396,611	20,987,421
Consulting and Professional Services	216,848	20,000	236,848	40,000	276,848	40,000	316,848	40,000	356,848	40,000	396,848
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	2,596,243	-	2,596,243	-	2,596,243	-	2,596,243	-	2,596,243	-	2,596,243
Equipment and Vehicle Rental	4,373,994	462,171	4,836,165	236,400	5,072,565	244,940	5,317,505	185,990	5,503,495	185,112	5,688,607
Communication and Technology	227,095	(3,924)	223,171	55	223,226	90	223,316	60	223,376	120	223,496
Insurance	507,734	27,648	535,382	3,938	539,320	4,332	543,652	4,765	548,417	5,242	553,659
Materials and Supplies	3,406,613	318,522	3,725,135	46,615	3,771,750	76,385	3,848,135	7,096	3,855,231	5,286	3,860,517
Utility User Fees	896,072	49,357	945,429	36,381	981,810	42,051	1,023,861	37,453	1,061,314	38,858	1,100,172
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	5,888,242	2,981,019	8,869,261	3,330,624	12,199,885	-	12,199,885	-	12,199,885	-	12,199,885
Internal Charges & Recoveries	(5,807,451)	(840,819)	(6,648,270)	210,487	(6,437,783)	86,317	(6,351,466)	97,162	(6,254,304)	63,059	(6,191,245)
Transfer to Own Funds	3,438,694	(376,266)	3,062,428	633,449	3,695,877	610,696	4,306,573	603,753	4,910,326	1,259,017	6,169,343
External Unidentified	500,000	-	500,000	-	500,000	-	500,000	-	500,000	-	500,000
Other Supplies and Expense	1,736,035	609,663	2,345,698	574,433	2,920,131	364,739	3,284,870	415,549	3,700,419	359,598	4,060,017
TOTAL EXPENSE	**50,536,401**	**701,880**	**51,238,281**	**7,967,272**	**59,205,553**	**2,324,698**	**61,530,251**	**2,778,723**	**64,308,974**	**3,367,903**	**67,676,877**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOWNSHIP OF LANGLEY
TRANSPORTATION UTILITY - ROADS
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		174,860	(31,971,759)		(30,638,765)		(38,812,268)		(40,989,371)		(43,610,053)
Property Tax from New Growth		(479,576)	(479,576)	(459,581)	(459,581)	(582,184)	(582,184)	(614,841)	(614,841)	(654,151)	(654,151)
Property Tax Change		1,812,570	1,812,570	(7,713,922)	(7,713,922)	(1,594,919)	(1,594,919)	(2,005,841)	(2,005,841)	(2,556,026)	(2,556,026)
	(32,146,619)	**1,507,854**	**(30,638,765)**	**(8,173,503)**	**(38,812,268)**	**(2,177,103)**	**(40,989,371)**	**(2,620,682)**	**(43,610,053)**	**(3,210,177)**	**(46,820,230)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	(3,722,915)	(82,787)	(3,805,702)	(86,512)	(3,892,214)	(90,405)	(3,982,619)	(94,474)	(4,077,093)	(98,725)	(4,175,818)
Service Cost Recoveries	(265,000)	(27,120)	(292,120)	-	(292,120)	-	(292,120)	-	(292,120)	-	(292,120)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(262,052)	-	(262,052)	-	(262,052)	-	(262,052)	-	(262,052)	-	(262,052)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	(344,613)	-	(344,613)	-	(344,613)	-	(344,613)	-	(344,613)	-	(344,613)
Development Revenue	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)	-	(150,000)
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	599,126	17,376	616,502	-	616,502	-	616,502	-	616,502	-	616,502
Debt Repayment Contributions from DCCs	(4,910,779)	(1,862,342)	(6,773,121)	-	(6,773,121)	-	(6,773,121)	-	(6,773,121)	-	(6,773,121)
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(1,726,939)	(161,214)	(1,888,153)	366,653	(1,521,500)	-	(1,521,500)	-	(1,521,500)	-	(1,521,500)
External Unidentified Revenue	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)
TOTAL REVENUE	**(43,429,791)**	**(608,233)**	**(44,038,024)**	**(7,893,362)**	**(51,931,386)**	**(2,267,508)**	**(54,198,894)**	**(2,715,156)**	**(56,914,050)**	**(3,308,902)**	**(60,222,952)**
EXPENSE											
Salaries, Wages & Benefits	10,937,098	475,843	11,412,941	192,545	11,605,486	206,487	11,811,973	20,000	11,831,973	15,000	11,846,973
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	15,151,099	(3,065,170)	12,085,929	2,662,345	14,748,274	648,661	15,396,935	1,366,895	16,763,830	1,396,611	18,160,441
Consulting and Professional Services	216,848	-	216,848	40,000	256,848	40,000	296,848	40,000	336,848	40,000	376,848
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	3,248,520	340,200	3,588,720	208,614	3,797,334	216,044	4,013,378	155,941	4,169,319	153,859	4,323,178
Communication and Technology	23,403	146	23,549	55	23,604	90	23,694	60	23,754	120	23,874
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	1,662,981	130,042	1,793,023	46,615	1,839,638	76,385	1,916,023	7,096	1,923,119	5,286	1,928,405
Utility User Fees	739,446	43,446	782,892	30,274	813,166	35,714	848,880	30,877	879,757	32,036	911,793
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	5,888,242	2,981,019	8,869,261	3,330,624	12,199,885	-	12,199,885	-	12,199,885	-	12,199,885
Internal Charges & Recoveries	2,093,643	(324,192)	1,769,451	960,487	2,729,938	86,317	2,816,255	97,162	2,913,417	63,059	2,976,476
Transfer to Own Funds	1,311,989	(368,686)	943,303	-	943,303	689,855	1,633,158	689,855	2,323,013	1,336,594	3,659,607
External Unidentified	500,000	-	500,000	-	500,000	-	500,000	-	500,000	-	500,000
Other Supplies and Expense	1,656,522	395,585	2,052,107	421,803	2,473,910	267,955	2,741,865	307,270	3,049,135	266,337	3,315,472
TOTAL EXPENSE	**43,429,791**	**608,233**	**44,038,024**	**7,893,362**	**51,931,386**	**2,267,508**	**54,198,894**	**2,715,156**	**56,914,050**	**3,308,902**	**60,222,952**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
TRANSPORTATION UTILITY - ROADS - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
GOVERNMENT GRANTS					
- Recycling BC Revenue	(82,787)	(86,512)	(90,405)	(94,474)	(98,725)
GOVERNMENT GRANTS	**(82,787)**	**(86,512)**	**(90,405)**	**(94,474)**	**(98,725)**
SERVICE COST RECOVERIES					
- Reallocate Revenue	(27,120)	-	-	-	-
SERVICE COST RECOVERIES	**(27,120)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation - Grant Funding	4,288	-	-	-	-
- Internal Allocation Adjustment	13,088	-	-	-	-
OTHER REVENUE	**17,376**	**-**	**-**	**-**	**-**
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs					
- DEBTMFADC-4751	(82,650)	-	-	-	-
- DEBTMFADC-6011	(227,631)	-	-	-	-
- DEBTMFADC-6053	72,838	-	-	-	-
- DEBTMFADC-WIP	926,902	-	-	-	-
- DEBTMFADC-5991	(1,415,758)	-	-	-	-
- DEBTMFADC-5922	(1,065,735)	-	-	-	-
- DEBTMFADC-6054	(70,308)	-	-	-	-
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs	**(1,862,342)**	**-**	**-**	**-**	**-**
TRANSFER FROM OWN FUNDS					
- Transfer from Reserves	(161,214)	366,653	-	-	-
TRANSFER FROM OWN FUNDS	**(161,214)**	**366,653**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(2,116,087)**	**280,141**	**(90,405)**	**(94,474)**	**(98,725)**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	35,909	-	-	-	-
- Increase to Benefits (Extended, Dental, Life)	15,157	-	-	-	-
- Road Sweeping (1.5 TFT)	(85,059)	-	-	-	-
- Safety Marking Program	-	4,623	-	-	-
- Trip Hazard Program	-	14,434	7,500	7,500	7,500
- Rain Garden and Boulevard Maintenance Program	13,868	-	15,000	-	-
- Illegal Dumping	4,623	5,000	5,000	5,000	-
- Transportation Pre Engineering and Studies	-	48,114	-	-	-
- Road Repairs	55,473	60,000	-	-	-
- Asset Management Auxiliary Staff	6,934	7,500	7,500	7,500	7,500
- Traffic Count Analysis	18,491	-	-	-	-
- Engineering Auxiliary Clerical Pool	-	13,868	-	-	-
- Rainbow Crosswalk Maintenance Program	16,180	-	-	-	-
- Operating Impact of Development Capital Works	156,109	-	-	-	-
- Operating Impact from ToL Capital Construction	221,978	39,006	171,487	-	-
SALARY, WAGES & BENEFITS	**459,663**	**192,545**	**206,487**	**20,000**	**15,000**
SERVICE AND MAINTENANCE CONTRACTS					
- Paving	(3,915,400)	2,000,000	0	950,000	950,000
- Road Marking Contract	(60,000)	-	-	-	-
- Banner Program	-	3,000	1,000	-	-
- Mowing Contract	18,900	19,845	20,837	21,879	22,973
- Planted Area Maintenance	(98,159)	-	-	-	-
- Pet Waste Disposal Contract	4,000	4,000	4,000	4,000	4,000
- Hazardous Tree Abatement	35,000	35,000	-	-	-
- Airport Ground Side Maintenance	10,000	-	-	-	-
- Transportation Pre Engineering and Studies	-	50,000	-	-	-
- Recycling Contract Increased Growth	315,066	338,134	362,890	389,459	417,973
- Roads Infrastructure Condition Assessment Program	(10,000)	-	-	-	-
- Household Hazardous Waste Increase	-	11,250	-	-	-
- Demonstration Garden	-	1,600	-	-	-
- School Programming	-	1,000	-	-	-
- City of Surrey Dispatch Costs	1,196	1,305	1,426	1,557	1,665
- Traffic Signal Timing Contract	25,000	25,000	-	-	-
- Operating Impact of Development Capital Works	260,474	-	-	-	-
- Operating Impact from ToL Capital Construction	348,753	172,211	258,508	-	-
SERVICE AND MAINTENANCE CONTRACTS	**(3,065,170)**	**2,662,345**	**648,661**	**1,366,895**	**1,396,611**
CONSULTING AND LEGAL SERVICES					
- Engineering Divisional Legal Budget	-	40,000	40,000	40,000	40,000
CONSULTING AND LEGAL SERVICES	**-**	**40,000**	**40,000**	**40,000**	**40,000**

Township of Langley
FIVE YEAR OPERATING PLAN
TRANSPORTATION UTILITY - ROADS - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	37,416	28,893	30,049	31,251	32,501
- Equipment and Vehicle Rental - Internal (Hourly)	139,716	107,888	112,200	116,690	121,358
- Safety Marking Program	-	2,500	-	-	-
- Illegal Dumping	8,000	8,000	8,000	8,000	
- Rain Garden and Boulevard Maintenance Program	10,000	10,000	10,000		
- Road Repairs	40,000	40,000	-	-	-
- Rainbow Crosswalk Maintenance Program	3,750	-	-	-	-
- Operating Impact of Development Capital Works	40,189	-	-	-	-
- Operating Impact from ToL Capital Construction	57,379	11,333	55,795	-	-
EQUIPMENT & VEHICLE RENTAL	**336,450**	**208,614**	**216,044**	**155,941**	**153,859**
COMMUNICATION AND TECHNOLOGY					
- Metro Vancouver Geospatial	146	55	90	60	120
COMMUNICATION AND TECHNOLOGY	**146**	**55**	**90**	**60**	**120**
MATERIALS & SUPPLIES					
- Trip Hazard Program	2,500	2,500	2,500	2,500	2,500
- Safety Marking Program	-	2,500	-	-	-
- Illegal Dumping	2,000	2,000	2,000	2,000	
- Banner Program	-	7,000	2,000	-	-
- Rain Garden and Boulevard Maintenance Program	10,000	10,000	10,000	-	-
- Road Repairs	10,000	10,000	-	-	-
- Recycling Supplies (blue and grey boxes, bags, tagging notices, etc	2,100	2,254	2,419	2,596	2,786
- Rainbow Crosswalk Maintenance Program	3,750	-	-	-	-
- Operating Impact of Development Capital Works	33,553	-	-	-	-
- Operating Impact from ToL Capital Construction	62,389	10,361	57,466	-	-
MATERIALS & SUPPLIES	**126,292**	**46,615**	**76,385**	**7,096**	**5,286**
UTILITY USER FEES					
- Electricity	27,649	28,685	29,762	30,877	32,036
- Airport Ground Side Maintenance	1,000	-	-	-	-
- Operating Impact of Development Capital Works	10,116	-	-	-	-
- Operating Impact from ToL Capital Construction	4,681	1,589	5,952	-	-
UTILITY USER FEES	**43,446**	**30,274**	**35,714**	**30,877**	**32,036**
DEBT PRINCIPAL AND INTEREST					
- DEBTMFADC-4751	82,650	-	-	-	-
- DEBTMFADC-6011	227,631	-	-	-	-
- DEBTMFADC-6053	(72,838)	-	-	-	-
- DEBTMFADC-WIP	(926,902)	-	-	-	-
- DEBTMFADC-5991	1,415,758	-	-	-	-
- DEBTMFADC-5922	1,065,735	-	-	-	-
- DEBTMFA-6053	45,390	-	-	-	-
- DEBTMFADC-6054	70,308	-	-	-	-
- DEBTMFA-6054	209,364	-	-	-	-
- DEBTMFA-6084	863,923	-	-	-	-
- Debt Provision	0	3,330,624	-	-	-
DEBT PRINCIPAL AND INTEREST	**2,981,019**	**3,330,624**	**-**	**-**	**-**
INTERNAL CHARGES & RECOVERIES					
- Administrative Overhead	(337,760)	210,487	86,317	97,162	63,059
- Small Equipment Repairs & Replacement Recovery	12,253	-	-	-	-
- Shop Overhead	1,315	-	-	-	-
- Internal Vehicle Recoveries		750,000			
INTERNAL CHARGES & RECOVERIES	**(324,192)**	**960,487**	**86,317**	**97,162**	**63,059**
TRANSFER TO RESERVES					
- Transfer to Capital Projects Reserve	(368,686)	-	689,855	689,855	1,336,594
TRANSFER TO RESERVES	**(368,686)**	**-**	**689,855**	**689,855**	**1,336,594**
OTHER SUPPLIES AND EXPENSES					
- Vehicle Allowance Adjustment	(1,650)	-	-	-	-
- Operating Impact of Development Capital Works	1,849	-	-	-	-
- Operating Impact from ToL Capital Construction	3,239	379	1,002	-	-
OTHER SUPPLIES AND EXPENSES	**3,438**	**379**	**1,002**	**-**	**-**
FISCAL SERVICES	**390,827**	**420,811**	**266,500**	**306,899**	**265,958**
EXPENSE ADJUSTMENTS	**583,233**	**7,892,749**	**2,267,055**	**2,714,785**	**3,308,523**
NET NON-DISCRETIONARY ADJUSTMENTS	**(1,532,854)**	**8,172,890**	**2,176,650**	**2,620,311**	**3,209,798**

Township of Langley
FIVE YEAR OPERATING PLAN
TRANSPORTATION UTILITY - ROADS - DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
REVENUE ADJUSTMENTS	-	-	-	-	-
EXPENSE					
SALARY, WAGES & BENEFITS					
- Decorative Road Markings Program	16,180	-	-	-	-
SALARY, WAGES & BENEFITS	**16,180**	-	-	-	-
EQUIPMENT & VEHICLE RENTAL					
- Decorative Road Markings Program	3,750	-	-	-	-
EQUIPMENT & VEHICLE RENTAL	**3,750**	-	-	-	-
MATERIALS & SUPPLIES					
- Decorative Road Markings Program	3,750	-	-	-	-
MATERIALS & SUPPLIES	**3,750**	-	-	-	-
FISCAL SERVICES	**1,320**	**613**	**453**	**371**	**379**
EXPENSE ADJUSTMENTS	**25,000**	**613**	**453**	**371**	**379**
NET DISCRETIONARY ADJUSTMENTS	**25,000**	**613**	**453**	**371**	**379**

TOWNSHIP OF LANGLEY
TRANSPORTATION UTILITY - FLEET
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	(8,000)	(4,650)	(12,650)	-	(12,650)	-	(12,650)	-	(12,650)	-	(12,650)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	-	-	-	-	-	-	-	-	-	-	-
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-	-	-	-	-	-
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(8,000)**	**(4,650)**	**(12,650)**	**-**	**(12,650)**	**-**	**(12,650)**	**-**	**(12,650)**	**-**	**(12,650)**
EXPENSE											
Salaries, Wages & Benefits	1,584,802	(492)	1,584,310	-	1,584,310	-	1,584,310	-	1,584,310	-	1,584,310
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	272,998	30,000	302,998	-	302,998	-	302,998	-	302,998	-	302,998
Consulting and Professional Services	-	-	-	-	-	-	-	-	-	-	-
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	1,606,970	-	1,606,970	-	1,606,970	-	1,606,970	-	1,606,970	-	1,606,970
Equipment and Vehicle Rental	648,853	96,360	745,213	8,008	753,221	8,328	761,549	8,661	770,210	9,007	779,217
Communication and Technology	166,250	(9,430)	156,820	-	156,820	-	156,820	-	156,820	-	156,820
Insurance	437,489	58,511	496,000	-	496,000	-	496,000	-	496,000	-	496,000
Materials and Supplies	1,315,094	188,480	1,503,574	-	1,503,574	-	1,503,574	-	1,503,574	-	1,503,574
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	(7,916,317)	(516,692)	(8,433,009)	(750,000)	(9,183,009)	-	(9,183,009)	-	(9,183,009)	-	(9,183,009)
Transfer to Own Funds	1,865,287	17,452	1,882,739	665,824	2,548,563	(57,788)	2,490,775	(61,686)	2,429,089	(56,106)	2,372,983
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	26,574	140,461	167,035	76,168	243,203	49,460	292,663	53,025	345,688	47,099	392,787
TOTAL EXPENSE	**8,000**	**4,650**	**12,650**	**-**	**12,650**	**-**	**12,650**	**-**	**12,650**	**-**	**12,650**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
TRANSPORTATION UTILITY - FLEET - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
SERVICE COST RECOVERIES					
- Service Cost Recoveries	(4,650)	-	-	-	-
SERVICE COST RECOVERIES	**(4,650)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(4,650)**	**-**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	1,220	-	-	-	-
- Increase to Benefits (Extended, Dental, Life)	(1,712)	-	-	-	-
SALARY, WAGES & BENEFITS	**(492)**	**-**	**-**	**-**	**-**
SERVICE AND MAINTENANCE CONTRACTS					
- Increased External Repairs	30,000	-	-	-	-
SERVICE AND MAINTENANCE CONTRACTS	**30,000**	**-**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Hired Equipment - Operator provided - External	(1,340)	-	-	-	-
- Equipment and Vehicle Rental - Internal	7,700	8,008	8,328	8,661	9,007
- Increased Third Party Rental Costs	90,000	-	-	-	-
EQUIPMENT & VEHICLE RENTAL	**96,360**	**8,008**	**8,328**	**8,661**	**9,007**
COMMUNICATION AND TECHNOLOGY					
- Computer Hardware	(340)	-	-	-	-
- Computer Software	(9,790)	-	-	-	-
- Phone/Internet/Communications	700	-	-	-	-
COMMUNICATION AND TECHNOLOGY	**(9,430)**	**-**	**-**	**-**	**-**
INSURANCE					
- Fleet Insurance	58,511	-	-	-	-
INSURANCE	**58,511**	**-**	**-**	**-**	**-**
MATERIALS & SUPPLIES					
- Increased Parts Costs	188,480	-	-	-	-
MATERIALS & SUPPLIES	**188,480**	**-**	**-**	**-**	**-**
INTERNAL CHARGES & RECOVERIES					
- Small Equipment Recovery	(49,003)	-	-	-	-
- Internal Vehicle Recoveries	(491,292)	-	-	-	-
- Internal Vehicle Recoveries	-	(750,000)	-	-	-
- Fleet Shop Overhead	23,603	-	-	-	-
INTERNAL CHARGES & RECOVERIES	**(516,692)**	**(750,000)**	**-**	**-**	**-**
TRANSFER TO RESERVES					
- Transfer to Reserve - Fleet	-	750,000	-	-	-
- Public Works Vehicle & Equipment Reserve	17,452	(84,176)	(57,788)	(61,686)	(56,106)
- Operating Impact from ToL Capital (Transfer to Reserve)					
TRANSFER TO RESERVES	**17,452**	**665,824**	**(57,788)**	**(61,686)**	**(56,106)**
OTHER SUPPLIES AND EXPENSES					
- Subscriptions	380	-	-	-	-
- Fleet Management Software Implementation	75,000	-	-	-	-
- Training and Seminars	1,700	-	-	-	-
- Memberships	(570)	-	-	-	-
- Travel and Meals	(490)	-	-	-	-
- Permits & Licenses	(3,590)	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**72,430**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**68,031**	**76,168**	**49,460**	**53,025**	**47,099**
EXPENSE ADJUSTMENTS	**4,650**	**-**	**-**	**-**	**-**
NET NON-DISCRETIONARY ADJUSTMENTS	**-**	**-**	**-**	**-**	**-**

TOWNSHIP OF LANGLEY
TRANSPORTATION UTILITY - TRANSLINK FUNDED
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	(4,611,101)	(68,997)	(4,680,098)	(69,972)	(4,750,070)	(52,857)	(4,802,927)	(58,802)	(4,861,729)	(53,758)	(4,915,487)
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	-	-	-	-	-	-	-	-	-	-	-
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-	-	-	-	-	-
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(4,611,101)**	**(68,997)**	**(4,680,098)**	**(69,972)**	**(4,750,070)**	**(52,857)**	**(4,802,927)**	**(58,802)**	**(4,861,729)**	**(53,758)**	**(4,915,487)**
EXPENSE											
Salaries, Wages & Benefits	1,291,246	(952)	1,290,294	-	1,290,294	-	1,290,294	-	1,290,294	-	1,290,294
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	2,317,922	-	2,317,922	-	2,317,922	-	2,317,922	-	2,317,922	-	2,317,922
Consulting and Professional Services	-	-	-	-	-	-	-	-	-	-	-
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	415,466	22,794	438,260	17,602	455,862	18,306	474,168	19,036	493,204	19,800	513,004
Communication and Technology	16,048	-	16,048	-	16,048	-	16,048	-	16,048	-	16,048
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	413,538	-	413,538	-	413,538	-	413,538	-	413,538	-	413,538
Utility User Fees	138,905	5,209	144,114	5,404	149,518	5,607	155,125	5,818	160,943	6,035	166,978
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	14,397	-	14,397	-	14,397	-	14,397	-	14,397	-	14,397
Transfer to Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	3,579	41,946	45,525	46,966	92,491	28,944	121,435	33,948	155,383	27,923	183,306
TOTAL EXPENSE	**4,611,101**	**68,997**	**4,680,098**	**69,972**	**4,750,070**	**52,857**	**4,802,927**	**58,802**	**4,861,729**	**53,758**	**4,915,487**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
TRANSPORTATION UTILITY - TRANSLINK FUNDED - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
GOVERNMENT GRANTS					
- Translink Funding	(68,997)	(69,972)	(52,857)	(58,802)	(53,758)
GOVERNMENT GRANTS	**(68,997)**	**(69,972)**	**(52,857)**	**(58,802)**	**(53,758)**
REVENUE ADJUSTMENTS	**(68,997)**	**(69,972)**	**(52,857)**	**(58,802)**	**(53,758)**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	1,575	-	-	-	-
- Increase to Benefits (Extended, Dental, Life)	(2,527)	-	-	-	-
SALARY, WAGES & BENEFITS	**(952)**	**-**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	4,518	3,489	3,630	3,773	3,925
- Equipment and Vehicle Rental - Internal (Hourly)	18,276	14,113	14,676	15,263	15,875
EQUIPMENT & VEHICLE RENTAL	**22,794**	**17,602**	**18,306**	**19,036**	**19,800**
UTILITY USER FEES					
- Electricity	5,209	5,404	5,607	5,818	6,035
UTILITY USER FEES	**5,209**	**5,404**	**5,607**	**5,818**	**6,035**
FISCAL SERVICES	**41,946**	**46,966**	**28,944**	**33,948**	**27,923**
EXPENSE ADJUSTMENTS	**68,997**	**69,972**	**52,857**	**58,802**	**53,758**
NET NON-DISCRETIONARY ADJUSTMENTS	**-**	**-**	**-**	**-**	**-**

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TOWNSHIP OF LANGLEY
AIRPORT
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		-	-	-	-	-	(3,938)	-	(8,271)	-	(13,036)
Property Tax from New Growth		-	-	-	-	(59)	(59)	(124)	(124)	(196)	(196)
Property Tax Change		-	-	(3,938)	(3,938)	(4,274)	(4,274)	(4,641)	(4,641)	(5,047)	(5,047)
	-	-	-	**(3,938)**	**(3,938)**	**(4,333)**	**(8,271)**	**(4,765)**	**(13,036)**	**(5,243)**	**(18,279)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(1,333,062)	-	(1,333,062)	-	(1,333,062)	-	(1,333,062)	-	(1,333,062)	-	(1,333,062)
Rentals and Leases	(960,797)	-	(960,797)	-	(960,797)	-	(960,797)	-	(960,797)	-	(960,797)
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(193,650)	(20,000)	(213,650)	-	(213,650)	-	(213,650)	-	(213,650)	-	(213,650)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(2,487,509)**	**(20,000)**	**(2,507,509)**	**(3,938)**	**(2,511,447)**	**(4,333)**	**(2,515,780)**	**(4,765)**	**(2,520,545)**	**(5,243)**	**(2,525,788)**
EXPENSE											
Salaries, Wages & Benefits	795,057	15,280	810,337	-	810,337	-	810,337	-	810,337	-	810,337
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	206,060	-	206,060	-	206,060	-	206,060	-	206,060	-	206,060
Consulting and Professional Services	-	20,000	20,000	-	20,000	-	20,000	-	20,000	-	20,000
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	989,273	-	989,273	-	989,273	-	989,273	-	989,273	-	989,273
Equipment and Vehicle Rental	61,155	2,817	63,972	2,176	66,148	2,262	68,410	2,352	70,762	2,446	73,208
Communication and Technology	21,394	5,360	26,754	-	26,754	-	26,754	-	26,754	-	26,754
Insurance	70,245	(30,863)	39,382	3,938	43,320	4,332	47,652	4,765	52,417	5,242	57,659
Materials and Supplies	15,000	-	15,000	-	15,000	-	15,000	-	15,000	-	15,000
Utility User Fees	17,721	702	18,423	703	19,126	730	19,856	758	20,614	787	21,401
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	826	65	891	-	891	-	891	-	891	-	891
Transfer to Own Funds	261,418	(25,032)	236,386	(32,375)	204,011	(21,371)	182,640	(24,416)	158,224	(21,471)	136,753
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	49,360	31,671	81,031	29,496	110,527	18,380	128,907	21,306	150,213	18,239	168,452
TOTAL EXPENSE	**2,487,509**	**20,000**	**2,507,509**	**3,938**	**2,511,447**	**4,333**	**2,515,780**	**4,765**	**2,520,545**	**5,243**	**2,525,788**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
AIRPORT - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
OTHER REVENUE					
- Letter of No Objection of Runway Fees	(20,000)	-	-	-	-
OTHER REVENUE	**(20,000)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(20,000)**	**-**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	16,291	-	-	-	-
- Increase to Benefits (Extended, Dental, Life)	(1,011)	-	-	-	-
SALARY, WAGES & BENEFITS	**15,280**	**-**	**-**	**-**	**-**
CONSULTING AND LEGAL SERVICES					
- Building Assessments for Leases to be Renewed	20,000	-	-	-	-
CONSULTING AND LEGAL SERVICES	**20,000**	**-**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	2,739	2,115	2,199	2,287	2,379
- Equipment and Vehicle Rental - Internal (Hourly)	78	61	63	65	67
EQUIPMENT & VEHICLE RENTAL	**2,817**	**2,176**	**2,262**	**2,352**	**2,446**
COMMUNICATION AND TECHNOLOGY					
- Software Fee	5,000	-	-	-	-
- Phones (Land Lines)	360	-	-	-	-
COMMUNICATION AND TECHNOLOGY	**5,360**	**-**	**-**	**-**	**-**
INSURANCE					
- Insurance Premiums	(30,863)	3,938	4,332	4,765	5,242
INSURANCE	**(30,863)**	**3,938**	**4,332**	**4,765**	**5,242**
UTILITY USER FEES					
- Electricity for The Airport Offices and Airside Infrastructure					
- Electricity	631	655	680	705	732
- Gas	71	48	50	53	55
UTILITY USER FEES	**702**	**703**	**730**	**758**	**787**
INTERNAL CHARGES & RECOVERIES					
- Shop Overhead	65	-	-	-	-
INTERNAL CHARGES & RECOVERIES	**65**	**-**	**-**	**-**	**-**
TRANSFER TO RESERVES					
- Transfer to (from) Airport Reserve	(25,032)	(32,375)	(21,371)	(24,416)	(21,471)
TRANSFER TO RESERVES	**(25,032)**	**(32,375)**	**(21,371)**	**(24,416)**	**(21,471)**
OTHER SUPPLIES AND EXPENSES					
- CAAM Membership Fees	5,250	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**5,250**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**26,421**	**29,496**	**18,380**	**21,306**	**18,239**
EXPENSE ADJUSTMENTS	**20,000**	**3,938**	**4,333**	**4,765**	**5,243**
NET NON-DISCRETIONARY ADJUSTMENTS	**-**	**3,938**	**4,333**	**4,765**	**5,243**

TOWNSHIP OF LANGLEY
STORMWATER (Includes STORM and TRANSLINK FUNDED STORM)
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		67,083	(11,094,266)	-	(13,193,786)	-	(14,114,204)	-	(15,264,182)	-	(16,344,510)
Property Tax from New Growth		(166,414)	(166,414)	(197,907)	(197,907)	(211,713)	(211,713)	(228,963)	(228,963)	(245,168)	(245,168)
Property Tax Change		(1,933,106)	(1,933,106)	(722,511)	(722,511)	(938,265)	(938,265)	(851,365)	(851,365)	(1,335,671)	(1,335,671)
	(11,161,349)	**(2,032,437)**	**(13,193,786)**	**(920,418)**	**(14,114,204)**	**(1,149,978)**	**(15,264,182)**	**(1,080,328)**	**(16,344,510)**	**(1,580,839)**	**(17,925,349)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	(13,515)	-	(13,515)	-	(13,515)	-	(13,515)	-	(13,515)	-	(13,515)
Government Grants	(285,177)	(5,122)	(290,299)	(6,449)	(296,748)	(5,558)	(302,306)	(5,446)	(307,752)	(4,425)	(312,177)
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(129,101)	-	(129,101)	-	(129,101)	-	(129,101)	-	(129,101)	-	(129,101)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(130,356)	122,075	(8,281)	-	(8,281)	-	(8,281)	-	(8,281)	-	(8,281)
Debt Repayment Contributions from DCCs	(1,618,184)	(383,657)	(2,001,841)	-	(2,001,841)	-	(2,001,841)	-	(2,001,841)	-	(2,001,841)
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(505,208)	162,897	(342,311)	-	(342,311)	175,000	(167,311)	-	(167,311)	-	(167,311)
External Unidentified Revenue	(400,000)	-	(400,000)	-	(400,000)	-	(400,000)	-	(400,000)	-	(400,000)
TOTAL REVENUE	**(14,242,890)**	**(2,136,244)**	**(16,379,134)**	**(926,867)**	**(17,306,001)**	**(980,536)**	**(18,286,537)**	**(1,085,774)**	**(19,372,311)**	**(1,585,264)**	**(20,957,575)**
EXPENSE											
Salaries, Wages & Benefits	4,585,531	211,459	4,796,990	277,328	5,074,318	112,500	5,186,818	112,500	5,299,318	87,500	5,386,818
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	2,401,754	(41,168)	2,360,586	230,305	2,590,891	(45,824)	2,545,067	104,307	2,649,374	103,165	2,752,539
Consulting and Professional Services	516,451	40,625	557,076	10,625	567,701	-	567,701	-	567,701	-	567,701
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	20,300	-	20,300	-	20,300	-	20,300	-	20,300	-	20,300
Equipment and Vehicle Rental	1,137,215	64,729	1,201,944	174,828	1,376,772	93,476	1,470,248	94,934	1,565,182	90,454	1,655,636
Communication and Technology	16,711	98	16,809	36	16,845	60	16,905	40	16,945	80	17,025
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	562,140	29,626	591,766	62,250	654,016	27,750	681,766	27,750	709,516	19,000	728,516
Utility User Fees	112,053	4,202	116,255	4,360	120,615	4,523	125,138	4,693	129,831	4,869	134,700
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	1,425,128	3,095,059	4,520,187	(101,105)	4,419,082	-	4,419,082	-	4,419,082	-	4,419,082
Internal Charges & Recoveries	837,221	56,531	893,752	99,333	993,085	105,182	1,098,267	42,128	1,140,395	57,819	1,198,214
Transfer to Own Funds	2,194,921	(1,489,369)	705,552	-	705,552	577,169	1,282,721	577,169	1,859,890	1,118,265	2,978,155
External Unidentified	400,000	-	400,000	-	400,000	-	400,000	-	400,000	-	400,000
Other Supplies and Expense	33,465	164,452	197,917	168,907	366,824	105,700	472,524	122,253	594,777	104,112	698,889
TOTAL EXPENSE	**14,242,890**	**2,136,244**	**16,379,134**	**926,867**	**17,306,001**	**980,536**	**18,286,537**	**1,085,774**	**19,372,311**	**1,585,264**	**20,957,575**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOWNSHIP OF LANGLEY
STORMWATER - excludes TRANSLINK
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		67,083	(11,094,266)		(13,193,786)		(14,114,204)		(15,264,182)		(16,344,510)
Property Tax from New Growth		(166,414)	(166,414)	(197,907)	(197,907)	(211,713)	(211,713)	(228,963)	(228,963)	(245,168)	(245,168)
Property Tax Change		(1,933,106)	(1,933,106)	(722,511)	(722,511)	(938,265)	(938,265)	(851,365)	(851,365)	(1,335,671)	(1,335,671)
	(11,161,349)	**(2,032,437)**	**(13,193,786)**	**(920,418)**	**(14,114,204)**	**(1,149,978)**	**(15,264,182)**	**(1,080,328)**	**(16,344,510)**	**(1,580,839)**	**(17,925,349)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	(13,515)	-	(13,515)	-	(13,515)	-	(13,515)	-	(13,515)	-	(13,515)
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(129,101)	-	(129,101)	-	(129,101)	-	(129,101)	-	(129,101)	-	(129,101)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(130,356)	122,075	(8,281)	-	(8,281)	-	(8,281)	-	(8,281)	-	(8,281)
Debt Repayment Contributions from DCCs	(1,618,184)	(383,657)	(2,001,841)	-	(2,001,841)	-	(2,001,841)	-	(2,001,841)	-	(2,001,841)
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(505,208)	162,897	(342,311)	-	(342,311)	175,000	(167,311)	-	(167,311)	-	(167,311)
External Unidentified Revenue	(400,000)	-	(400,000)	-	(400,000)	-	(400,000)	-	(400,000)	-	(400,000)
TOTAL REVENUE	**(13,957,713)**	**(2,131,122)**	**(16,088,835)**	**(920,418)**	**(17,009,253)**	**(974,978)**	**(17,984,231)**	**(1,080,328)**	**(19,064,559)**	**(1,580,839)**	**(20,645,398)**
EXPENSE											
Salaries, Wages & Benefits	4,466,219	212,150	4,678,369	277,328	4,955,697	112,500	5,068,197	112,500	5,180,697	87,500	5,268,197
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	2,305,180	(41,168)	2,264,012	230,305	2,494,317	(45,824)	2,448,493	104,307	2,552,800	103,165	2,655,965
Consulting and Professional Services	516,451	40,625	557,076	10,625	567,701	-	567,701	-	567,701	-	567,701
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	20,300	-	20,300	-	20,300	-	20,300	-	20,300	-	20,300
Equipment and Vehicle Rental	1,098,500	62,769	1,161,269	173,314	1,334,583	91,902	1,426,485	93,297	1,519,782	88,751	1,608,533
Communication and Technology	16,711	98	16,809	36	16,845	60	16,905	40	16,945	80	17,025
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	549,641	29,626	579,267	62,250	641,517	27,750	669,267	27,750	697,017	19,000	716,017
Utility User Fees	112,053	4,202	116,255	4,360	120,615	4,523	125,138	4,693	129,831	4,869	134,700
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	1,425,128	3,095,059	4,520,187	(101,105)	4,419,082	-	4,419,082	-	4,419,082	-	4,419,082
Internal Charges & Recoveries	820,155	56,531	876,686	99,333	976,019	105,182	1,081,201	42,128	1,123,329	57,819	1,181,148
Transfer to Own Funds	2,194,921	(1,489,369)	705,552	-	705,552	577,169	1,282,721	577,169	1,859,890	1,118,265	2,978,155
External Unidentified	400,000	-	400,000	-	400,000	-	400,000	-	400,000	-	400,000
Other Supplies and Expense	32,454	160,599	193,053	163,972	357,025	101,716	458,741	118,444	577,185	101,390	678,575
TOTAL EXPENSE	**13,957,713**	**2,131,122**	**16,088,835**	**920,418**	**17,009,253**	**974,978**	**17,984,231**	**1,080,328**	**19,064,559**	**1,580,839**	**20,645,398**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
STORMWATER UTILITY - excludes TRANSLINK - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
OTHER REVENUE					
- Internal Allocation adjustment	122,075	-	-	-	-
OTHER REVENUE	**122,075**	**-**	**-**	**-**	**-**
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs					
- Debt Repayment Contributions	-				
- DEBTMFADC-5999	(443,923)	-	-	-	-
- DEBTMFADC-6052	(631,876)	-	-	-	-
- DEBTMFADC-6066	11,235	-	-	-	-
- DEBTINTDC-154	680,907	-	-	-	-
DEBT REPAYMENT CONTRIBUTIONS FROM DCCs	**(383,657)**	**-**	**-**	**-**	**-**
TRANSFER FROM OWN FUNDS					
- Transfer from Reserves	162,897	-	-	-	-
- LEPS Contract funded from Climate Action Fund - Removal 2028	-	-	150,000	-	-
- LEPS Lease funded from Climate Action Fund - Removal 2028	-	-	25,000	-	-
TRANSFER FROM OWN FUNDS	**162,897**	**-**	**175,000**	**-**	**-**
REVENUE ADJUSTMENTS	**(98,685)**	**-**	**175,000**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	35,461	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	3,051	-	-	-	-
- Reclass of OMWs	10,052	-	-	-	-
- Asset Management Auxiliary Staff	-	14,434	7,500	7,500	7,500
- Berm Removal	-	10,000	-	-	-
- Boulevard Tiling Replacement Program	-	10,000	10,000	10,000	10,000
- Culvert Repair/Replace	46,228	50,000	10,000	10,000	10,000
- Culvert Trash Rack Inspections & Cleaning	-	19,246	-	-	-
- Detention Pond Maintenance	-	9,623	5,000	5,000	-
- Nuisance Animals	9,246	10,000	-	-	-
- Right of Way Maintenance	-	19,246	10,000	10,000	-
- Service Request Inspections	9,246	10,000	10,000	10,000	10,000
- Slope Failure	-	20,000	20,000	20,000	20,000
- Storm Main Deficiency Program	9,246	10,000	10,000	10,000	-
- Stormwater Catch Basin Repair/Replace	-	15,396	-	-	-
- Stormwater Manhole Operate/Maintain	-	15,396	-	-	-
- Stormwater Watercourse & Ditch Operate/Maintain	-	57,737	30,000	30,000	30,000
- Stormwater Watercourse Repair	5,778	6,250	-	-	-
- Operating Impact of Development Capital Works	54,931	-	-	-	-
- Operating Impact from ToL Capital Construction	28,911	-	-	-	-
SALARY, WAGES & BENEFITS	**212,150**	**277,328**	**112,500**	**112,500**	**87,500**
SERVICE AND MAINTENANCE CONTRACTS					
- Boulevard Tiling Replacement Program	-	6,000	6,000	6,000	6,000
- Catch Basin Flushing Program	(40,000)	-	-	-	-
- CCTV/Flushing Program	(70,000)	-	-	-	-
- Cross Culvert Assessments	(40,000)	-	-	-	-
- Detention Pond Maintenance	-	40,000	20,000	20,000	-
- Ditch and Watercourse Invasive Species Maintenance	-	25,000	-	-	-
- ISMP Renewal	25,000	-	25,000	-	25,000
- Nuisance Animals	10,000	10,000	-	-	-
- Rock Pit Cleaning Program	10,000	10,000	10,000	10,000	10,000
- Rock Pit Repair/Replace	(20,000)	-	-	-	-
- Service Request Inspections	500	500	500	500	500
- Slope Failure	-	10,000	10,000	10,000	10,000
- Storm Main Deficiency Program	6,250	6,250	6,250	6,250	
- Stormwater Catch Basin Repair/Replace	-	10,000	-	-	-
- Stormwater Infrastructure Condition Assessment Program	-	40,000	20,000	20,000	20,000
- Stormwater Manhole Operate/Maintain	-	10,000	-	-	-
- Stormwater Watercourse & Ditch Operate/Maintain	-	60,000	30,000	30,000	30,000
- Stormwater Watercourse Repair	1,250	1,250	-	-	-
- City of Surrey Dispatch - Inflation Adjustment	1,196	1,305	1,426	1,557	1,665
- LEPS contract funded from Climate Action Fund	-	-	(150,000)	-	-
- LEPS Lease funded from Climate Action Fund	-	-	(25,000)	-	-
- Operating Impact from ToL Capital Construction	74,636	-	-	-	-
SERVICE AND MAINTENANCE CONTRACTS	**(41,168)**	**230,305**	**(45,824)**	**104,307**	**103,165**

Township of Langley
FIVE YEAR OPERATING PLAN
STORMWATER UTILITY - excludes TRANSLINK - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
CONSULTING AND LEGAL SERVICES					
- First Nations Regulatory Approvals	10,000	10,000	-	-	-
- Hydrometric Monitoring	30,000	-	-	-	-
- Stormwater Watercourse Repair	625	625	-	-	-
CONSULTING AND LEGAL SERVICES	**40,625**	**10,625**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Berm Removal	-	6,000	-	-	-
- Boulevard Tiling Replacement Program	-	3,000	3,000	3,000	3,000
- Culvert Repair/Replace	35,000	35,000	7,000	7,000	7,000
- Culvert Trash Rack Inspections & Cleaning	-	5,000	-	-	-
- Detention Pond Maintenance	-	2,000	1,000	1,000	-
- Right of Way Maintenance	-	5,000	2,500	2,500	-
- Service Request Inspections	-	2,000	1,000	1,000	1,000
- Slope Failure	-	10,000	10,000	10,000	10,000
- Storm Main Deficiency Program	2,500	2,500	2,500	2,500	-
- Storm Service Operate/Maintain	(10,000)	-	-	-	-
- Storm Service Repair/Replace	(10,000)	-	-	-	-
- Stormwater Catch Basin Repair/Replace	-	4,000	-	-	-
- Stormwater Manhole Operate/Maintain	-	4,000	-	-	-
- Stormwater Watercourse & Ditch Operate/Maintain	-	60,000	30,000	30,000	30,000
- Stormwater Watercourse Repair	1,250	1,250	-	-	-
- Equipment and Vehicle Rental - Internal (Hourly)	39,566	30,556	31,774	33,044	34,367
- Equipment and Vehicle Rental - Internal (Monthly)	3,895	3,008	3,128	3,253	3,384
- Operating Impact from ToL Capital Construction	558	-	-	-	-
EQUIPMENT & VEHICLE RENTAL	**62,769**	**173,314**	**91,902**	**93,297**	**88,751**
COMMUNICATION AND TECHNOLOGY					
- Metro Vancouver Geospatial	98	36	60	40	80
COMMUNICATION AND TECHNOLOGY	**98**	**36**	**60**	**40**	**80**
MATERIALS & SUPPLIES					
- Boulevard Tiling Replacement Program	-	6,000	6,000	6,000	6,000
- Right of Way Maintenance	-	5,000	2,500	2,500	-
- Slope Failure	-	10,000	10,000	10,000	10,000
- Storm Main Deficiency Program	6,250	6,250	6,250	6,250	-
- Stormwater Catch Basin Repair/Replace	-	10,000	-	-	-
- Stormwater Manhole Operate/Maintain	-	10,000	-	-	-
- Culvert Repair/Replace	15,000	15,000	3,000	3,000	3,000
- Operating Impact from ToL Capital Construction	8,376	-	-	-	-
MATERIALS & SUPPLIES	**29,626**	**62,250**	**27,750**	**27,750**	**19,000**
UTILITY USER FEES					
- Electricity	4,202	4,360	4,523	4,693	4,869
UTILITY USER FEES	**4,202**	**4,360**	**4,523**	**4,693**	**4,869**
DEBT PRINCIPAL AND INTEREST					
- DEBTMFADC-6052	631,876	-	-	-	-
- DEBTMFA-6110 (Reduction from Stormwater Renewal Reserve)	1,589,605	-	-	-	-
- DEBTMFADC-5999	443,923	-	-	-	-
- DEBTMFADC-6066	(11,235)	-	-	-	-
- DEBTMFA-WIP	(162,897)	-	-	-	-
- DEBTMFA-5991	348,719	-	-	-	-
- DEBTMFA-5922	349,605	-	-	-	-
- DEBTMFA-4752 - Redemption	(77,691)	-	-	-	-
- DEBTMFA-4829 - Redemption	(16,846)	(101,105)	-	-	-
DEBT PRINCIPAL AND INTEREST	**3,095,059**	**(101,105)**	**-**	**-**	**-**
INTERNAL CHARGES & RECOVERIES					
- Project Management Salary Recoveries, remove					
- Administrative Overhead	46,754	99,333	105,182	42,128	57,819
- Shop Overhead	588	-	-	-	-
- Small Equipment Repairs & Replacement Recovery	9,189	-	-	-	-
INTERNAL CHARGES & RECOVERIES	**56,531**	**99,333**	**105,182**	**42,128**	**57,819**
TRANSFER TO RESERVES					
- Transfer to Stormwater Renewal Reserve	(500,000)	-	-	-	-
- Transfer to Capital Projects Reserve	(308,462)	-	577,169	577,169	1,118,265
- DEBTINTDC-154	(680,907)	-	-	-	-
TRANSFER TO RESERVES	**(1,489,369)**	**-**	**577,169**	**577,169**	**1,118,265**

Township of Langley
FIVE YEAR OPERATING PLAN
STORMWATER UTILITY - excludes TRANSLINK - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
OTHER SUPPLIES AND EXPENSES					
- Vehicle Allowance Adjustment	(359)	-	-	-	-
- Operating Impact from ToL Capital Construction	558	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**199**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**160,400**	**163,972**	**101,716**	**118,444**	**101,390**
EXPENSE ADJUSTMENTS	**2,131,122**	**920,418**	**974,978**	**1,080,328**	**1,580,839**
NET NON-DISCRETIONARY ADJUSTMENTS	**2,032,437**	**920,418**	**1,149,978**	**1,080,328**	**1,580,839**

TOWNSHIP OF LANGLEY
STORMWATER - TRANSLINK FUNDED
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	(285,177)	(5,122)	(290,299)	(6,449)	(296,748)	(5,558)	(302,306)	(5,446)	(307,752)	(4,425)	(312,177)
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	-	-	-	-	-	-	-	-	-	-	-
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	-	-	-	-	-	-	-	-	-	-	-
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(285,177)**	**(5,122)**	**(290,299)**	**(6,449)**	**(296,748)**	**(5,558)**	**(302,306)**	**(5,446)**	**(307,752)**	**(4,425)**	**(312,177)**
EXPENSE											
Salaries, Wages & Benefits	119,312	(691)	118,621	-	118,621	-	118,621	-	118,621	-	118,621
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	96,574	-	96,574	-	96,574	-	96,574	-	96,574	-	96,574
Consulting and Professional Services	-	-	-	-	-	-	-	-	-	-	-
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	38,715	1,960	40,675	1,514	42,189	1,574	43,763	1,637	45,400	1,703	47,103
Communication and Technology	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	12,499	-	12,499	-	12,499	-	12,499	-	12,499	-	12,499
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	17,066	-	17,066	-	17,066	-	17,066	-	17,066	-	17,066
Transfer to Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	1,011	3,853	4,864	4,935	9,799	3,984	13,783	3,809	17,592	2,722	20,314
TOTAL EXPENSE	**285,177**	**5,122**	**290,299**	**6,449**	**296,748**	**5,558**	**302,306**	**5,446**	**307,752**	**4,425**	**312,177**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
STORMWATER UTILITY - TRANSLINK FUNDED - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
GOVERNMENT GRANTS					
- Translink Funding	(5,122)	(6,449)	(5,558)	(5,446)	(4,425)
GOVERNMENT GRANTS	**(5,122)**	**(6,449)**	**(5,558)**	**(5,446)**	**(4,425)**
REVENUE ADJUSTMENTS	**(5,122)**	**(6,449)**	**(5,558)**	**(5,446)**	**(4,425)**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Increases to Benefits (Extended, Dental, Life)	(691)	-	-	-	-
SALARY, WAGES & BENEFITS	**(691)**	**-**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Hourly)	1,960	1,514	1,574	1,637	1,703
EQUIPMENT & VEHICLE RENTAL	**1,960**	**1,514**	**1,574**	**1,637**	**1,703**
FISCAL SERVICES	**3,853**	**4,935**	**3,984**	**3,809**	**2,722**
EXPENSE ADJUSTMENTS	**5,122**	**6,449**	**5,558**	**5,446**	**4,425**
NET NON-DISCRETIONARY ADJUSTMENTS	**-**	**-**	**-**	**-**	**-**

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TOWNSHIP OF LANGLEY
FIRE
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		16,389	(28,408,779)		(31,437,501)		(34,861,198)		(36,653,606)		(38,667,029)
Property Tax from New Growth		(426,132)	(426,132)	(471,563)	(471,563)	(522,918)	(522,918)	(549,804)	(549,804)	(580,005)	(580,005)
Property Tax Change		(2,602,590)	(2,602,590)	(2,952,134)	(2,952,134)	(1,269,490)	(1,269,490)	(1,463,619)	(1,463,619)	(1,244,744)	(1,244,744)
	(28,425,168)	**(3,012,333)**	**(31,437,501)**	**(3,423,697)**	**(34,861,198)**	**(1,792,408)**	**(36,653,606)**	**(2,013,423)**	**(38,667,029)**	**(1,824,749)**	**(40,491,778)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	(57,200)	-	(57,200)	-	(57,200)	-	(57,200)	-	(57,200)	-	(57,200)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(20,000)	-	(20,000)	-	(20,000)	-	(20,000)	-	(20,000)	-	(20,000)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	(85,200)	(30,000)	(115,200)	-	(115,200)	-	(115,200)	-	(115,200)	-	(115,200)
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(2,430,682)	(480,155)	(2,910,837)	-	(2,910,837)	-	(2,910,837)	-	(2,910,837)	-	(2,910,837)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(31,018,250)**	**(3,522,488)**	**(34,540,738)**	**(3,423,697)**	**(37,964,435)**	**(1,792,408)**	**(39,756,843)**	**(2,013,423)**	**(41,770,266)**	**(1,824,749)**	**(43,595,015)**
EXPENSE											
Salaries, Wages & Benefits	24,727,982	3,141,018	27,869,000	2,134,366	30,003,366	506,208	30,509,574	379,260	30,888,834	199,687	31,088,521
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	1,269,498	150,327	1,419,825	87,693	1,507,518	93,906	1,601,424	100,586	1,702,010	110,164	1,812,174
Consulting and Professional Services	10,000	25,000	35,000	-	35,000	-	35,000	-	35,000	-	35,000
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	246,095	(25,000)	221,095	-	221,095	-	221,095	-	221,095	-	221,095
Equipment and Vehicle Rental	30,806	1,362	32,168	1,052	33,220	1,094	34,314	1,137	35,451	1,183	36,634
Communication and Technology	157,470	13,515	170,985	4,250	175,235	4,568	179,803	4,550	184,353	4,550	188,903
Insurance	146,508	67,482	213,990	13,160	227,150	14,476	241,626	15,923	257,549	17,516	275,065
Materials and Supplies	903,822	66,670	970,492	(66,080)	904,412	(46,020)	858,392	-	858,392	-	858,392
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	208,446	16,426	224,872	-	224,872	-	224,872	-	224,872	-	224,872
Transfer to Own Funds	3,111,242	(9,504)	3,101,738	-	3,101,738	17,783	3,119,521	17,783	3,137,304	34,454	3,171,758
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	206,381	75,192	281,573	1,249,256	1,530,829	1,200,393	2,731,222	1,494,184	4,225,406	1,457,195	5,682,601
TOTAL EXPENSE	**31,018,250**	**3,522,488**	**34,540,738**	**3,423,697**	**37,964,435**	**1,792,408**	**39,756,843**	**2,013,423**	**41,770,266**	**1,824,749**	**43,595,015**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
FIRE RESCUE SERVICES - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
PERMIT & LICENSE FEES					
- Increase permit fee revenue budget	(30,000)	-	-	-	-
PERMIT & LICENSE FEES	**(30,000)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation Adjustment	(480,155)	-	-	-	-
OTHER REVENUE	**(480,155)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(510,155)**	**-**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	1,438,165	-	-	-	-
- Firefighters Move to 9th Year Increment	14,835	-	10,658	-	28,925
- Firefighters Move to 14th Year Increment	-	30,684	-	44,248	-
- Increases to Benefits (Extended, Dental, Life) - IAFF	927,595	-	-	-	-
- Increases to Benefits (Extended, Dental, Life) - Others	23,625	-	-	-	-
- Suppression Firefighters (4) starting Jul 1, 2026	242,736	288,856	49,008	70,888	34,096
- Suppression Firefighters (4) starting Oct 1, 2026	121,372	393,136	49,008	87,972	34,096
- Suppression Captains (4) starting Apr 1, 2027	-	650,324	207,964	3,304	-
- Suppression Firefighters (2) starting Apr 1, 2027	-	185,466	83,482	31,072	34,378
- Reduction of Paid Call	(225,000)	-	-	-	-
- Training Wages Increase	112,218	8,188	8,072	-	-
SALARY, WAGES & BENEFITS	**2,655,546**	**1,556,654**	**408,192**	**237,484**	**131,495**
SERVICE AND MAINTENANCE CONTRACTS					
- Dispatch Contract	93,691	49,717	54,031	58,717	66,202
- E-Comm - Radio Levy & User Equipment Levy	56,636	37,976	39,875	41,869	43,962
SERVICE AND MAINTENANCE CONTRACTS	**150,327**	**87,693**	**93,906**	**100,586**	**110,164**
CONSULTING AND LEGAL SERVICES					
- Business Continuity Management - Consultant	25,000	-	-	-	-
CONSULTING AND LEGAL SERVICES	**25,000**	**-**	**-**	**-**	**-**
FUEL					
- Fire Fleet Expenses reduction (Diesel)	(25,000)	-	-	-	-
FUEL	**(25,000)**	**-**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	1,362	1,052	1,094	1,137	1,183
EQUIPMENT & VEHICLE RENTAL	**1,362**	**1,052**	**1,094**	**1,137**	**1,183**
COMMUNICATION AND TECHNOLOGY					
- Operating Impact from ToL Capital Construction	13,515	4,250	4,568	4,550	4,550
COMMUNICATION AND TECHNOLOGY	**13,515**	**4,250**	**4,568**	**4,550**	**4,550**
INSURANCE					
- Insurance Premiums	67,482	13,160	14,476	15,923	17,516
INSURANCE	**67,482**	**13,160**	**14,476**	**15,923**	**17,516**
MATERIALS & SUPPLIES					
- Suppression Firefighters (4) starting Jul 1, 2026	37,760	(30,680)	-	-	-
- Suppression Firefighters (4) starting Oct 1, 2026	37,760	(30,680)	-	-	-
- Suppression Captains (4) starting Apr 1, 2027	-	37,760	(30,680)	-	-
- Suppression Firefighters (2) starting Apr 1, 2027	-	18,880	(15,340)	-	-
- Suppression Firefighters (11) starting Jan 1, 2025	(84,370)	-	-	-	-
MATERIALS & SUPPLIES	**(8,850)**	**(4,720)**	**(46,020)**	**-**	**-**
INTERNAL CHARGES & RECOVERIES					
- Fleet Shop Overhead	16,426	-	-	-	-
INTERNAL CHARGES & RECOVERIES	**16,426**	**-**	**-**	**-**	**-**
TRANSFER TO RESERVES					
- Transfer to Capital Projects Reserve	(9,504)	-	17,783	17,783	34,454
TRANSFER TO RESERVES	**(9,504)**	**-**	**17,783**	**17,783**	**34,454**
OTHER SUPPLIES AND EXPENSES					
- Training Expense Increase	20,008	(3,900)	(7,000)	-	-
- Business Continuity Management Program	-	10,000	10,000	10,000	10,000
- Emergency Operations Center Training and Exercise Program	-	45,000	-	-	-
OTHER SUPPLIES AND EXPENSES	**20,008**	**51,100**	**3,000**	**10,000**	**10,000**
FISCAL SERVICES	**55,184**	**1,155,629**	**1,145,166**	**1,416,243**	**1,379,123**
EXPENSE ADJUSTMENTS	**2,961,496**	**2,864,818**	**1,642,165**	**1,803,706**	**1,688,485**
NET NON-DISCRETIONARY ADJUSTMENTS	**2,451,341**	**2,864,818**	**1,642,165**	**1,803,706**	**1,688,485**

Township of Langley
FIVE YEAR OPERATING PLAN
FIRE RESCUE SERVICES - DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
REVENUE ADJUSTMENTS	-	-	-	-	-
EXPENSE					
SALARY, WAGES & BENEFITS					
- Suppression Firefighters (8) starting Jul 1, 2026	485,472	577,712	98,016	141,776	68,192
SALARY, WAGES & BENEFITS	**485,472**	**577,712**	**98,016**	**141,776**	**68,192**
MATERIALS & SUPPLIES					
- Suppression Firefighters (8) starting Jul 1, 2026	75,520	(61,360)	-	-	-
MATERIALS & SUPPLIES	**75,520**	**(61,360)**	**-**	**-**	**-**
FISCAL SERVICES	**-**	**42,527**	**52,227**	**67,941**	**68,072**
EXPENSE ADJUSTMENTS	**560,992**	**558,879**	**150,243**	**209,717**	**136,264**
NET DISCRETIONARY ADJUSTMENTS	**560,992**	**558,879**	**150,243**	**209,717**	**136,264**

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TOWNSHIP OF LANGLEY
POLICE
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		29,170	(44,375,420)		(46,350,878)		(49,908,280)		(52,741,681)		(55,124,782)
Property Tax from New Growth		(665,631)	(665,631)	(695,263)	(695,263)	(748,624)	(748,624)	(791,125)	(791,125)	(826,872)	(826,872)
Property Tax Change		(1,309,827)	(1,309,827)	(2,862,139)	(2,862,139)	(2,084,777)	(2,084,777)	(1,591,976)	(1,591,976)	(1,020,120)	(1,020,120)
	(44,404,590)	**(1,946,288)**	**(46,350,878)**	**(3,557,402)**	**(49,908,280)**	**(2,833,401)**	**(52,741,681)**	**(2,383,101)**	**(55,124,782)**	**(1,846,992)**	**(56,971,774)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	(1,652,238)	136,250	(1,515,988)	-	(1,515,988)	-	(1,515,988)	-	(1,515,988)	-	(1,515,988)
Service Cost Recoveries	(724,698)	-	(724,698)	-	(724,698)	-	(724,698)	-	(724,698)	-	(724,698)
Service Cost Sharing	(2,681,178)	(33,597)	(2,714,775)	-	(2,714,775)	-	(2,714,775)	-	(2,714,775)	-	(2,714,775)
Sales of Services	(248,366)	-	(248,366)	-	(248,366)	-	(248,366)	-	(248,366)	-	(248,366)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(4,413,311)	(871,604)	(5,284,915)	-	(5,284,915)	-	(5,284,915)	-	(5,284,915)	-	(5,284,915)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(3,358,932)	(392,624)	(3,751,556)	835,762	(2,915,794)	274,726	(2,641,068)	-	(2,641,068)	-	(2,641,068)
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(57,483,313)**	**(3,107,863)**	**(60,591,176)**	**(2,721,640)**	**(63,312,816)**	**(2,558,675)**	**(65,871,491)**	**(2,383,101)**	**(68,254,592)**	**(1,846,992)**	**(70,101,584)**
EXPENSE											
Salaries, Wages & Benefits	9,632,199	67,194	9,699,393	-	9,699,393	-	9,699,393	-	9,699,393	-	9,699,393
Special Contracts	46,556,279	2,827,920	49,384,199	2,521,533	51,905,732	2,404,202	54,309,934	2,217,710	56,527,644	1,698,231	58,225,875
Service and Maintenance Contracts	566,731	-	566,731	-	566,731	-	566,731	-	566,731	-	566,731
Consulting and Professional Services	500	-	500	-	500	-	500	-	500	-	500
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	545,887	-	545,887	-	545,887	-	545,887	-	545,887	-	545,887
Equipment and Vehicle Rental	130,023	7,173	137,196	5,538	142,734	5,759	148,493	5,990	154,483	6,229	160,712
Communication and Technology	76,457	-	76,457	-	76,457	-	76,457	-	76,457	-	76,457
Insurance	37,726	3,758	41,484	4,133	45,617	4,547	50,164	5,001	55,165	-	55,165
Materials and Supplies	88,004	-	88,004	-	88,004	-	88,004	-	88,004	-	88,004
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	21,435	-	21,435	-	21,435	-	21,435	-	21,435	-	21,435
Transfer to Own Funds	55,647	(8,670)	46,977	10,765	57,742	28,130	85,872	29,091	114,963	31,435	146,398
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	(227,575)	210,488	(17,087)	179,671	162,584	116,037	278,621	125,309	403,930	111,097	515,027
TOTAL EXPENSE	**57,483,313**	**3,107,863**	**60,591,176**	**2,721,640**	**63,312,816**	**2,558,675**	**65,871,491**	**2,383,101**	**68,254,592**	**1,846,992**	**70,101,584**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
POLICE PROTECTION - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
GOVERNMENT GRANTS					
- Next Generation 911 Funding	136,250	-	-	-	-
GOVERNMENT GRANTS	**136,250**	**-**	**-**	**-**	**-**
SERVICE COST SHARING					
- Salary and Wages (Cost Sharing Recovery)	(33,597)	-	-	-	-
SERVICE COST SHARING	**(33,597)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation Adjustment	(871,604)	-	-	-	-
OTHER REVENUE	**(871,604)**	**-**	**-**	**-**	**-**
TRANSFER FROM OWN FUNDS					
- Transfer from RCMP Reserve for Contract cost CFWD	858,932	-	-	-	-
- Transfer from RCMP Reserve for Contract cost CFWD (26/27)	(1,110,488)	835,762	274,726	-	-
- Transfer from RCMP Reserve	(141,068)	-	-	-	-
TRANSFER FROM OWN FUNDS	**(392,624)**	**835,762**	**274,726**	**-**	**-**
REVENUE ADJUSTMENTS	**(1,161,575)**	**835,762**	**274,726**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	(42,955)	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	110,149	-	-	-	-
SALARY, WAGES & BENEFITS	**67,194**	**-**	**-**	**-**	**-**
SPECIAL CONTRACT (i.e. RCMP, etc.)					
- RCMP Contract	2,314,262	2,442,718	1,951,669	1,856,815	1,605,527
- RCMP Contract cost CFWD	(858,932)	-	-	-	-
- RCMP Contract cost CFWD (26/27)	1,110,488	(835,762)	(274,726)	-	-
- RCMP Officers (2) starting Aug 1, 2025 (Annualization)	218,418	15,613	16,502	20,890	20,601
- RCMP Officers (2) starting Dec 1, 2026	43,684	494,430	16,502	20,890	20,601
- RCMP Officers (3) starting July 1, 2027	-	404,534	416,553	31,334	30,901
- RCMP Officers (2) starting July 1, 2028	-	-	277,702	287,781	20,601
SPECIAL CONTRACT (i.e. RCMP, etc.)	**2,827,920**	**2,521,533**	**2,404,202**	**2,217,710**	**1,698,231**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Hourly)	781	603	627	652	678
- Equipment and Vehicle Rental - Internal (Monthly)	6,392	4,935	5,132	5,338	5,551
EQUIPMENT & VEHICLE RENTAL	**7,173**	**5,538**	**5,759**	**5,990**	**6,229**
INSURANCE					
- Insurance Premiums	3,758	4,133	4,547	5,001	-
INSURANCE	**3,758**	**4,133**	**4,547**	**5,001**	**-**
TRANSFER TO RESERVES					
- Transfer to Reserves	-	10,765	11,905	12,866	-
- Transfer to Capital Projects Reserve	(8,670)	-	16,225	16,225	31,435
TRANSFER TO RESERVES	**(8,670)**	**10,765**	**28,130**	**29,091**	**31,435**
FISCAL SERVICES	**210,488**	**179,671**	**116,037**	**125,309**	**111,097**
EXPENSE ADJUSTMENTS	**3,107,863**	**2,721,640**	**2,558,675**	**2,383,101**	**1,846,992**
NET NON-DISCRETIONARY ADJUSTMENTS	**1,946,288**	**3,557,402**	**2,833,401**	**2,383,101**	**1,846,992**

TOWNSHIP OF LANGLEY
RECREATION AND CULTURE
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		16,772	(9,775,311)		(10,305,383)		(12,269,864)		(12,745,997)		(13,282,721)
Property Tax from New Growth		(146,630)	(146,630)	(154,581)	(154,581)	(184,048)	(184,048)	(191,190)	(191,190)	(199,241)	(199,241)
Property Tax Change		(383,442)	(383,442)	(1,809,900)	(1,809,900)	(292,085)	(292,085)	(345,534)	(345,534)	(343,447)	(343,447)
	(9,792,083)	**(513,300)**	**(10,305,383)**	**(1,964,481)**	**(12,269,864)**	**(476,133)**	**(12,745,997)**	**(536,724)**	**(13,282,721)**	**(542,688)**	**(13,825,409)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	(8,336,881.00)	(255,212)	(8,592,093)	(257,812)	(8,849,905)	(286,915)	(9,136,820)	(1,835,342)	(10,972,162)	(322,529)	(11,294,691)
Government Grants	(50,016.00)	1,002	(49,014)	-	(49,014)	-	(49,014)	-	(49,014)	-	(49,014)
Service Cost Recoveries	(400.00)	-	(400)	-	(400)	-	(400)	-	(400)	-	(400)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(6,662,466.00)	(787,569)	(7,450,035)	-	(7,450,035)	-	(7,450,035)	-	(7,450,035)	-	(7,450,035)
Rentals and Leases	(1,424,189.00)	146,240	(1,277,949)	-	(1,277,949)	-	(1,277,949)	-	(1,277,949)	-	(1,277,949)
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(2,474,051.00)	75,617	(2,398,434)	-	(2,398,434)	-	(2,398,434)	-	(2,398,434)	-	(2,398,434)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(305,618.00)	-	(305,618)	-	(305,618)	-	(305,618)	-	(305,618)	-	(305,618)
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(29,045,704)**	**(1,333,222)**	**(30,378,926)**	**(2,222,293)**	**(32,601,219)**	**(763,048)**	**(33,364,267)**	**(2,372,066)**	**(35,736,333)**	**(865,217)**	**(36,601,550)**
EXPENSE											
Salaries, Wages & Benefits	14,437,546	251,472	14,689,018	237,191	14,926,209	(1,678)	14,924,531	(1,349)	14,923,182	(1,376)	14,921,806
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	3,862,304	707,902	4,570,206	1,107,990	5,678,196	-	5,678,196	-	5,678,196	-	5,678,196
Consulting and Professional Services	193,010	-	193,010	-	193,010	-	193,010	-	193,010	-	193,010
Regional Charges/Recoveries	5,591,973	256,093	5,848,066	225,735	6,073,801	227,768	6,301,569	1,817,778	8,119,347	304,476	8,423,823
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	184,896	(14,393)	170,503	7,630	178,133	7,935	186,068	8,252	194,320	8,582	202,902
Communication and Technology	59,640	(500)	59,140	-	59,140	-	59,140	-	59,140	-	59,140
Insurance	687,273	(18,438)	668,835	68,541	737,376	75,395	812,771	82,935	895,706	91,228	986,934
Materials and Supplies	565,056	(12,200)	552,856	-	552,856	-	552,856	-	552,856	-	552,856
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	300,000	-	300,000	-	300,000	-	300,000	-	300,000	-	300,000
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	204,956	(22,478)	182,478	3,650	186,128	3,723	189,851	3,797	193,648	3,873	197,521
Transfer to Own Funds	2,065,749	(90,012)	1,975,737	-	1,975,737	56,157	2,031,894	56,157	2,088,051	108,704	2,196,755
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	893,301	275,776	1,169,077	571,556	1,740,633	393,748	2,134,381	404,496	2,538,877	349,730	2,888,607
TOTAL EXPENSE	**29,045,704**	**1,333,222**	**30,378,926**	**2,222,293**	**32,601,219**	**763,048**	**33,364,267**	**2,372,066**	**35,736,333**	**865,217**	**36,601,550**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

TOWNSHIP OF LANGLEY
RECREATION
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		14,251	(8,306,049)		(8,831,450)		(10,727,825)		(11,159,845)		(11,645,478)
Property Tax from New Growth		(124,591)	(124,591)	(132,472)	(132,472)	(160,917)	(160,917)	(167,398)	(167,398)	(174,682)	(174,682)
Property Tax Change		(400,810)	(400,810)	(1,763,903)	(1,763,903)	(271,103)	(271,103)	(318,235)	(318,235)	(323,125)	(323,125)
	(8,320,300)	**(511,150)**	**(8,831,450)**	**(1,896,375)**	**(10,727,825)**	**(432,020)**	**(11,159,845)**	**(485,633)**	**(11,645,478)**	**(497,807)**	**(12,143,285)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	1,002	1,002	-	1,002	-	1,002	-	1,002	-	1,002
Service Cost Recoveries	(400)	-	(400)	-	(400)	-	(400)	-	(400)	-	(400)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(6,417,450)	(787,569)	(7,205,019)	-	(7,205,019)	-	(7,205,019)	-	(7,205,019)	-	(7,205,019)
Rentals and Leases	(1,386,689)	215,000	(1,171,689)	-	(1,171,689)	-	(1,171,689)	-	(1,171,689)	-	(1,171,689)
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(2,125,239)	154,222	(1,971,017)	-	(1,971,017)	-	(1,971,017)	-	(1,971,017)	-	(1,971,017)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(18,250,078)**	**(928,495)**	**(19,178,573)**	**(1,896,375)**	**(21,074,948)**	**(432,020)**	**(21,506,968)**	**(485,633)**	**(21,992,601)**	**(497,807)**	**(22,490,408)**
EXPENSE											
Salaries, Wages & Benefits	12,703,622	157,465	12,861,087	239,517	13,100,604	-	13,100,604	-	13,100,604	-	13,100,604
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	3,846,123	707,902	4,554,025	1,107,990	5,662,015	-	5,662,015	-	5,662,015	-	5,662,015
Consulting and Professional Services	30,917	-	30,917	-	30,917	-	30,917	-	30,917	-	30,917
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	184,896	(14,393)	170,503	7,630	178,133	7,935	186,068	8,252	194,320	8,582	202,902
Communication and Technology	32,066	(500)	31,566	-	31,566	-	31,566	-	31,566	-	31,566
Insurance	641,273	(11,290)	629,983	64,656	694,639	71,121	765,760	78,234	843,994	86,057	930,051
Materials and Supplies	476,680	(12,200)	464,480	-	464,480	-	464,480	-	464,480	-	464,480
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	(424,231)	11,435	(412,796)	-	(412,796)	-	(412,796)	-	(412,796)	-	(412,796)
Transfer to Own Funds	254,660	(30,012)	224,648	-	224,648	56,157	280,805	56,157	336,962	108,704	445,666
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	504,072	120,088	624,160	476,582	1,100,742	296,807	1,397,549	342,990	1,740,539	294,464	2,035,003
TOTAL EXPENSE	**18,250,078**	**928,495**	**19,178,573**	**1,896,375**	**21,074,948**	**432,020**	**21,506,968**	**485,633**	**21,992,601**	**497,807**	**22,490,408**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
RECREATION - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
GOVERNMENT GRANTS					
- Remove Budget for Grants	1,002	-	-	-	-
GOVERNMENT GRANTS	**1,002**	**-**	**-**	**-**	**-**
SALES OF SERVICES					
- Non-Resident Surcharge - RTC #25-63 April 28/25	(8,496)	-	-	-	-
- Reduce Sr Pass Fees - RTC #25-28 March 10/25	182,169	-	-	-	-
- Removal Leisure Guide Budget	13,758	-	-	-	-
- Increase in Rentals Revenue	(100,000)	-	-	-	-
- Increase in Admissions Revenue	(875,000)	-	-	-	-
SALES OF SERVICES	**(787,569)**	**-**	**-**	**-**	**-**
RENTALS & LEASES					
- Reallocate Civic Leases Budget	215,000	-	-	-	-
RENTALS & LEASES	**215,000**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation Adjustment	154,211	-	-	-	-
- Remove Donation Budget	11	-	-	-	-
OTHER REVENUE	**154,222**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(417,345)**	**-**	**-**	**-**	
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	80,944	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	37,690	-	-	-	-
- Smith Athletic Park - Recreation Attendant I (AUX)	-	97,611	-	-	-
- Smith Athletic Park - Recreation Attendant II (2 FTE)	-	141,906	-	-	-
SALARY, WAGES & BENEFITS	**118,634**	**239,517**	**-**	**-**	**-**
SERVICE AND MAINTENANCE CONTRACTS					
- Sportsplex Contract - Ice Subsidy	(59,598)	33,490	-	-	-
- LEC Ice/Dry Arenas Subsidy	767,500	1,074,500	-	-	-
SERVICE AND MAINTENANCE CONTRACTS	**707,902**	**1,107,990**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	9,881	7,630	7,935	8,252	8582
- Reduction in Vehicle Usage	(24,274)	-	-	-	-
EQUIPMENT & VEHICLE RENTAL	**(14,393)**	**7,630**	**7,935**	**8,252**	**8,582**
COMMUNICATION AND TECHNOLOGY					
- Reallocate Civic Leases Budget	(500)	-	-	-	-
COMMUNICATION AND TECHNOLOGY	**(500)**	**-**	**-**	**-**	**-**
INSURANCE					
- TFSE & LFS Insurance Increase	5,285	64,656	71,121	78,234	86,057
- Reallocate Civic Leases Budget	(16,575)	-	-	-	-
INSURANCE	**(11,290)**	**64,656**	**71,121**	**78,234**	**86,057**
MATERIALS & SUPPLIES					
- Reduce Office Supplies Budget	(12,200)	-	-	-	-
MATERIALS & SUPPLIES	**(12,200)**	**-**	**-**	**-**	**-**
INTERNAL CHARGES & RECOVERIES					
- Reallocate Civic Leases Budget	11,435	-	-	-	-
INTERNAL CHARGES & RECOVERIES	**11,435**	**-**	**-**	**-**	**-**
TRANSFER TO RESERVES					
- Transfer to Capital Projects Reserve	(30,012)	-	56,157	56,157	108,704
TRANSFER TO RESERVES	**(30,012)**	**-**	**56,157**	**56,157**	**108,704**
OTHER SUPPLIES AND EXPENSES					
- Removal Leisure Guide Budget	(33,612)	-	-	-	-
- Reallocate Civic Leases Budget	(73,883)	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**(107,495)**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**224,414**	**475,112**	**295,720**	**342,099**	**293,555**
EXPENSE ADJUSTMENTS	**886,495**	**1,894,905**	**430,933**	**484,742**	**496,898**
NET NON-DISCRETIONARY ADJUSTMENTS	**469,150**	**1,894,905**	**430,933**	**484,742**	**496,898**

Township of Langley
FIVE YEAR OPERATING PLAN
RECREATION - DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
REVENUE ADJUSTMENTS	-	-	-	-	-
EXPENSE					
SALARY, WAGES & BENEFITS					
- Waer Safety Program	38,831	-	-	-	-
SALARY, WAGES & BENEFITS	**38,831**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**3,169**	**1,470**	**1,087**	**891**	**909**
EXPENSE ADJUSTMENTS	**42,000**	**1,470**	**1,087**	**891**	**909**
NET DISCRETIONARY ADJUSTMENTS	**42,000**	**1,470**	**1,087**	**891**	**909**

TOWNSHIP OF LANGLEY
ARTS AND CULTURE
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		2,521	(1,469,262)		(1,473,933)		(1,542,039)		(1,586,152)		(1,637,243)
Property Tax from New Growth		(22,039)	(22,039)	(22,109)	(22,109)	(23,131)	(23,131)	(23,792)	(23,792)	(24,559)	(24,559)
Property Tax Change		17,368	17,368	(45,997)	(45,997)	(20,982)	(20,982)	(27,299)	(27,299)	(20,322)	(20,322)
	(1,471,783)	**(2,150)**	**(1,473,933)**	**(68,106)**	**(1,542,039)**	**(44,113)**	**(1,586,152)**	**(51,091)**	**(1,637,243)**	**(44,881)**	**(1,682,124)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	(8,336,881)	(255,212)	(8,592,093)	(257,812)	(8,849,905)	(286,915)	(9,136,820)	(1,835,342)	(10,972,162)	(322,529)	(11,294,691)
Government Grants	(50,016)	-	(50,016)	-	(50,016)	-	(50,016)	-	(50,016)	-	(50,016)
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(245,016)	-	(245,016)	-	(245,016)	-	(245,016)	-	(245,016)	-	(245,016)
Rentals and Leases	(37,500)	(68,760)	(106,260)	-	(106,260)	-	(106,260)	-	(106,260)	-	(106,260)
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(348,812)	(78,605)	(427,417)	-	(427,417)	-	(427,417)	-	(427,417)	-	(427,417)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(305,618)	-	(305,618)	-	(305,618)	-	(305,618)	-	(305,618)	-	(305,618)
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(10,795,626)**	**(404,727)**	**(11,200,353)**	**(325,918)**	**(11,526,271)**	**(331,028)**	**(11,857,299)**	**(1,886,433)**	**(13,743,732)**	**(367,410)**	**(14,111,142)**
EXPENSE											
Salaries, Wages & Benefits	1,733,924	94,007	1,827,931	(2,326)	1,825,605	(1,678)	1,823,927	(1,349)	1,822,578	(1,376)	1,821,202
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	16,181	-	16,181	-	16,181	-	16,181	-	16,181	-	16,181
Consulting and Professional Services	162,093	-	162,093	-	162,093	-	162,093	-	162,093	-	162,093
Regional Charges/Recoveries	5,591,973	256,093	5,848,066	225,735	6,073,801	227,768	6,301,569	1,817,778	8,119,347	304,476	8,423,823
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	-	-	-	-	-	-	-	-	-	-	-
Communication and Technology	27,574	-	27,574	-	27,574	-	27,574	-	27,574	-	27,574
Insurance	46,000	(7,148)	38,852	3,885	42,737	4,274	47,011	4,701	51,712	5,171	56,883
Materials and Supplies	88,376	-	88,376	-	88,376	-	88,376	-	88,376	-	88,376
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	300,000	-	300,000	-	300,000	-	300,000	-	300,000	-	300,000
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	629,187	(33,913)	595,274	3,650	598,924	3,723	602,647	3,797	606,444	3,873	610,317
Transfer to Own Funds	1,811,089	(60,000)	1,751,089	-	1,751,089	-	1,751,089	-	1,751,089	-	1,751,089
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	389,229	155,688	544,917	94,974	639,891	96,941	736,832	61,506	798,338	55,266	853,604
TOTAL EXPENSE	**10,795,626**	**404,727**	**11,200,353**	**325,918**	**11,526,271**	**331,028**	**11,857,299**	**1,886,433**	**13,743,732**	**367,410**	**14,111,142**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
ARTS AND CULTURE - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
SPECIAL LEVIES/GRANTS-IN-LIEU					
- Library	(255,212)	(257,812)	(286,915)	(1,835,342)	(322,529)
SPECIAL LEVIES/GRANTS-IN-LIEU	**(255,212)**	**(257,812)**	**(286,915)**	**(1,835,342)**	**(322,529)**
RENTALS & LEASES					
- Haldi House Room Rental Revenue	(68,760)	-	-	-	-
RENTALS & LEASES	**(68,760)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation Adjustment	(78,605)	-	-	-	-
OTHER REVENUE	**(78,605)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(402,577)**	**(257,812)**	**(286,915)**	**(1,835,342)**	**(322,529)**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	19,791	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	10,644	-	-	-	-
- Haldi House Wages	63,572	(2,326)	(1,678)	(1,349)	(1,376)
SALARY, WAGES & BENEFITS	**94,007**	**(2,326)**	**(1,678)**	**(1,349)**	**(1,376)**
REGIONAL COLLECTIONS/CHARGES					
- Fraser Valley Regional Library	256,093	225,735	227,768	1,817,778	304,476
REGIONAL COLLECTIONS/CHARGES	**256,093**	**225,735**	**227,768**	**1,817,778**	**304,476**
INSURANCE					
- Insurance Premiums	(7,148)	3,885	4,274	4,701	5,171
INSURANCE	**(7,148)**	**3,885**	**4,274**	**4,701**	**5,171**
INTERNAL CHARGES & RECOVERIES					
- Library Recovery	(33,913)	3,650	3,723	3,797	3,873
INTERNAL CHARGES & RECOVERIES	**(33,913)**	**3,650**	**3,723**	**3,797**	**3,873**
TRANSFER TO RESERVES					
- Transfer to Library Reserve	(60,000)	-	-	-	-
TRANSFER TO RESERVES	**(60,000)**	**-**	**-**	**-**	**-**
OTHER SUPPLIES AND EXPENSES					
- Library Lease - Brookswood	40,466	3,621	3,730	3,842	3,957
- Library Lease - Murrayville	52,566	24,806	51,694	9,925	10,223
OTHER SUPPLIES AND EXPENSES	**93,032**	**28,427**	**55,424**	**13,767**	**14,180**
FISCAL SERVICES	**62,656**	**66,547**	**41,517**	**47,739**	**41,086**
EXPENSE ADJUSTMENTS	**404,727**	**325,918**	**331,028**	**1,886,433**	**367,410**
NET NON-DISCRETIONARY ADJUSTMENTS	**2,150**	**68,106**	**44,113**	**51,091**	**44,881**

TOWNSHIP OF LANGLEY
FACILITY MAINTENANCE
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		37,328	(21,755,710)		(22,199,605)		(36,007,253)		(39,046,582)		(42,070,912)
Property Tax from New Growth		(326,336)	(326,336)	(332,994)	(332,994)	(540,109)	(540,109)	(585,699)	(585,699)	(631,064)	(631,064)
Property Tax Change		(117,559)	(117,559)	(13,474,654)	(13,474,654)	(2,499,220)	(2,499,220)	(2,438,631)	(2,438,631)	(2,316,266)	(2,316,266)
	(21,793,038)	**(406,567)**	**(22,199,605)**	**(13,807,648)**	**(36,007,253)**	**(3,039,329)**	**(39,046,582)**	**(3,024,330)**	**(42,070,912)**	**(2,947,330)**	**(45,018,242)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	(25,000)	-	(25,000)	-	(25,000)	-	(25,000)	-	(25,000)	-	(25,000)
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	(153,103)	(1,537)	(154,640)	(1,273)	(155,913)	(1,328)	(157,241)	(1,384)	(158,625)	1,442	(157,183)
Sales of Services	(3,500)	-	(3,500)	-	(3,500)	-	(3,500)	-	(3,500)	-	(3,500)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	599,672	(1,040,603)	(440,931)	-	(440,931)	-	(440,931)	-	(440,931)	-	(440,931)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(6,452,248)	(3,441,665)	(9,893,913)	9,892,124	(1,789)	-	(1,789)	-	(1,789)	-	(1,789)
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(27,827,217)**	**(4,890,372)**	**(32,717,589)**	**(3,916,797)**	**(36,634,386)**	**(3,040,657)**	**(39,675,043)**	**(3,025,714)**	**(42,700,757)**	**(2,945,888)**	**(45,646,645)**
EXPENSE											
Salaries, Wages & Benefits	8,960,543	310,181	9,270,724	378,559	9,649,283	-	9,649,283	-	9,649,283	-	9,649,283
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	5,852,108	353,699	6,205,807	613,371	6,819,178	130,000	6,949,178	40,000	6,989,178	40,000	7,029,178
Consulting and Professional Services	100,000	-	100,000	-	100,000	-	100,000	-	100,000	-	100,000
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	6,800	-	6,800	-	6,800	-	6,800	-	6,800	-	6,800
Equipment and Vehicle Rental	263,334	16,458	279,792	9,756	289,548	10,100	299,648	10,448	310,096	10,824	320,920
Communication and Technology	28,167	32,500	60,667	3,500	64,167	3,500	67,667	3,500	71,167	3,500	74,667
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	1,147,128	57,400	1,204,528	43,375	1,247,903	-	1,247,903	-	1,247,903	-	1,247,903
Utility User Fees	2,978,442	127,275	3,105,717	437,883	3,543,600	121,849	3,665,449	127,078	3,792,527	132,531	3,925,058
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	6,539,883	4,665,451	11,205,334	1,665,312	12,870,646	1,665,312	14,535,958	1,665,312	16,201,270	1,665,312	17,866,582
Internal Charges & Recoveries	(220,155)	34,404	(185,751)	-	(185,751)	-	(185,751)	-	(185,751)	-	(185,751)
Transfer to Own Funds	2,079,670	(1,019,780)	1,059,890	402,328	1,462,218	902,922	2,365,140	938,852	3,303,992	887,398	4,191,390
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	91,297	312,784	404,081	362,713	766,794	206,974	973,768	240,524	1,214,292	206,323	1,420,615
TOTAL EXPENSE	**27,827,217**	**4,890,372**	**32,717,589**	**3,916,797**	**36,634,386**	**3,040,657**	**39,675,043**	**3,025,714**	**42,700,757**	**2,945,888**	**45,646,645**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
FACILITY MAINTENANCE - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
SERVICE COST SHARING					
- RCMP Cost Sharing	(1,537)	(1,273)	(1,328)	(1,384)	1,442
SERVICE COST SHARING	**(1,537)**	**(1,273)**	**(1,328)**	**(1,384)**	**1,442**
OTHER REVENUE					
- Internal Allocation - Grant funding	(4,288)	-	-	-	-
- Internal Allocation Adjustment	(1,036,315)	-	-	-	-
OTHER REVENUE	**(1,040,603)**	**-**	**-**	**-**	**-**
TRANSFER FROM OWN FUNDS					
- Transfer from Reserves	(3,441,665)	9,892,124	-	-	-
TRANSFER FROM OWN FUNDS	**(3,441,665)**	**9,892,124**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(4,483,805)**	**9,890,851**	**(1,328)**	**(1,384)**	**1,442**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	78,936	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	(5,906)	-	-	-	-
- Reclass of Facility Operations and Maintenance Supervisors	41,460	-	-	-	-
- Reclass of Wages	2,311	-	-	-	-
- Various Recreation and Community centres	179,850	179,850	-	-	-
- Smith Athletic Park (SAP)	-	198,709	-	-	-
- Operating Impact from ToL Capital Construction	13,530	-	-	-	-
SALARY, WAGES & BENEFITS	**310,181**	**378,559**	**-**	**-**	**-**
SERVICE AND MAINTENANCE CONTRACTS					
- Electric Vehicle Charging Stations Inspections	4,000	2,000	2,000	2,000	2,000
- Exterior Envelope Maintenance and Remediation	-	25,000	25,000	-	-
- Facilities Capital Renewal Program	-	17,500	17,500	17,500	17,500
- Facility Condition Assessment	-	15,500	15,500	15,500	15,500
- Fire Hall #5 (new building)	72,375	24,125	-	-	-
- Haldi House (new building)	24,250	24,250	-	-	-
- Ice & Dry Floor Arenas	240,354	336,496	-	-	-
- Interior Floor Maintenance and Remediation	-	25,000	25,000	-	-
- Janitorial - Annual Contractual Increases	26,602	-	-	-	-
- Janitorial Services Contract (Airport)	27,000	-	-	-	-
- LEC - Refrigeration Contract	-	5,000	5,000	5,000	5,000
- Pool Filter Rebuild	-	25,000	25,000	-	-
- Preventative Initiatives	-	15,000	15,000	-	-
- Smith Athletic Park (SAP)	-	98,500	-	-	-
- Salishan (Museum)	(41,500)	-	-	-	-
- Operating Impact from ToL Capital Construction	618	-	-	-	-
SERVICE AND MAINTENANCE CONTRACTS	**353,699**	**613,371**	**130,000**	**40,000**	**40,000**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	2,433	2,988	3,058	3,130	3,208
- Equipment and Vehicle Rental - Internal (Hourly)	8,766	6,768	7,042	7,318	7,616
- Operating Impact from ToL Capital Construction	5,259	-	-	-	-
EQUIPMENT & VEHICLE RENTAL	**16,458**	**9,756**	**10,100**	**10,448**	**10,824**
COMMUNICATION AND TECHNOLOGY					
- Annual software (Kaizen)	15,000	3,500	3,500	3,500	3,500
- Computer Supplies	17,500	-	-	-	-
COMMUNICATION AND TECHNOLOGY	**32,500**	**3,500**	**3,500**	**3,500**	**3,500**
MATERIALS & SUPPLIES					
- Fire Hall #5 (new building)	12,375	4,125	-	-	-
- Food Service Trucks	22,000	-	-	-	-
- Haldi House (new building)	4,750	4,750	-	-	-
- Janitorial - Annual Contractual Increases	8,500	-	-	-	-
- Materials, Supplies & Equipment (Parks)	9,775	-	-	-	-
- Smith Athletic Park (SAP)	-	34,500	-	-	-
MATERIALS & SUPPLIES	**57,400**	**43,375**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
FACILITY MAINTENANCE - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
UTILITY USER FEES					
- Electricity	64,316	66,725	69,230	71,825	74,517
- Natural Gas	74,242	50,116	52,619	55,253	58,014
- Fire Hall #5 (new building)	24,375	8,125	-	-	-
- Haldi House (new building)	8,250	8,250	-	-	-
- Ice & Dry Floor Arenas- Electricity	125,000	175,000	-	-	-
- Ice & Dry Floor Arenas- Gas	8,333	11,667	-	-	-
- Ice & Dry Floor Arenas- Water/Sewer	25,000	35,000	-	-	-
- Smith Athletic Park (SAP) - Electricity	-	75,000	-	-	-
- Smith Athletic Park (SAP) - Gas	-	8,000	-	-	-
- Salishan (Museum)	(7,500)	-	-	-	-
- Various Locations Reduction	(200,000)	-	-	-	-
- Operating Impact from ToL Capital Construction	5,259	-	-	-	-
UTILITY USER FEES	**127,275**	**437,883**	**121,849**	**127,078**	**132,531**
DEBT PRINCIPAL AND INTEREST					
- DEBTMFA-6127	1,223,786	-	-	-	-
- DEBTMFA-6078	1,197,811	-	-	-	-
- DEBTMFA-6079	770,297	-	-	-	-
- DEBTMFA-5968	2,284,148	-	-	-	-
- DEBTMFA-6038	(556,000)	-	-	-	-
- DEBTMFA-WIP	(254,591)	-	-	-	-
- Debt Provision	-	1,665,312	1,665,312	1,665,312	1,665,312
DEBT PRINCIPAL AND INTEREST	**4,665,451**	**1,665,312**	**1,665,312**	**1,665,312**	**1,665,312**
INTERNAL CHARGES & RECOVERIES					
- Library Recovery	33,913	-	-	-	-
- Shop Overhead Recovery	491	-	-	-	-
INTERNAL CHARGES & RECOVERIES	**34,404**	**-**	**-**	**-**	**-**
TRANSFER TO RESERVES					
- Transfer to Capital Projects Reserve	(244,780)	-	458,012	458,012	887,398
- Transfer to Facilities Renewal Reserve	(775,000)	402,328	444,910	480,840	-
TRANSFER TO RESERVES	**(1,019,780)**	**402,328**	**902,922**	**938,852**	**887,398**
OTHER SUPPLIES AND EXPENSES					
- Vehicle Allowance Adjustment	(8,014)	-	-	-	-
- Membership	7,500	3,000	3,000	3,000	3,000
OTHER SUPPLIES AND EXPENSES	**(514)**	**3,000**	**3,000**	**3,000**	**3,000**
FISCAL SERVICES	**313,298**	**359,713**	**203,974**	**237,524**	**203,323**
EXPENSE ADJUSTMENTS	**4,890,372**	**3,916,797**	**3,040,657**	**3,025,714**	**2,945,888**
NET NON-DISCRETIONARY ADJUSTMENTS	**406,567**	**13,807,648**	**3,039,329**	**3,024,330**	**2,947,330**

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TOWNSHIP OF LANGLEY

GENERAL GOVERNMENT (Includes CORPORATE ADMIN., HUMAN RESOURCES, FINANCE, COMMUNITY DEVELOPMENT, and FISCAL)

2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		59,499	(28,847,793)	-	(31,191,186)	-	(44,850,884)	-	(47,714,761)	-	(50,130,926)
Property Tax from New Growth		(432,716)	(432,716)	(467,867)	(467,867)	(672,764)	(672,764)	(715,721)	(715,721)	(751,964)	(751,964)
Property Tax Change		(1,910,677)	(1,910,677)	(13,191,831)	(13,191,831)	(2,191,113)	(2,191,113)	(1,700,444)	(1,700,444)	(2,356,508)	(2,356,508)
	(28,907,292)	**(2,283,894)**	**(31,191,186)**	**(13,659,698)**	**(44,850,884)**	**(2,863,877)**	**(47,714,761)**	**(2,416,165)**	**(50,130,926)**	**(3,108,472)**	**(53,239,398)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	(5,062,498)	(50,000)	(5,112,498)	-	(5,112,498)	-	(5,112,498)	-	(5,112,498)	-	(5,112,498)
Government Grants	(638,000)	(12,160)	(650,160)	-	(650,160)	-	(650,160)	-	(650,160)	-	(650,160)
Service Cost Recoveries	(205,647)	27,120	(178,527)	-	(178,527)	-	(178,527)	-	(178,527)	-	(178,527)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(449,145)	(35,000)	(484,145)	-	(484,145)	-	(484,145)	-	(484,145)	-	(484,145)
Rentals and Leases	(972,508)	(106,557)	(1,079,065)	(13,460)	(1,092,525)	(13,729)	(1,106,254)	(14,004)	(1,120,258)	(14,284)	(1,134,542)
Permit and License Fees	(11,102,953)	(275,000)	(11,377,953)	-	(11,377,953)	-	(11,377,953)	-	(11,377,953)	-	(11,377,953)
Development Revenue	(4,263,932)	-	(4,263,932)	-	(4,263,932)	-	(4,263,932)	-	(4,263,932)	-	(4,263,932)
Investment Income	(2,548,993)	-	(2,548,993)	-	(2,548,993)	-	(2,548,993)	-	(2,548,993)	-	(2,548,993)
Other Revenue	9,229,056	1,676,517	10,905,573	-	10,905,573	-	10,905,573	-	10,905,573	-	10,905,573
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	(9,152,586)	(784,551)	(9,937,137)	(894,025)	(10,831,162)	(947,298)	(11,778,460)	(535,814)	(12,314,274)	(465,675)	(12,779,949)
Transfer from Own Funds	(14,231,147)	(1,693,483)	(15,924,630)	10,446,808	(5,477,822)	-	(5,477,822)	-	(5,477,822)	(733,483)	(6,211,305)
External Unidentified Revenue	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)
TOTAL REVENUE	**(68,805,645)**	**(3,537,008)**	**(72,342,653)**	**(4,120,375)**	**(76,463,028)**	**(3,824,904)**	**(80,287,932)**	**(2,965,983)**	**(83,253,915)**	**(4,321,914)**	**(87,575,829)**
EXPENSE											
Salaries, Wages & Benefits	38,164,268	1,274,019	39,438,287	140,957	39,579,244	35,000	39,614,244	35,000	39,649,244	158,295	39,807,539
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	2,155,973	(18,752)	2,137,221	179,932	2,317,153	10,131	2,327,284	10,333	2,337,617	15,892	2,353,509
Consulting and Professional Services	1,658,964	15,808	1,674,772	(41,190)	1,633,582	8,750	1,642,332	8,750	1,651,082	300,098	1,951,180
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	30,000	-	30,000	-	30,000	-	30,000	-	30,000	-	30,000
Equipment and Vehicle Rental	500,885	117,270	618,155	22,516	640,671	23,393	664,064	24,304	688,368	25,279	713,647
Communication and Technology	3,906,772	298,363	4,205,135	345,377	4,550,512	241,885	4,792,397	251,383	5,043,780	447,195	5,490,975
Insurance	1,684,448	216,926	1,901,374	188,812	2,090,186	207,667	2,297,853	228,407	2,526,260	251,220	2,777,480
Materials and Supplies	549,421	44,406	593,827	7,750	601,577	-	601,577	-	601,577	46,223	647,800
Utility User Fees	49,984	23,859	73,843	22,717	96,560	2,832	99,392	2,952	102,344	3,078	105,422
Municipal Grants	1,237,775	67,660	1,305,435	-	1,305,435	-	1,305,435	-	1,305,435	-	1,305,435
Debt Principal and Interest	13,753,167	1,744,305	15,497,472	1,665,312	17,162,784	1,665,312	18,828,096	1,665,312	20,493,408	1,665,312	22,158,720
Internal Charges & Recoveries	10,000	(11,435)	(1,435)	-	(1,435)	-	(1,435)	-	(1,435)	-	(1,435)
Transfer to Own Funds	1,660,216	(74,718)	1,585,498	183,371	1,768,869	233,362	2,002,231	233,362	2,235,593	452,139	2,687,732
External Unidentified	500,000	-	500,000	-	500,000	-	500,000	-	500,000	-	500,000
Other Supplies and Expense	2,943,772	(160,703)	2,783,069	1,404,821	4,187,890	1,396,572	5,584,462	506,180	6,090,642	957,183	7,047,825
TOTAL EXPENSE	**68,805,645**	**3,537,008**	**72,342,653**	**4,120,375**	**76,463,028**	**3,824,904**	**80,287,932**	**2,965,983**	**83,253,915**	**4,321,914**	**87,575,829**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

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TOWNSHIP OF LANGLEY
CORPORATE ADMINISTRATION
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		30,553	(17,807,411)		(18,666,129)		(32,035,117)		(34,504,229)		(37,032,333)
Property Tax from New Growth		(267,111)	(267,111)	(279,992)	(279,992)	(480,527)	(480,527)	(517,563)	(517,563)	(555,485)	(555,485)
Property Tax Change		(591,607)	(591,607)	(13,088,996)	(13,088,996)	(1,988,585)	(1,988,585)	(2,010,541)	(2,010,541)	(2,151,191)	(2,151,191)
	(17,837,964)	**(828,165)**	**(18,666,129)**	**(13,368,988)**	**(32,035,117)**	**(2,469,112)**	**(34,504,229)**	**(2,528,104)**	**(37,032,333)**	**(2,706,676)**	**(39,739,009)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	(638,000)	(12,160)	(650,160)	-	(650,160)	-	(650,160)	-	(650,160)	-	(650,160)
Service Cost Recoveries	(20,800)	-	(20,800)	-	(20,800)	-	(20,800)	-	(20,800)	-	(20,800)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(76,135)	-	(76,135)	-	(76,135)	-	(76,135)	-	(76,135)	-	(76,135)
Rentals and Leases	(972,508)	(106,557)	(1,079,065)	(13,460)	(1,092,525)	(13,729)	(1,106,254)	(14,004)	(1,120,258)	(14,284)	(1,134,542)
Permit and License Fees	(91,952)	(15,000)	(106,952)	-	(106,952)	-	(106,952)	-	(106,952)	-	(106,952)
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(2,309,991)	(45,891)	(2,355,882)	-	(2,355,882)	-	(2,355,882)	-	(2,355,882)	-	(2,355,882)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(8,757,637)	(1,688,893)	(10,446,530)	10,446,808	278	-	278	-	278	(733,483)	(733,205)
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(30,704,987)**	**(2,696,666)**	**(33,401,653)**	**(2,935,640)**	**(36,337,293)**	**(2,482,841)**	**(38,820,134)**	**(2,542,108)**	**(41,362,242)**	**(3,454,443)**	**(44,816,685)**
EXPENSE											
Salaries, Wages & Benefits	13,017,045	261,759	13,278,804	-	13,278,804	-	13,278,804	-	13,278,804	123,295	13,402,099
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	1,207,875	67,548	1,275,423	179,932	1,455,355	10,131	1,465,486	10,333	1,475,819	15,892	1,491,711
Consulting and Professional Services	717,148	-	717,148	-	717,148	-	717,148	-	717,148	291,348	1,008,496
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	41,316	2,279	43,595	1,760	45,355	1,830	47,185	1,904	49,089	2,004	51,093
Communication and Technology	3,735,890	276,613	4,012,503	363,647	4,376,150	241,685	4,617,835	251,183	4,869,018	446,995	5,316,013
Insurance	-	16,575	16,575	332	16,907	339	17,246	346	17,592	353	17,945
Materials and Supplies	244,193	-	244,193	7,750	251,943	-	251,943	-	251,943	46,223	298,166
Utility User Fees	48,556	22,859	71,415	22,717	94,132	2,832	96,964	2,952	99,916	3,078	102,994
Municipal Grants	1,237,775	67,660	1,305,435	-	1,305,435	-	1,305,435	-	1,305,435	-	1,305,435
Debt Principal and Interest	8,757,757	1,739,715	10,497,472	1,665,312	12,162,784	1,665,312	13,828,096	1,665,312	15,493,408	1,665,312	17,158,720
Internal Charges & Recoveries	-	(11,435)	(11,435)	-	(11,435)	-	(11,435)	-	(11,435)	-	(11,435)
Transfer to Own Funds	699,988	(74,718)	625,270	183,371	808,641	233,362	1,042,003	233,362	1,275,365	452,139	1,727,504
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	997,444	327,811	1,325,255	510,819	1,836,074	327,350	2,163,424	376,716	2,540,140	407,804	2,947,944
TOTAL EXPENSE	**30,704,987**	**2,696,666**	**33,401,653**	**2,935,640**	**36,337,293**	**2,482,841**	**38,820,134**	**2,542,108**	**41,362,242**	**3,454,443**	**44,816,685**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
CORPORATE ADMINISTRATION - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
GOVERNMENT GRANTS					
- Hotel Tax - Provincial	(12,160)	-	-	-	-
GOVERNMENT GRANTS	**(12,160)**	**-**	**-**	**-**	**-**
RENTALS & LEASES					
- Residential Lease Revenue	(10,567)	-	-	-	-
- Commercial Lease Revenue	119,010	(13,460)	(13,729)	(14,004)	(14,284)
- Reallocate Civic Leases Budget	(215,000)	-	-	-	-
RENTALS & LEASES	**(106,557)**	**(13,460)**	**(13,729)**	**(14,004)**	**(14,284)**
PERMIT & LICENSE FEES					
- Reallocate Filming Donation Revenue to Fees	(15,000)	-	-	-	-
PERMIT & LICENSE FEES	**(15,000)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Reallocate Filming Donation Revenue to Fees	15,000	-	-	-	-
- Internal Allocation Adjustment	(60,891)	-	-	-	-
OTHER REVENUE	**(45,891)**	**-**	**-**	**-**	**-**
TRANSFER FROM OWN FUNDS					
- Election 2030	-	-	-	-	(733,483)
- Transfer from Reserves	(1,688,893)	10,446,808	-	-	-
TRANSFER FROM OWN FUNDS	**(1,688,893)**	**10,446,808**	**-**	**-**	**(733,483)**
REVENUE ADJUSTMENTS	**(1,868,501)**	**10,433,348**	**(13,729)**	**(14,004)**	**(747,767)**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	169,579	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	92,180	-	-	-	-
- Election 2030	-	-	-	-	123,295
SALARY, WAGES & BENEFITS	**261,759**	**-**	**-**	**-**	**123,295**
SERVICE AND MAINTENANCE CONTRACTS					
- Youth Family Services Contract Increase	9,031	9,212	9,396	9,584	9,776
- Aldergrove Parkade	-	170,000	-	-	-
- Security for Council Meetings / Civic Building	2,500	-	-	-	-
- Records Management shredding - inflation increase	20,000	-	-	-	-
- Arctic Wolf Security Operations Centre	36,017	720	735	749	764
- Election 2030	-	-	-	-	5,352
SERVICE AND MAINTENANCE CONTRACTS	**67,548**	**179,932**	**10,131**	**10,333**	**15,892**
CONSULTING AND LEGAL SERVICES					
- Election 2030	-	-	-	-	291,348
CONSULTING AND LEGAL SERVICES	**-**	**-**	**-**	**-**	**291,348**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	2,279	1,760	1,830	1,904	1,980
- Election 2030	-	-	-	-	24
EQUIPMENT & VEHICLE RENTAL	**2,279**	**1,760**	**1,830**	**1,904**	**2,004**
COMMUNICATION AND TECHNOLOGY					
- Palo Alto - firewalls for LEC (new)	75,090	1,502	1,532	1,562	1,594
- Xplor/PerfectMind - contract increase	-	1,712	34	35	36
- NetApp - maintenance/support increase	-	32,911	658	671	685
- Palo Alto - firewalls for TOL	17,752	355	362	369	377
- Ameresco Asset Planner - cost increase	-	7,750	155	158	161
- AutoTURN - cost increase	-	1,205	24	25	25
- Bids & Tenders - cost increase	1,699	34	35	35	36
- Clobba - Phone system reporting increase usage	-	9,082	182	185	189
- Cludo TOL website search - cost increase	-	4,053	81	83	84
- DocuSign - increase use and cost	-	3,561	71	73	74
- Esri ArcGIS - cost increase	-	3,456	69	71	72
- Genetec ALPR (license plate reader) - cost increase	-	2,232	45	46	46
- Infor IPS - increase in usage and cost	-	19,337	387	394	402
- Jamf Connect - increase in iOS devices to manage and secure	-	16,685	334	340	347
- Kitcast digital signage - cost increase	-	600	12	12	12
- Microsurvey CAD - cost increase	2,242	45	46	47	48
- Mpowered FieldPro bylaw ticketing system - cost increase	-	1,277	26	26	27
- Njoyn online HR applicant tracking -cost increase	1,124	22	23	23	24
- SolarWinds - network/systems monitoring cost increase	-	2,150	43	44	45
- Sophos anti-virus cost increase	1,065	21	22	22	23
- SurveyMonkey Enterprise online surverys - cost increase	-	1,359	27	28	28
- Tempest - cost increase	-	7,764	155	158	162
- Tenable IO vulnerability scanner usage and cost increase	-	18,591	372	379	387
- Unit ERP - increase for Cloud migration	76,454	1,529	1,560	1,591	1,623

Township of Langley
FIVE YEAR OPERATING PLAN
CORPORATE ADMINISTRATION - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
- Unit ERP - desktop licenses for Cloud	51,778	1,036	1,056	1,077	1,099
- VMWare server virtualization - cost increase	46,309	926	945	964	983
- Rogers - internet service for Derek Doubleday Arboretum	2,600	52	53	54	55
- IT Maintenance/Support Contracts - Annual Increases	-	224,400	233,376	242,711	252,419
- Reallocate Civic Leases Budget	500	-	-	-	-
- Election 2030	-	-	-	-	185,932
COMMUNICATION AND TECHNOLOGY	**276,613**	**363,647**	**241,685**	**251,183**	**446,995**
INSURANCE					
- Reallocate Civic Leases Budget	16,575	-	-	-	-
- Insurance Increase	-	332	339	346	353
INSURANCE	**16,575**	**332**	**339**	**346**	**353**
MATERIALS & SUPPLIES					
- Aldergrove Parkade	-	7,750	-	-	-
- Election 2030	-	-	-	-	46,223
MATERIALS & SUPPLIES	**-**	**7,750**	**-**	**-**	**46,223**
UTILITY USER FEES					
- Electricity	11,825	1,614	1,674	1,736	1,801
- Natural Gas	5,034	1,103	1,158	1,216	1,277
- Aldergrove Parkade - Electricity	-	20,000	-	-	-
- Courier costs for Council meeting packages	6,000	-	-	-	-
UTILITY USER FEES	**22,859**	**22,717**	**2,832**	**2,952**	**3,078**
MUNICIPAL GRANTS					
- Hotel Tax - Provincial	12,160	-	-	-	-
- Langley Arts Council Grant, preapproved July 14/25	25,000	-	-	-	-
- Dry Grad Grant, approved Oct 6/25 Reg Mtg	13,500	-	-	-	-
- Sassy Reception Awards Grant, approved July 21/25	2,000	-	-	-	-
- Remembrance Day Community Grant ($5K X 3)	15,000	-	-	-	-
MUNICIPAL GRANTS	**67,660**	**-**	**-**	**-**	**-**
DEBT PRINCIPAL AND INTEREST					
- DEBTMFA-6011	868,209	-	-	-	-
- DEBTMFA-6085	363,026	-	-	-	-
- DEBTMFA-6080	656,631	-	-	-	-
- DEBTMFA-5508	50,824	-	-	-	-
- DEBTMFA-5508	10,521	-	-	-	-
- DEBTMFA-5509	162,306	-	-	-	-
- Debt Provision	(371,802)	1,665,312	1,665,312	1,665,312	1,665,312
DEBT PRINCIPAL AND INTEREST	**1,739,715**	**1,665,312**	**1,665,312**	**1,665,312**	**1,665,312**
INTERNAL CHARGES & RECOVERIES					
- Reallocate Civic Leases Budget	(11,435)	-	-	-	-
INTERNAL CHARGES & RECOVERIES	**(11,435)**	**-**	**-**	**-**	**-**
TRANSFER TO RESERVES					
- Transfer to IT Reserve, council report 24-39 File IT 1070-01	50,000	-	-	-	-
- Transfer to Capital Projects Reserve	(124,718)	-	233,362	233,362	452,139
- Election 2027-2030 contribution	-	183,371	-	-	-
TRANSFER TO RESERVES	**(74,718)**	**183,371**	**233,362**	**233,362**	**452,139**
OTHER SUPPLIES AND EXPENSES					
- Canada Post Rates - inflation Increase	4,536	2,471	2,520	2,570	2,621
- Election 2030 - Advertising	-	-	-	-	9,803
- Election 2030 - Postage	-	-	-	-	71,506
- United Churches - Parking; preapproved July 7/25 E.2	15,000	-	-	-	-
- Property Rental Municipal Tax	25,000	25,000	25,000	25,000	25,000
- Reallocate Civic Leases Budget	73,883	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**118,419**	**27,471**	**27,520**	**27,570**	**108,930**
FISCAL SERVICES	**209,392**	**483,348**	**299,830**	**349,146**	**298,874**
EXPENSE ADJUSTMENTS	**2,696,666**	**2,935,640**	**2,482,841**	**2,542,108**	**3,454,443**
NET NON-DISCRETIONARY ADJUSTMENTS	**828,165**	**13,368,988**	**2,469,112**	**2,528,104**	**2,706,676**

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TOWNSHIP OF LANGLEY
HUMAN RESOURCES
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		5,094	(2,968,687)		(3,148,088)		(3,258,116)		(3,327,629)		(3,405,878)
Property Tax from New Growth		(44,530)	(44,530)	(47,221)	(47,221)	(48,872)	(48,872)	(49,914)	(49,914)	(51,088)	(51,088)
Property Tax Change		(134,871)	(134,871)	(62,807)	(62,807)	(20,641)	(20,641)	(28,335)	(28,335)	(16,948)	(16,948)
	(2,973,781)	**(174,307)**	**(3,148,088)**	**(110,028)**	**(3,258,116)**	**(69,513)**	**(3,327,629)**	**(78,249)**	**(3,405,878)**	**(68,036)**	**(3,473,914)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	(147,527)	-	(147,527)	-	(147,527)	-	(147,527)	-	(147,527)	-	(147,527)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	-	-	-	-	-	-	-	-	-	-	-
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	(365,077)	(60,265)	(425,342)	-	(425,342)	-	(425,342)	-	(425,342)	-	(425,342)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(3,486,385)**	**(234,572)**	**(3,720,957)**	**(110,028)**	**(3,830,985)**	**(69,513)**	**(3,900,498)**	**(78,249)**	**(3,978,747)**	**(68,036)**	**(4,046,783)**
EXPENSE											
Salaries, Wages & Benefits	2,950,076	95,810	3,045,886	-	3,045,886	-	3,045,886	-	3,045,886	-	3,045,886
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	6,300	17,625	23,925	-	23,925	-	23,925	-	23,925	-	23,925
Consulting and Professional Services	111,150	20,000	131,150	-	131,150	-	131,150	-	131,150	-	131,150
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	-	-	-	-	-	-	-	-	-	-	-
Communication and Technology	24,310	2,770	27,080	-	27,080	-	27,080	-	27,080	-	27,080
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	148,120	-	148,120	-	148,120	-	148,120	-	148,120	-	148,120
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	10,000	-	10,000	-	10,000	-	10,000	-	10,000	-	10,000
Transfer to Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	236,429	98,367	334,796	110,028	444,824	69,513	514,337	78,249	592,586	68,036	660,622
TOTAL EXPENSE	**3,486,385**	**234,572**	**3,720,957**	**110,028**	**3,830,985**	**69,513**	**3,900,498**	**78,249**	**3,978,747**	**68,036**	**4,046,783**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
HUMAN RESOURCES - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
OTHER REVENUE					
- Internal Allocation Adjustment	(60,265)	-	-	-	-
OTHER REVENUE	**(60,265)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(60,265)**	**-**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	78,922	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	(6,226)	-	-	-	-
- Auxiliary support	23,114	-	-	-	-
SALARY, WAGES & BENEFITS	**95,810**	**-**	**-**	**-**	**-**
SERVICE AND MAINTENANCE CONTRACTS					
- CUPE Grievances Contract	17,625	-	-	-	-
SERVICE AND MAINTENANCE CONTRACTS	**17,625**	**-**	**-**	**-**	**-**
CONSULTING AND LEGAL SERVICES					
- Occupational Health Nursing Services	20,000	-	-	-	-
CONSULTING AND LEGAL SERVICES	**20,000**	**-**	**-**	**-**	**-**
COMMUNICATION AND TECHNOLOGY					
- Working Alone Telephone Service	2,770	-	-	-	-
COMMUNICATION AND TECHNOLOGY	**2,770**	**-**	**-**	**-**	**-**
OTHER SUPPLIES AND EXPENSES					
- Vehicle Allowance Adjustment	(2,160)	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**(2,160)**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**100,527**	**110,028**	**69,513**	**78,249**	**68,036**
EXPENSE ADJUSTMENTS	**234,572**	**110,028**	**69,513**	**78,249**	**68,036**
NET NON-DISCRETIONARY ADJUSTMENTS	**174,307**	**110,028**	**69,513**	**78,249**	**68,036**

TOWNSHIP OF LANGLEY
FINANCE
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		20,589	(6,169,807)		(6,581,870)		(6,974,886)		(7,313,607)		(7,690,981)
Property Tax from New Growth		(92,547)	(92,547)	(98,728)	(98,728)	(104,623)	(104,623)	(109,704)	(109,704)	(115,365)	(115,365)
Property Tax Change		(319,516)	(319,516)	(294,288)	(294,288)	(234,098)	(234,098)	(267,670)	(267,670)	(265,529)	(265,529)
	(6,190,396)	**(391,474)**	**(6,581,870)**	**(393,016)**	**(6,974,886)**	**(338,721)**	**(7,313,607)**	**(377,374)**	**(7,690,981)**	**(380,894)**	**(8,071,875)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	(3,200)	-	(3,200)	-	(3,200)	-	(3,200)	-	(3,200)	-	(3,200)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(281,531)	-	(281,531)	-	(281,531)	-	(281,531)	-	(281,531)	-	(281,531)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	(286,236)	-	(286,236)	-	(286,236)	-	(286,236)	-	(286,236)	-	(286,236)
Other Revenue	(754,437)	(144,092)	(898,529)	-	(898,529)	-	(898,529)	-	(898,529)	-	(898,529)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(7,515,800)**	**(535,566)**	**(8,051,366)**	**(393,016)**	**(8,444,382)**	**(338,721)**	**(8,783,103)**	**(377,374)**	**(9,160,477)**	**(380,894)**	**(9,541,371)**
EXPENSE											
Salaries, Wages & Benefits	5,353,832	136,232	5,490,064	-	5,490,064	-	5,490,064	-	5,490,064	-	5,490,064
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	51,538	-	51,538	-	51,538	-	51,538	-	51,538	-	51,538
Consulting and Professional Services	278,080	-	278,080	8,810	286,890	8,750	295,640	8,750	304,390	8,750	313,140
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	8,073	446	8,519	344	8,863	358	9,221	372	9,593	387	9,980
Communication and Technology	26,350	-	26,350	200	26,550	200	26,750	200	26,950	200	27,150
Insurance	1,684,448	200,351	1,884,799	188,480	2,073,279	207,328	2,280,607	228,061	2,508,668	250,867	2,759,535
Materials and Supplies	37,253	22,000	59,253	-	59,253	-	59,253	-	59,253	-	59,253
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer to Own Funds	-	-	-	-	-	-	-	-	-	-	-
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	76,226	176,537	252,763	195,182	447,945	122,085	570,030	139,991	710,021	120,690	830,711
TOTAL EXPENSE	**7,515,800**	**535,566**	**8,051,366**	**393,016**	**8,444,382**	**338,721**	**8,783,103**	**377,374**	**9,160,477**	**380,894**	**9,541,371**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
FINANCE - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
OTHER REVENUE					
- Internal Allocation Adjustment	(144,092)	-	-	-	-
OTHER REVENUE	**(144,092)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(144,092)**	**-**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	76,425	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	36,715	-	-	-	-
- Senior Accountant - Annualization	23,092	-	-	-	-
SALARY, WAGES & BENEFITS	**136,232**	**-**	**-**	**-**	**-**
CONSULTING AND LEGAL SERVICES					
- Audit Fees	-	2,560	2,500	2,500	2,500
- Consulting (Agylix - CBS)	-	3,750	3,750	3,750	3,750
- Consulting (Internal Controls Development)	-	2,500	2,500	2,500	2,500
CONSULTING AND LEGAL SERVICES	**-**	**8,810**	**8,750**	**8,750**	**8,750**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Monthly)	446	344	358	372	387
EQUIPMENT & VEHICLE RENTAL	**446**	**344**	**358**	**372**	**387**
COMMUNICATION AND TECHNOLOGY					
- Computer Hardware for New/Early Replacement	-	100	100	100	100
- Mobility Devices - Increases	-	100	100	100	100
COMMUNICATION AND TECHNOLOGY	**-**	**200**	**200**	**200**	**200**
INSURANCE					
- Insurance Premiums	200,351	188,480	207,328	228,061	250,867
INSURANCE	**200,351**	**188,480**	**207,328**	**228,061**	**250,867**
MATERIALS & SUPPLIES					
- Additional Paper for Utilities Billings - Taxes	22,000	-	-	-	-
MATERIALS & SUPPLIES	**22,000**	**-**	**-**	**-**	**-**
OTHER SUPPLIES AND EXPENSES					
- Vehicle Allowance Adjustment	2,160	-	-	-	-
OTHER SUPPLIES AND EXPENSES	**2,160**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**174,377**	**195,182**	**122,085**	**139,991**	**120,690**
EXPENSE ADJUSTMENTS	**535,566**	**393,016**	**338,721**	**377,374**	**380,894**
NET NON-DISCRETIONARY ADJUSTMENTS	**391,474**	**393,016**	**338,721**	**377,374**	**380,894**

TOWNSHIP OF LANGLEY
COMMUNITY DEVELOPMENT
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base		3,263	(1,901,888)		(2,795,099)		(3,424,383)		(3,800,505)		(4,234,845)
Property Tax from New Growth		(28,528)	(28,528)	(41,926)	(41,926)	(51,366)	(51,366)	(57,008)	(57,008)	(63,523)	(63,523)
Property Tax Change		(864,683)	(864,683)	(587,358)	(587,358)	(324,756)	(324,756)	(377,332)	(377,332)	(312,678)	(312,678)
	(1,905,151)	**(889,948)**	**(2,795,099)**	**(629,284)**	**(3,424,383)**	**(376,122)**	**(3,800,505)**	**(434,340)**	**(4,234,845)**	**(376,201)**	**(4,611,046)**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	-	-	-	-	-	-	-	-	-	-	-
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	(34,120)	27,120	(7,000)	-	(7,000)	-	(7,000)	-	(7,000)	-	(7,000)
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(39,979)	(35,000)	(74,979)	-	(74,979)	-	(74,979)	-	(74,979)	-	(74,979)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	(11,011,001)	(260,000)	(11,271,001)	-	(11,271,001)	-	(11,271,001)	-	(11,271,001)	-	(11,271,001)
Development Revenue	(4,263,932)	-	(4,263,932)	-	(4,263,932)	-	(4,263,932)	-	(4,263,932)	-	(4,263,932)
Investment Income	-	-	-	-	-	-	-	-	-	-	-
Other Revenue	530	(214,548)	(214,018)	-	(214,018)	-	(214,018)	-	(214,018)	-	(214,018)
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer from Own Funds	(80,000)	-	(80,000)	-	(80,000)	-	(80,000)	-	(80,000)	-	(80,000)
External Unidentified Revenue	-	-	-	-	-	-	-	-	-	-	-
TOTAL REVENUE	**(17,333,653)**	**(1,372,376)**	**(18,706,029)**	**(629,284)**	**(19,335,313)**	**(376,122)**	**(19,711,435)**	**(434,340)**	**(20,145,775)**	**(376,201)**	**(20,521,976)**
EXPENSE											
Salaries, Wages & Benefits	14,784,728	797,714	15,582,442	105,957	15,688,399	-	15,688,399	-	15,688,399	-	15,688,399
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	803,115	(103,925)	699,190	-	699,190	-	699,190	-	699,190	-	699,190
Consulting and Professional Services	520,142	(4,192)	515,950	(50,000)	465,950	-	465,950	-	465,950	-	465,950
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	30,000	-	30,000	-	30,000	-	30,000	-	30,000	-	30,000
Equipment and Vehicle Rental	451,496	114,545	566,041	20,412	586,453	21,205	607,658	22,028	629,686	22,888	652,574
Communication and Technology	120,222	18,980	139,202	(18,470)	120,732	-	120,732	-	120,732	-	120,732
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	119,855	22,406	142,261	-	142,261	-	142,261	-	142,261	-	142,261
Utility User Fees	1,428	1,000	2,428	-	2,428	-	2,428	-	2,428	-	2,428
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	-	-	-	-	-	-	-	-	-	-	-
Internal Charges & Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer to Own Funds	160,227	-	160,227	-	160,227	-	160,227	-	160,227	-	160,227
External Unidentified	-	-	-	-	-	-	-	-	-	-	-
Other Supplies and Expense	342,440	525,848	868,288	571,385	1,439,673	354,917	1,794,590	412,312	2,206,902	353,313	2,560,215
TOTAL EXPENSE	**17,333,653**	**1,372,376**	**18,706,029**	**629,284**	**19,335,313**	**376,122**	**19,711,435**	**434,340**	**20,145,775**	**376,201**	**20,521,976**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
COMMUNITY DEVELOPMENT - NON-DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
SERVICE COST RECOVERIES					
- Reallocate Revenue	27,120	-	-	-	-
SERVICE COST RECOVERIES	**27,120**	**-**	**-**	**-**	**-**
SALES OF SERVICES					
- Driveway Permits	(35,000)	-	-	-	-
SALES OF SERVICES	**(35,000)**	**-**	**-**	**-**	**-**
PERMIT & LICENSE FEES					
- Dog License Revenue	40,000				
- Building Permit Fee Revenue	(300,000)	-	-	-	-
PERMIT & LICENSE FEES	**(260,000)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation Adjustment	(174,548)	-	-	-	-
- Community Patrol Revenue	(40,000)	-	-	-	-
OTHER REVENUE	**(214,548)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**(482,428)**	**-**	**-**	**-**	**-**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Steps/Increments	302,600	-	-	-	-
- Increases to Benefits (Extended, Dental, Life)	166,834	-	-	-	-
- Annualization of ByLaw Officers (2) - 1 month	18,960	-	-	-	-
- Bylaw Officers (2) - Starting Apil 1st	162,442	52,772	-	-	-
- Annualization of Manager, Building Energy	46,228	-	-	-	-
- Annualization of Building Energy Specialist	46,228	-	-	-	-
SALARY, WAGES & BENEFITS	**743,292**	**52,772**	**-**	**-**	**-**
SERVICE AND MAINTENANCE CONTRACTS					
- Bylaw Officers - Uniform cleaning (new officers)	1,920	-	-	-	-
- LAPS Contract Reduction	(106,805)	-	-	-	-
SERVICE AND MAINTENANCE CONTRACTS	**(104,885)**	**-**	**-**	**-**	**-**
CONSULTING AND LEGAL SERVICES					
- Social Sustainability Strategy - Remove in 2027	-	(50,000)	-	-	-
- LRPAVS AG Viability started in 2014 until 2034	(4,192)	-	-	-	-
CONSULTING AND LEGAL SERVICES	**(4,192)**	**(50,000)**	**-**	**-**	**-**
EQUIPMENT & VEHICLE RENTAL					
- Equipment and Vehicle Rental - Internal (Hourly)	72	56	58	60	63
- Equipment and Vehicle Rental - Internal (Monthly)	24,809	19,156	19,923	20,720	21,552
- Bylaw Officers - Vehicle Rental (New Officers)	29,664	-	-	-	-
- Operating Impact from ToL Capital Program	60,000	1,200	1,224	1,248	1,273
EQUIPMENT & VEHICLE RENTAL	**114,545**	**20,412**	**21,205**	**22,028**	**22,888**
COMMUNICATION AND TECHNOLOGY					
- Bylaw Officers - Hardware and Software (New Officers)	-	(12,610)	-	-	-
- Bylaw Officers - Cell Phone (New Officers)	4,000	-	-	-	-
- Bylaw Officers - Cell Phone charges (New Officers)	1,200	-	-	-	-
- Bylaw Officers - Air Cards for laptops	4,800	-	-	-	-
COMMUNICATION AND TECHNOLOGY	**10,000**	**(12,610)**	**-**	**-**	**-**
MATERIALS & SUPPLIES					
- Bylaw Officers - Safety Vest (safety requirement)	7,200	-	-	-	-
- Bylaw Officers - Uniforms (New Officers)	9,406	-	-	-	-
MATERIALS & SUPPLIES	**16,606**	**-**	**-**	**-**	**-**
UTILITY USER FEES					
- Water/Sewer	1,000	-	-	-	-
UTILITY USER FEES	**1,000**	**-**	**-**	**-**	**-**
FISCAL SERVICES	**521,407**	**567,463**	**352,018**	**409,935**	**350,888**
EXPENSE ADJUSTMENTS	**1,297,773**	**578,037**	**373,223**	**431,963**	**373,776**
NET NON-DISCRETIONARY ADJUSTMENTS	**815,345**	**578,037**	**373,223**	**431,963**	**373,776**

Township of Langley
FIVE YEAR OPERATING PLAN
COMMUNITY DEVELOPMENT - DISCRETIONARY ADJUSTMENTS

	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
REVENUE ADJUSTMENTS	-	-	-	-	-
EXPENSE					
SALARY, WAGES & BENEFITS					
- Bylaw Enforcement Officer, starting July 1/26	54,422	53,185	-	-	
SALARY, WAGES & BENEFITS	**54,422**	**53,185**	-	-	-
SERVICE AND MAINTENANCE CONTRACTS					
- Bylaw Enforcement Officer - Uniform cleaning	960	-	-	-	-
SERVICE AND MAINTENANCE CONTRACTS	**960**	-	-	-	-
COMMUNICATION AND TECHNOLOGY		-	-	-	-
- Bylaw Enforcement Officer - Air cards, cell phone	5,120	(2,000)			
- Bylaw Enforcement Officer - computer	3,860	(3,860)	-	-	-
COMMUNICATION AND TECHNOLOGY	**8,980**	**(5,860)**	-	-	-
MATERIALS & SUPPLIES					
- Bylaw Officer - Uniform (incl. safety vest)	5,800	-	-	-	-
MATERIALS & SUPPLIES	**5,800**	-	-	-	-
FISCAL SERVICES	**4,441**	**3,922**	**2,899**	**2,377**	**2,425**
EXPENSE ADJUSTMENTS	**74,603**	**51,247**	**2,899**	**2,377**	**2,425**
NET DISCRETIONARY ADJUSTMENTS	**74,603**	**51,247**	**2,899**	**2,377**	**2,425**

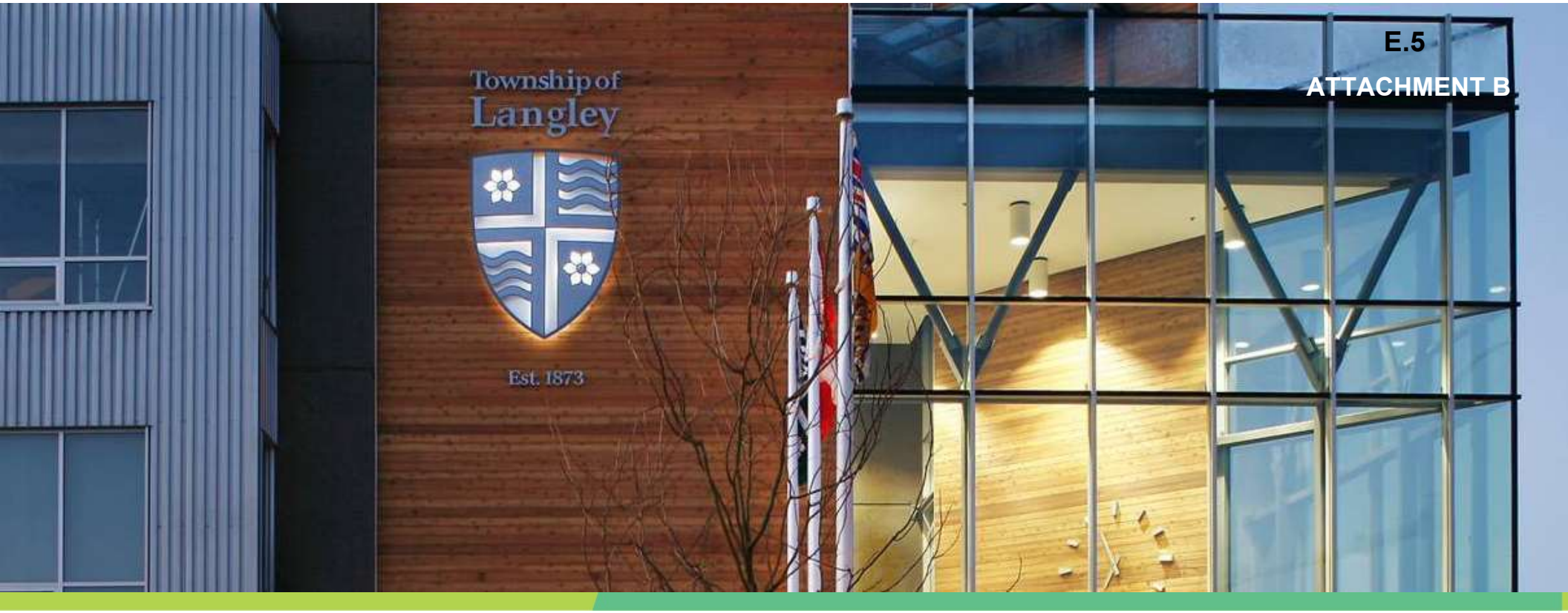
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TOWNSHIP OF LANGLEY
FISCAL
2026-2030 OPERATING BUDGET

	2025 BUDGET (Base)	2026 Change	2026 BUDGET	2027 Change	2027 BUDGET	2028 Change	2028 BUDGET	2029 Change	2029 BUDGET	2030 Change	2030 BUDGET
TAX REVENUE											
Property Tax Base			-		-		841,618		1,231,209		2,233,111
Property Tax from New Growth		-	-	-	-	12,624	12,624	18,468	18,468	33,497	33,497
Property Tax Change		-	-	841,618	841,618	376,967	376,967	983,434	983,434	389,838	389,838
	-	**-**	**-**	**841,618**	**841,618**	**389,591**	**1,231,209**	**1,001,902**	**2,233,111**	**423,335**	**2,656,446**
NON-TAX REVENUE											
Special Levies/Grants-In-Lieu	(5,062,498)	(50,000)	(5,112,498)	-	(5,112,498)	-	(5,112,498)	-	(5,112,498)	-	(5,112,498)
Government Grants	-	-	-	-	-	-	-	-	-	-	-
Service Cost Recoveries	-	-	-	-	-	-	-	-	-	-	-
Service Cost Sharing	-	-	-	-	-	-	-	-	-	-	-
Sales of Services	(51,500)	-	(51,500)	-	(51,500)	-	(51,500)	-	(51,500)	-	(51,500)
Rentals and Leases	-	-	-	-	-	-	-	-	-	-	-
Permit and License Fees	-	-	-	-	-	-	-	-	-	-	-
Development Revenue	-	-	-	-	-	-	-	-	-	-	-
Investment Income	(2,262,757)	-	(2,262,757)	-	(2,262,757)	-	(2,262,757)	-	(2,262,757)	-	(2,262,757)
Other Revenue	12,658,031	2,141,313	14,799,344	-	14,799,344	-	14,799,344	-	14,799,344	-	14,799,344
Debt Repayment Contributions from DCCs	-	-	-	-	-	-	-	-	-	-	-
Internal Recoveries	(9,152,586)	(784,551)	(9,937,137)	(894,025)	(10,831,162)	(947,298)	(11,778,460)	(535,814)	(12,314,274)	(465,675)	(12,779,949)
Transfer from Own Funds	(5,393,510)	(4,590)	(5,398,100)	-	(5,398,100)	-	(5,398,100)	-	(5,398,100)	-	(5,398,100)
External Unidentified Revenue	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)	-	(500,000)
TOTAL REVENUE	**(9,764,820)**	**1,302,172**	**(8,462,648)**	**(52,407)**	**(8,515,055)**	**(557,707)**	**(9,072,762)**	**466,088**	**(8,606,674)**	**(42,340)**	**(8,649,014)**
EXPENSE											
Salaries, Wages & Benefits	2,058,587	(17,496)	2,041,091	35,000	2,076,091	35,000	2,111,091	35,000	2,146,091	35,000	2,181,091
Special Contracts	-	-	-	-	-	-	-	-	-	-	-
Service and Maintenance Contracts	87,145	-	87,145	-	87,145	-	87,145	-	87,145	-	87,145
Consulting and Professional Services	32,444	-	32,444	-	32,444	-	32,444	-	32,444	-	32,444
Regional Charges/Recoveries	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-
Equipment and Vehicle Rental	-	-	-	-	-	-	-	-	-	-	-
Communication and Technology	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-
Materials and Supplies	-	-	-	-	-	-	-	-	-	-	-
Utility User Fees	-	-	-	-	-	-	-	-	-	-	-
Municipal Grants	-	-	-	-	-	-	-	-	-	-	-
Debt Principal and Interest	4,995,410	4,590	5,000,000	-	5,000,000	-	5,000,000	-	5,000,000	-	5,000,000
Internal Charges & Recoveries	-	-	-	-	-	-	-	-	-	-	-
Transfer to Own Funds	800,001	-	800,001	-	800,001	-	800,001	-	800,001	-	800,001
External Unidentified	500,000	-	500,000	-	500,000	-	500,000	-	500,000	-	500,000
Other Supplies and Expense	1,291,233	(1,289,266)	1,967	17,407	19,374	522,707	542,081	(501,088)	40,993	7,340	48,333
TOTAL EXPENSE	**9,764,820**	**(1,302,172)**	**8,462,648**	**52,407**	**8,515,055**	**557,707**	**9,072,762**	**(466,088)**	**8,606,674**	**42,340**	**8,649,014**
SHORTFALL/(SURPLUS)	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**

Township of Langley
FIVE YEAR OPERATING PLAN
FISCAL - NON-DISCRETIONARY ADJUSTMENTS

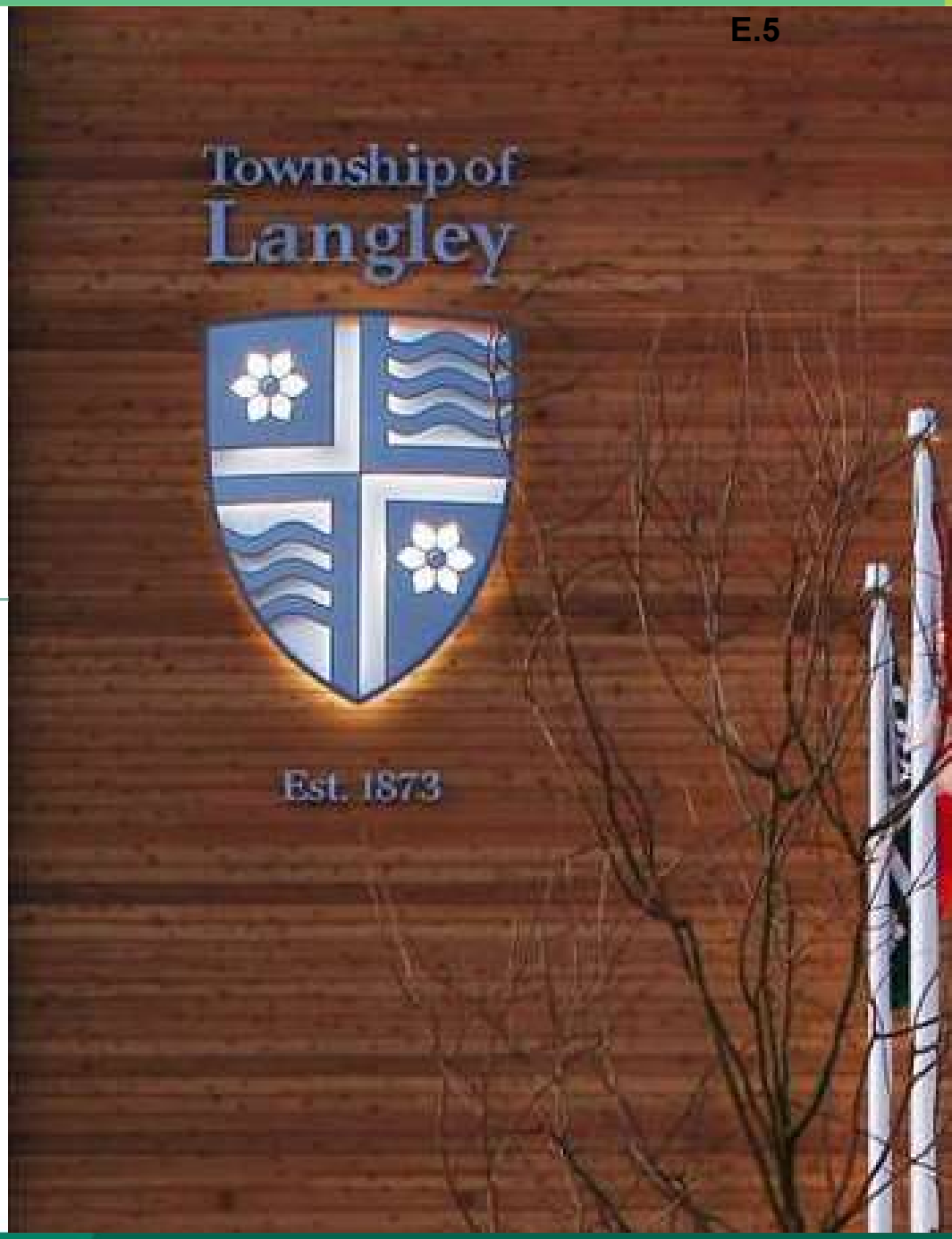
	2026	2027	2028	2029	2030
REVENUE (Non-Tax)					
SPECIAL LEVIES/GRANTS-IN-LIEU					
- Property Tax Penalties	(50,000)	-	-	-	-
SPECIAL LEVIES/GRANTS-IN-LIEU	**(50,000)**	**-**	**-**	**-**	**-**
OTHER REVENUE					
- Internal Allocation Adjustment	2,141,313	-	-	-	-
OTHER REVENUE	**2,141,313**	**-**	**-**	**-**	**-**
INTERNAL RECOVERIES					
- Administrative Overhead	(784,551)	(894,025)	(947,298)	(535,814)	(465,675)
INTERNAL RECOVERIES	**(784,551)**	**(894,025)**	**(947,298)**	**(535,814)**	**(465,675)**
TRANSFER FROM OWN FUNDS					
- Transfer from Reserves	(4,590)	-	-	-	-
TRANSFER FROM OWN FUNDS	**(4,590)**	**-**	**-**	**-**	**-**
REVENUE ADJUSTMENTS	**1,302,172**	**(894,025)**	**(947,298)**	**(535,814)**	**(465,675)**
EXPENSE					
SALARY, WAGES & BENEFITS					
- Fiscal Salary Provision	-	25,000	25,000	25,000	25,000
- Steps/Increments	(17,080)	10,000	10,000	10,000	10,000
- Increases to Benefits (Extended, Dental, Life)	(416)	-	-	-	-
SALARY, WAGES & BENEFITS	**(17,496)**	**35,000**	**35,000**	**35,000**	**35,000**
DEBT PRINCIPAL AND INTEREST					
- Debt Provision	4,590	-	-	-	-
DEBT PRINCIPAL AND INTEREST	**4,590**	**-**	**-**	**-**	**-**
OTHER SUPPLIES AND EXPENSES					
- Bank Service Charges	5,427	5,536	5,646	-	-
OTHER SUPPLIES AND EXPENSES	**5,427**	**5,536**	**5,646**	**-**	**-**
FISCAL SERVICES	**(1,294,693)**	**11,871**	**517,061**	**(501,088)**	**7,340**
EXPENSE ADJUSTMENTS	**(1,302,172)**	**52,407**	**557,707**	**(466,088)**	**42,340**
NET NON-DISCRETIONARY ADJUSTMENTS	**-**	**(841,618)**	**(389,591)**	**(1,001,902)**	**(423,335)**



2026 Capital Budget

February 2026

Budget Process



Capital Ranking Guidelines

Critical	• Risk to Health & Safety • Legislative Obligation • Imminent Loss of Asset
High	• Deterioration or Obsolescence • Leverage External Funding • Emergent Conditions
Medium	• Extend the Life of an Asset • Desirable New Infrastructure • Social, Cultural & Aesthetic Value • Cost Effective to Replace or Repair it now
Low	• Action Recommended in Studies / Reports • Promotes Inter-Municipal Cooperation
Placeholder	• Budget Authority for Unanticipated Opportunities

Capital Ranking-Other Factors Considered

Project Type	Description
Health & Safety	Projects that are required to address matters of public health and safety, with consequence of inaction reasonably anticipated to result in infrastructure failure with significant impact to public health and safety.
Referred to Budget/Bylaw or Policy Adoption	Projects that have been referred to budget by Council or have been approved by Council through adoption of a supporting bylaw or policy.
Stewardship	Projects that are necessary for cost-effective maintenance of existing infrastructure and provide future benefits by extending the life of an asset; or projects that are expected to generate future revenues or public benefit.
Grant Funding	Projects that are funded, in part, by external grants, eligibility criteria of which typically requires Council resolution of matching funds, or specified portion of overall costs, as the municipal contribution to the project.
Other	Projects that are funded by other non-grant sources such as Development Cost Charges or Non-Refundable Deposits.

Placeholder Budget Authority

General Capital – To provide budget authority for projects approved by Council during the budget year

Parkland Acquisition - To purchase parkland should it become available. For this expenditure authority to be used, there must be adequate Development Cost Charge funds in the reserve.

Land Capital Provision, funded from borrowing, has been provided in place of the traditional Land Capital Reserve funding envelope. Land acquisition will be required to be 'subject to financing' and counter petition pending Ministry approval required for each debt request.

Unidentified Externally Funded Projects - Should the Township receive funding that was not anticipated during the budget process, for example when Grant Funding is received, this provision can be used to provide expenditure authority. As the funds come from an external source (i.e. grants) this budget provision has no impact on property taxes or utility user fees. It will not be used in the absence of an external funding source.

Contributed Assets – Is a funding envelope representing assets built by developers that will be turned over to and become part of the Township's inventory of Tangible Capital Assets.

Notes: The budget expenditure authority described above is not cumulative. Each year any remaining budget authority falls away and a new provision is established.

Funding Sources



- Reserves
- DCC
- Debt

Reserves / DCC Balances

Estimated Balances In Millions	Reserves	DCC	Total
Estimated Dec 2025 Balances	232	127	359
Budgeted Transfers to Reserves 2026	19	-	19
Estimated Balance of Funds Available	251	127	378
Total Estimated Proposed 2026 Expenditures	(85)	(56)	(141)
Net Funds Available	166	71	237
Outstanding Projects Requiring funding/ internal borrowing from reserves			
Ice and Dry Arena	(56)		(56)
Smith Athletic Park	(39)		(39)
Total Borrowing to be allocated	(95)	-	(95)
Estimated Net Funds Remaining	**71**	**71**	**142**
Estimated Non Cash DCC- Letters of Credit		(34)	(34)
Estimated Revised Balance	**71**	**37**	**108**

These balances include estimates of reserve receipts and funding appropriations to Dec 31, 2025, which are subject to audit and adjustment

These balances assume that all interfund borrowing is restored by approved debt – even if the debt is not yet received

The DCC Balances include Non- Cash amounts held as Letters of Credit therefore the entire balance is not available – an estimate of this is itemized above.

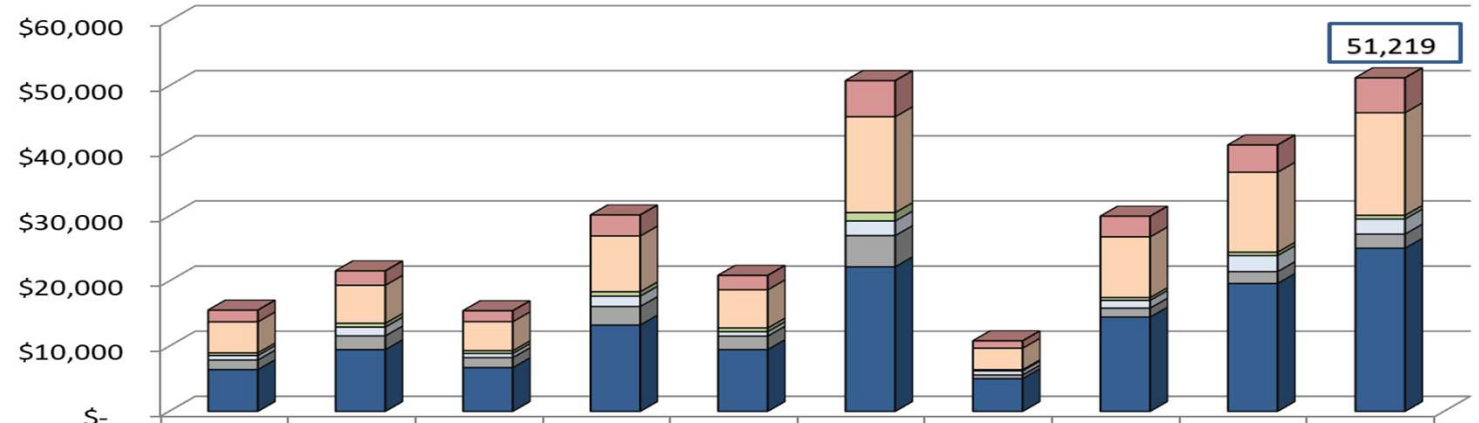
Transfers to Reserves in 2026 Budget

2026 Budgeted Universal Reserve Transfers	Amount
Capital Projects Reserve	3,259,828
Fire Equipment Replacement Reserve	3,075,000
IT Equipment Reserve	300,000
Library Reserve	1,740,000
Recreational Renewal and Replacement Reserve	500,000
Snow and Ice Reserve	100,000
Total Budgeted Transfers	**8,974,828**

2026 Budgeted Utility Reserve Transfers	Amount
Sewer	3,364,000
Solid Waste	635,000
Water	5,302,405
Total Budgeted Transfers	**9,301,405**

Development Funding

Development Cost Charge Receipts by Category
As at September 30th
(in thousands of dollars)



	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Park Dev.	$1,796	$2,204	$1,678	$3,227	$2,208	$5,530	$1,124	$3,169	$4,178	$5,357
Parkland	$4,766	$5,849	$4,454	$8,564	$5,860	$14,722	$3,307	$9,321	$12,287	$15,753
Sewer	$404	$579	$423	$678	$565	$1,295	$181	$437	$527	$574
Drainage	$693	$1,356	$642	$1,590	$684	$2,235	$627	$1,188	$2,452	$2,309
Water	$1,471	$2,110	$1,537	$2,847	$2,070	$4,796	$568	$1,376	$1,821	$2,173
Roads	$6,411	$9,475	$6,711	$13,252	$9,485	$22,199	$5,019	$14,475	$19,642	$25,054

DCC receipts provide funding for specific projects included in the DCC bylaw and related to growth

Not all receipts are in cash – developers may pay by installment and recent legislative changes may delay the receipt of cash longer than experienced in the past

Debt - Current and in Progress (in Millions)

	DEBT (Millions)	TOTAL ANNUAL DEBT SERVICING (Millions)			
Existing External MFA Debt (In millions)	**Debt Balance**	**Debt From DCC**	**Debt from User Pay**	**Debt from Universal (including with One times)**	**Total Annual Debt Servicing**
Permanent MFA Debt in Place					
Water Capital Projects	***48.3***	1.8	2.7	0	***4.5***
Transportation Capital Projects	***76.4***	5.8	0	0.8	***6.6***
Stormwater Capital Projects	***26.7***	2.0	0	0.1	***2.1***
Sewer Capital Projects	***1.7***	0.1	0	0	***0.1***
Parks Capital Projects	***61.7***	5.0	0	0	***5.0***
General Capital Projects	***205.5***	0.0	0	14.3	***14.3***
Grand Total MFA Debt In Place	***420.3***	***14.7***	***2.7***	***15.2***	***32.6***
New MFA Debt in Progress		**ESTIMATED DEBT SERVICING COSTS**			
Land Purchases	***45.8***	0.9	0	2.1	***3.0***
212 Street Civic Infrastructure	***5.8***	0.2	0	0.4	***0.6***
208A Civic Infrastructure	***3.6***	0.4	0	0	***0.4***
Strategic Land	***27.1***	0	0	1.8	***1.8***
Ice and Dry Arenas 2	***25.3***	0	0	1.8	***1.8***
Smith Athletic Park Development Phase 2	***39.3***	0	0	2.8	***2.8***
Old Yale Road	***7.0***	0	0	0.9	***0.9***
Aldergrove Parkade	***5.8***	0	0	0.7	***0.7***
Culvert Infrastructure	***12.8***	0	0	1.6	***1.6***
Facilities Renewal	***9.9***	0	0	1.2	***1.2***
New MFA Debt in Progress	***182.4***	***1.5***	-	***13.3***	***14.8***
New MFA Debt Approved Not Yet Taken		**ESTIMATED DEBT SERVICING COSTS**			
Willoughby Community Center- Library	***17.6***			***1.4***	***1.4***

Debt - Additional Information (in Millions)

MFA Debt Approved for Redemption in 2026 (In Millions)	Balance	Annual Servicing
4829 Drainage	0.7	0.1

Temporary Debt Taken at Dec 31 - are part of the Debt in Progress Above	In Millions
Land Purchases (Spring 2026)	45.3
208A Civic Infrastructure (Temp)	3.2
212 Street Civic Infrastructure (Temp)	4.0
Smith Athletic Park Development Ph 2 (Temp)	38.9
Ice and Dry Arenas 2 (Temp)	25.0
Strategic Land (Temp)	26.8
Culvert Infrastructure (Spring 2026)	7.5
Facilities Renewal (Spring 2026)	1.5
Total Temporary Borrowing Taken at Dec 31 2025	**$ 152.3**

Strategic Borrowing for Capital

Township's Estimated Borrowing limit is based on the following factors

- Years of amortization for the loan, Interest rate estimated by MFA and the total annual servicing cost is less than 25% of annual revenues
- The **current remaining** debt service room is estimated at $11M this will fluctuate based on future revenue

For Example:

- **20** Years Amortization at **4.69**%
- Maximum amount Township can borrow is $**134M**

- **30** Years Amortization at **4.69%**
- Maximum amount Township can borrow is $**166M**

This calculation includes the Township of Langley Housing Trust debt servicing requirements

Capital Projects



Capital Carryforwards by Division (in Millions)

Division	2025 CFWD	2026 Preapproved	Total
Airport	0.7	0.0	0.7
Corporate Administration	10.5	0.0	10.5
Community Development	0.0	0.2	0.2
Facilities & Corporate Projects	151.4	4.0	155.4
Fire Services	9.0	0.5	9.5
Fleet	0.4	3.1	3.5
Information Technology	2.4	0.6	3.0
Police Services	0.6	0.0	0.6
Parks	45.9	10.9	56.8
Recreation	1.6	0.0	1.6
Stormwater	34.2	0.0	34.2
Solid Waste	0.3	0.0	0.3
Sewer	6.8	0.0	6.8
Tranportation	62.5	29.7	92.2
Water	23.9	9.8	33.7
Current Year	**350.2**	**58.8**	**409.0**
Previous Year	**446.3**	**202.6**	**648.9**

2026 New Requests

Service Function	Operating Revenue	Prior Year's Surplus	DCCs	Capital Works Reserve	Capital Projects Reserve	RCMP Reserve	TransLink	Other	Unfunded	Subtotal	Placeholder	Total
Airport	-	-	-	-	-	-	-	-	3,494,455	3,494,455	-	3,494,455
Corporate Administration	-	-	-	-	-	-	-	200,000	220,000	420,000	237,276,072	237,696,072
Community Development	-	-	-	-	-	-	-	96,000	60,000	156,000	36,000,000	36,156,000
Facilities & Corporate Projects	-	-	-	-	-	-	-	3,087,500	60,245,000	63,332,500	35,000,000	98,332,500
Finance	-	-	-	-	-	-	-	-	-	-	-	-
Fire	-	-	-	-	-	-	-	455,000	-	455,000	-	455,000
Fleet	-	-	-	-	-	-	-	1,500,000	2,485,000	3,985,000	-	3,985,000
Human Resources	-	-	-	-	-	-	-	-	-	-	-	-
Information Technology	-	-	-	-	-	-	-	-	-	-	-	-
Parks	-	-	-	-	-	-	-	384,000	25,200,000	25,584,000	43,250,000	68,834,000
Police	-	-	-	-	-	105,000	-	-	-	105,000	-	105,000
Recreation	-	-	-	-	-	-	-	355,000	91,000	446,000	-	446,000
Sewer	2,638,500	-	346,500	-	-	-	-	-	5,222,500	8,207,500	8,000,000	16,207,500
Solid Waste	-	-	-	-	-	-	-	150,000	-	150,000	-	150,000
Stormwater	-	-	-	-	-	-	-	-	7,945,000	7,945,000	6,000,000	13,945,000
Transportation	-	250,000	24,651,990	-	1,750,000	-	5,913,000	660,000	9,158,010	42,383,000	10,000,000	52,383,000
Water	-	-	5,106,242	18,258,210	-	-	-	-	5,585,063	28,949,515	13,000,000	41,949,515
2026 New Requests	***2,638,500***	***250,000***	***30,104,732***	***18,258,210***	***1,750,000***	***105,000***	***5,913,000***	***6,887,500***	***119,706,028***	***185,612,970***	***388,526,072***	***574,139,042***

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2026 Airport Capital

Ranking	Project Title	Page No.	Total New Requests	Unfunded
CRITICAL	Runway 01/19 Resurfacing (R/N)	4	**3,188,455**	3,188,455
HIGH	Airport Security Upgrades (N)	5	**306,000**	306,000
2026 New Requests			***3,494,455***	***3,494,455***

Township of Langley
Capital Project Description
Airport

Project Title	**Runway 01/19 Resurfacing (R/N)**					
Work Breakdown (if it exists)	AIR1023-01	**Category**	AIRPORT			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,188,455	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**3,188,455**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Split this project into two phases to make it more feasible to obtain BCAAP (Provincial Aviation) funding: To resurface runway 01/19 and conduct significant drainage upgrades
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	* Runway surface at the end of life requires resurfacing for safety and to meet Transport Canada regulations.
***Project Priority Ranking**	**CRITICAL 01**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**2020**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Airport Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		3,188,455				
Total Project Funding	**-**	**3,188,455**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Airport

Project Title — **Airport Security Upgrades (N)**

Work Breakdown (if it exists) — AIR1025-01 — **Category** — AIRPORT

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		306,000	150,000	-	-	-
Budget Remaining	470					
Total Project Cost	**470**	**306,000**	**150,000**	**-**	**-**	**-**

Project Description *(Phased Project)

To continue security upgrades at the Langley Regional Airport, including installation of CCTV cameras.

2026 works include: Gate 3 security cameras and infrastructure as well as fibre installation.

2027 works include: Apron 3 cameras and infrastructure as well as fibre installation.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Transport Canada regulations require that we maintain safety and security. CCTV cameras are required to ensure we meet this commitment. Undesirable activities late at night have been detected but we cannot identify what is happening without cameras. The first request from the RCMP when they attend to an incident is to see security footage. Additionally, security upgrades will aid in limiting unauthorized entry to restricted airside areas.

***Project Priority Ranking** — **HIGH 01**

Length of Project (in Years) — 4 — **Initial Year of Approval** — 2020

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	470					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Airport Reserve	-					
Total Funded	470	-	-	-	-	-
UNFUNDED		306,000	150,000			
Total Project Funding	**470**	**306,000**	**150,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Corporate & Municipal Capital

Ranking	Project Title	Page No.	Total New Requests	Debt	Other: Land Reserve	Other: Unidentified	Unfunded
CRITICAL	Building Demolitions and Site Remediations	8	**200,000**		200,000		
PLACEHOLDER	Capital Budget Placeholder	9	**5,000,000**			5,000,000	
PLACEHOLDER	General Land Capital Provision	10	**50,000,000**	25,000,000	20,000,000	5,000,000	
PLACEHOLDER	Land Preparation for Disposal	11	**5,000,000**		5,000,000		
PLACEHOLDER	Township of Langley Housing Trust Society	12	**177,276,072**	177,276,072			
HIGH	Aldergrove Parking Facility	13	**220,000**				220,000
2026 New Requests			***237,696,072***	***202,276,072***	***25,200,000***	***10,000,000***	***220,000***

Township of Langley
Capital Project Description
Corporate Administration & Fiscal

Project Title — **Building Demolitions and Site Remediations**

Work Breakdown (if it exists) — NEW — **Category** — Property Remediation

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Demolition of houses and outbuildings as required to maintain safety and security.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Demolition of the houses/outbuildings and site remediation is necessary to ready the lands for ToL use, as intended when originally acquired.

***Project Priority Ranking** — **CRITICAL 01**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Land Reserve	-	200,000				
Total Funded	-	200,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Corporate Administration & Fiscal

Project Title	**Capital Budget Placeholder**					
Work Breakdown (if it exists)	MA1002-04	**Category**	Capital Miscellaneous			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Budget Remaining	-					
Total Project Cost	**-**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**

Project Description ***(Phased Project)**	A provision to provide budget authority for projects that come up during the year (that were not foreseen during budget deliberations) and have an external funding source identified (i.e., Grants, Donations, Non-Refundable Deposits, etc.). If the Township receives external funding and the project is identified, a budget reallocation is done to move budget authority (revenue and expense) from the $5M funding envelope to the specific capital project.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	This provision has no impact on the property tax rate and allows new projects to be added mid-year with an external funding source attached. Without such a provision, the Township would not have legal authority to make the expenditure.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**			**Initial Year of Approval**		**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Unident. External Funding	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Total Funded	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
UNFUNDED						
Total Project Funding	**-**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Corporate Administration & Fiscal

Project Title General Land Capital Provision

Work Breakdown (if it exists) PROP0001-01 **Category** Land Capital Provision

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		50,000,000	50,000,000	30,000,000	30,000,000	30,000,000
Budget Remaining	-					
Total Project Cost	-	**50,000,000**	**50,000,000**	**30,000,000**	**30,000,000**	**30,000,000**

Project Description *(Phased Project)

The Land Reserve Corporate Funding Envelope is used to fund large capital projects not foreseen at budget time. The funding sources are debt and externally unidentified sources. Any projects using this funding source are typically approved by council.

Project Justification & Consequences of Not Proceeding *(Phased Project)

This funding envelope provides budget authority to allow council to take advantage of strategic opportunities that may arise during the year.

***Project Priority Ranking** PLACEHOLDER

Length of Project (in Years) ANNUAL **Initial Year of Approval** N/A

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
TransLink	-					
ICBC	-					
Other: Unident. External Funding & Land Reserve	-	25,000,000	25,000,000	5,000,000	5,000,000	5,000,000
Total Funded	-	50,000,000	50,000,000	30,000,000	30,000,000	30,000,000
UNFUNDED						
Total Project Funding	-	**50,000,000**	**50,000,000**	**30,000,000**	**30,000,000**	**30,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Corporate Administration & Fiscal

Project Title — **Land Preparation for Disposal**

Work Breakdown (if it exists) — PROP1000-001 — **Category** — Property Remediation

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Budget Remaining	-					
Total Project Cost	**-**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**

Project Description *(Phased Project)

The Land Reserve Corporate Funding Envelope is used to fund large capital projects not foreseen at budget time and to prepare the land for disposal or resale. The funding source is the Land Reserve. Any projects using this funding source are typically approved by council.

Project Justification & Consequences of Not Proceeding *(Phased Project)

This funding envelope provides budget authority to allow council to take advantage of strategic opportunities that may arise during the year to make the necessary preparations to the land for disposal.

***Project Priority Ranking** — **PLACEHOLDER**

Length of Project (in Years) — **ANNUAL** — **Initial Year of Approval** — **N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Land Reserve	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Total Funded	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
UNFUNDED						
Total Project Funding	**-**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Corporate Administration & Fiscal

Project Title	**Township of Langley Housing Trust Society**					
Work Breakdown (if it exists)	NEW	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		177,276,072	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**177,276,072**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Housing initiatives					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Housing mandate initiatives from the provincial government.					
***Project Priority Ranking**	**PLACEHOLDER**					
Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-	177,276,072				
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	177,276,072	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**177,276,072**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Corporate Administration & Fiscal

Project Title	**Aldergrove Parking Facility**						
Work Breakdown (if it exists)	NEW	**Category**	Planning and Other				
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		220,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**220,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	The Township of Langley is purchasing a four-story parking facility secured within an airspace parcel. Funding is required to commission the facility prior to opening for public use. The scope of work includes the installation of an overhead door, access door control, waste collection bins, signage, and road markings.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The installation of an overhead door and access door control is essential to ensure the security of the facility. Proper waste collection bins will help maintain cleanliness, while clear signage and road markings are necessary for safe and efficient navigation within the parking structure. Ensuring these elements are in place before the facility opens is crucial for providing a safe, secure, and user-friendly environment for the public.
***Project Priority Ranking**	**HIGH 01**

Length of Project (in Years)	**1**				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		220,000				
Total Project Funding	**-**	**220,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Community Development Capital

Ranking	Project Title	Page No.	Total New Requests	Other: Non-Refundable Deposit (NRD)	Other	Other: PW Equip Replacement Reserve	Unfunded
CRITICAL	Bylaw Vehicle	16	**96,000**			96,000	
PLACEHOLDER	Assets Contributed from Developers	17	**35,000,000**		35,000,000		
PLACEHOLDER	Development Coordinated Works (NRDs)	18	**1,000,000**	1,000,000			
HIGH	Office Reconfiguration and Office Furniture (CD)	19	**60,000**				60,000
2026 New Requests			***36,156,000***	***1,000,000***	***35,000,000***	***96,000***	***60,000***

Township of Langley
Capital Project Description
Community Development

Project Title	**Bylaw Vehicle**						
Work Breakdown (if it exists)	FBE1002-01		**Category**	Vehicles and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		96,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**96,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	This is a one-time request for 1 Pick Up Truck to be outfitted for new Bylaw Officers that were approved as part of the 2023 Budget Process & Council approval.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	This vehicle must be equipped with specialized modifications to meet the needs of an Officer. Rented vehicles cannot be retrofitted with this equipment due to design limitations, rental company restrictions, and safety compliance requirements. Purchasing our own fleet ensures that vehicles can be fully equipped to meet operational needs from day one and maintained to the required standards throughout their service life. These vehicles are essential for Bylaw Officers to serve the community effectively and efficiently. Bylaw Officers spend approximately 90% of their shift travelling throughout the Township responding to an increasing number of complaints, parking infractions, property use matters, homeless encampments, and other bylaw-related concerns. Renting two vehicles would cost approximately $60,000 per year. In comparison, the purchase of one fully equipped vehicle at an estimated cost of $96,000 would provide a service lifespan of approximately eight years. The initial investment would be recouped in just over two years, generating substantial long-term savings for the Township.
***Project Priority Ranking**	**CRITICAL 01**

Length of Project (in Years)	**1**				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-	96,000				
Total Funded	-	96,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**96,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		15,000	380	388	395	403

Township of Langley
Capital Project Description
Community Development

Project Title	**Assets Contributed from Developers**					
Work Breakdown (if it exists)	ACDW1000-01	**Category**	Developer Contributed Assets			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		35,000,000	35,000,000	35,000,000	35,000,000	35,000,000
Budget Remaining	-					
Total Project Cost	**-**	**35,000,000**	**35,000,000**	**35,000,000**	**35,000,000**	**35,000,000**

Project Description ***(Phased Project)**	Developers contribute to the community by constructing infrastructure in conjunction with their developments. This is one of the ways that development pays for itself and does not rely on the general taxpayer to fund major assets related to growth. The majority of contributed asset value comes from 'Land Under Roads' followed by Parkland.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	It is impossible to estimate in advance the value of the assets that will be turned over to the Township by developers. For this reason, the Township provides a budget envelope of $35M which is an estimate based on the value of previous year's actual contributed assets. The value can vary significantly from year to year.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Contribution from Developers (TCA)	-	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000
Total Funded	-	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000
UNFUNDED						
Total Project Funding	**-**	**35,000,000**	**35,000,000**	**35,000,000**	**35,000,000**	**35,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Community Development

Project Title	**Development Coordinated Works (NRDs)**					
Work Breakdown (if it exists)	NRDCD1000-01	**Category**	Developer Coordinated Work			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Budget Remaining	-					
Total Project Cost	**-**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**

Project Description ***(Phased Project)**	To provide for the use of non-refundable deposits paid by developers to complete agreed upon works and services. It is cash-in-lieu of the developer doing the work and it serves to better coordinate the work with other like projects that may be taking place in the area (to avoid tearing a road up twice for example).
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Non-refundable deposits are cash taken in lieu of a developer completing the works. Township staff use the funds to complete capital works or pay a contractor to complete the works. This provision will provide budget authority to make sure that expenditures are legally authorized in the budget bylaw.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Non-Refundable Deposit (NRD)	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Total Funded	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
UNFUNDED						
Total Project Funding	**-**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Community Development

Project Title — **Office Reconfiguration and Office Furniture (CD)**

Work Breakdown (if it exists) — NEW — **Category** — Capital Miscellaneous

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		60,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**60,000**	-	-	-	-

Project Description *(Phased Project)

With approved staffing levels, funding is required to create additional office and workstations. The new workspaces require desks and chairs; along with replacing old chairs.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Staff require a place where they can sit and work at a desk in a workstation and/or office. In addition, some existing staff require replacement chairs, as the current chairs are over 15 years old and are no longer supportive, ergonomic, or in a suitable state of repair.

***Project Priority Ranking** — **HIGH 01**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		60,000				
Total Project Funding	-	**60,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Facilities & Corporate Projects Capital

Ranking	Project Title	Page No.	Total New Requests	Debt	Other: Climate Action Strategy (CAC Funded)	Other: Recreation Renewal and Replacement Reserve	Other: PW Equip Replacement Reserve	Other: Unidentified	Unfunded
CRITICAL	George Preston Recreation Centre: Arena Dehumidification Unit Replacement	23	**370,000**		370,000				-
CRITICAL	Langley Events Centre: Arena Dehumidification Unit Replacement	24	**950,000**		950,000				-
CRITICAL	George Preston Recreation Centre: Refrigeration Plant Oil Separator Replacements	25	**110,000**		110,000				-
CRITICAL	Aldergrove Community Centre: Aqua Play Structure Component Replacement	26	**180,000**			180,000			-
CRITICAL	Langley Events Centre: Main Kitchen Rooftop Unit Replacement	27	**250,000**		250,000				-
CRITICAL	Replacement of Two Ice Resurfacers	28	**227,500**				227,500		-
PLACEHOLDER	Capital Budget Placeholder	29	**35,000,000**	25,000,000				10,000,000	-
HIGH	Aldergrove Community Centre: Current Channel	30	**250,000**						250,000
HIGH	Building Automation System Server Replacements	31	**400,000**						400,000
HIGH	Civic Facility: Make-Up Air Units Replacement	32	**560,000**						560,000
HIGH	Civic Facility: Seismic Upgrades to Mechanical Ducts	33	**100,000**						100,000
HIGH	Civic Facility: Cooling Tower Replacement	34	**540,000**						540,000
HIGH	WC Blair Recreation Centre: Pool Mechanical Equipment Replacement	35	**120,000**						120,000
HIGH	McLeod Athletic Park: Boiler Replacement	36	**250,000**						250,000
HIGH	Security System Server Replacements	37	**490,000**						490,000
HIGH	George Preston Recreation Centre: Curling Plant Motor Control Centre Replacement	38	**290,000**						290,000
HIGH	Walnut Grove Community Centre: Pool Piping Replacement	39	**200,000**						200,000
HIGH	Aldergrove Community Centre: Pool Mechanical Room Drainage Upgrades	40	**160,000**						160,000
HIGH	Langley Events Centre: Domestic Hot Water Tank Replacements	41	**200,000**						200,000
HIGH	WC Blair Recreation Centre: Air Handling Units Replacement	42	**210,000**						210,000
HIGH	Fire Hall 3: East Driveway Pavement Replacement	43	**430,000**						430,000
HIGH	Fire Hall: Fire Training Centre Brookswood	44	**9,500,000**						9,500,000
HIGH	Sump Pump & Controls Replacements	45	**150,000**						150,000
HIGH	Langley Events Centre: Heating Boiler System Replacement	46	**430,000**						430,000
HIGH	Walnut Grove Community Centre: Fitness Centre AHU-7 Replacement	47	**370,000**						370,000
HIGH	Operations Centre: Air Handling & Multiple Mechanical Units Replacement	48	**550,000**						550,000
HIGH	Civic Facility: Parkade Resurfacing	49	**440,000**						440,000
HIGH	George Preston Recreation Centre: Arena Dasher Board & Panel Replacement	50	**920,000**						920,000
HIGH	George Preston Recreation Centre: Radiant Arena Heater Replacements	51	**200,000**						200,000
HIGH	Civic Facility: East & South Stairwell Roof Replacements	52	**150,000**						150,000
HIGH	Langley Events Centre: Building Envelope Painting	53	**390,000**						390,000
HIGH	Aldergrove Community Police Office - Mechanical Upgrades	54	**260,000**						260,000
HIGH	Fire Hall 4: Mechanical Equipment Replacements	55	**215,000**						215,000
HIGH	George Preston Recreation Centre: SBS Roof Replacement	56	**2,300,000**						2,300,000
HIGH	Langley Events Centre: Audio System Replacement	57	**550,000**						550,000
HIGH	Langley Events Centre: Media Broadcast Equipment Replacement	58	**280,000**						280,000
HIGH	George Preston Recreation Centre: Sound System Replacement	59	**150,000**						150,000
HIGH	Aldergrove Community Centre: Exterior Pool Deck Heaters Replacements	60	**110,000**						110,000
HIGH	Operations Centre: Facilities Storage Building Roof Replacement	61	**150,000**						150,000
HIGH	Phillip Jackman Park: Washroom Building Roof Replacement	62	**205,000**						205,000
HIGH	Accessibility Enhancements Funding	63	**100,000**						100,000
HIGH	Willoughby Community Park: Fieldhouse Expansion	64	**2,200,000**					1,000,000	1,200,000
HIGH	Redwoods Golf Course: Concession and Washroom Structure Replacement	65	**300,000**						300,000
HIGH	Redwoods Golf Course: Maintenance Office Building Replacement	66	**120,000**						120,000
HIGH	Aldergrove Community Centre: Dry Playground Fence Replacement	67	**150,000**						150,000
HIGH	Willoughby Stadium: East Grandstand Roof Canopy	68	**4,000,000**						4,000,000
HIGH	Willoughby Stadium: East Grandstand Washrooms and Changerooms Building	69	**3,600,000**						3,600,000
HIGH	Willoughby Stadium: Exterior Cladding of Grandstands	70	**1,900,000**						1,900,000
HIGH	Willoughby Stadium: Outdoor Audio System	71	**350,000**						350,000
HIGH	Willoughby Stadium: PortableTurf Deck	72	**2,600,000**						2,600,000
HIGH	Willoughby Stadium: Video Surveillance System	73	**275,000**						275,000

2026 Facilities & Corporate Projects Capital

Ranking	Project Title	Page No.	Total New Requests	Debt	Other: Climate Action Strategy (CAC Funded)	Other: Recreation Renewal and Replacement Reserve	Other: PW Equip Replacement Reserve	Other: Unidentified	Unfunded
HIGH	Willoughby Stadium: West Grandstand Roof Canopy	74	**10,750,000**						10,750,000
HIGH	Willoughby Stadium: West Grandstand Washrooms Building	75	**7,800,000**						7,800,000
HIGH	Langley Events Centre: Exterior Wood Refinishing	76	**350,000**						350,000
HIGH	Willoughby Community Park: Water System Infrastructure Upgrade	77	**1,050,000**						1,050,000
MEDIUM	George Preston Recreation Centre: Curling Rink Building Envelope Remediation	78	**260,000**						260,000
MEDIUM	Langley Events Centre: Road Reconstruction with Pedestrian Improvements	79	**750,000**						750,000
MEDIUM	Aldergrove Kinsmen Community Centre: SBS Roof Replacement	80	**200,000**						200,000
MEDIUM	Civic Facility: Lighting Replacement	81	**385,000**						385,000
MEDIUM	George Preston Recreation Centre: Arena Ice Plant Upgrades for Year-round Operations	82	**2,300,000**						2,300,000
MEDIUM	Fleet: Service Vehicles	83	**285,000**						285,000
2026 New Requests			***98,332,500***	***25,000,000***	***1,680,000***	***180,000***	***227,500***	***11,000,000***	***60,245,000***

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**George Preston Recreation Centre: Arena Dehumidification Unit Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		370,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**370,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of the arena dehumidification unit.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing unit was installed in 2007 and is well past its useful life. Emergency repairs had to be carried out in 2024 due to components failure. Given the age of the unit and its condition, it is recommended that this unit to be replaced before 2027.					
***Project Priority Ranking**	**CRITICAL 01**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Climate Action Strategy (CAC Funded)	-	370,000				
Total Funded	-	370,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**370,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Langley Events Centre: Arena Dehumidification Unit Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		950,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**950,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the arena dehumidifer.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The arena dehumidifier is past its useful life. If the dehumidifier fails, the facillity will not be able to manage the set points for interior environmental conditions required to maintain and operate the ice sheet. This would cause the ice surface to fail. A complete failure would impact the entire facility and jeopardize use by arena user groups.
***Project Priority Ranking**	**CRITICAL 02**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Climate Action Strategy (CAC Funded)	-	950,000				
Total Funded	-	950,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**950,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**George Preston Recreation Centre: Refrigeration Plant Oil Separator Replacements**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		110,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**110,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of the compressor oil separators for the curling rink and arena refrigeration plants.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	This refrigeration plant is equipment is past its useful life, with several components failing or have already failed. Increased service and maintenance efforts are currently required to keep it operational at higher costs. A complete failure would impact both refrigeration plants and jeopardize use for user groups.					
***Project Priority Ranking**	**CRITICAL 03**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Climate Action Strategy (CAC Funded)	-	110,000				
Total Funded	-	110,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**110,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Aldergrove Community Centre: Aqua Play Structure Component Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		180,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**180,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of platforms, cargo, and safety netting and water features for the Aqua Play Structure.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Temporary repairs have been made where possible to extend service life and keep this feature open. However, replacement is required to avoid safety hazards, higher interim maintenance costs, and service disruptions. In August 2025, the static rope supporting the side netting failed, forcing the closure of part of the Aqua Play feature. With no temporary repair options available, this section remains closed.					
***Project Priority Ranking**	**CRITICAL 04**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Recreation Renewal and Replacement Reserve	-	180,000				
Total Funded	-	180,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**180,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Langley Events Centre: Main Kitchen Rooftop Unit Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the existing roof top unit (RTU18) servicing the kitchen with a new unit equipped with mechanical cooling.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing mechanical unit was installed in 2009 and is past its expected service life. The existing unit only provides heating and is not meeting the recent demand of the kitchen for year-round service. The lack of mechanical cooling combined with higher outdoor temperatures during the summer often increase the kitchen indoor temperatures and has resulted in the temporary closure of the kitchen in recent years.
***Project Priority Ranking**	**CRITICAL 05**

Length of Project (in Years)	**1**	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Climate Action Strategy (CAC Funded)	-	250,000				
Total Funded	-	250,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Replacement of Two Ice Resurfacers**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		227,500	227,500	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**227,500**	**227,500**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of two ice resurfacers at Aldergrove Community Centre and George Preston Recreation Centre.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing ice resurfacers at both locations have become increasingly unreliable and are significantly impacting operations. There has been an increase in the number of service calls, with technicians unable to diagnose or resolve the reoccurring mechanical and electrical issues. Replacement of these machines is critical to ensure uninterrupted service for user groups and ensuring successful delivery of programs. Some of the units are well beyond their useful life.					
***Project Priority Ranking**	**CRITICAL 06**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-	227,500				
Total Funded	-	227,500	-	-	-	-
UNFUNDED			227,500			
Total Project Funding	**-**	**227,500**	**227,500**	**-**	**-**	**-**
***Estimated Annual Operating Impact**			-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Capital Budget Placeholder**					
Work Breakdown (if it exists)	FAC1013-01	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		35,000,000	35,000,000	35,000,000	35,000,000	35,000,000
Budget Remaining	-					
Total Project Cost	**-**	**35,000,000**	**35,000,000**	**35,000,000**	**35,000,000**	**35,000,000**
Project Description *(Phased Project)	Placeholder for unidentified externally funded and debt funded capital projects that are not included in the budget and may arise during the year.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	To provide budget for unidentified externally funded and debt funded capital projects not currently included in the budget that may arise during the year within Facilities and Corporate Projects.					
***Project Priority Ranking**	**PLACEHOLDER**					
Length of Project (in Years)	**ANNUAL**			**Initial Year of Approval**		**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
TransLink	-					
ICBC	-					
Other: Unident. External Funding	-	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Total Funded	-	35,000,000	35,000,000	35,000,000	35,000,000	35,000,000
UNFUNDED						
Total Project Funding	**-**	**35,000,000**	**35,000,000**	**35,000,000**	**35,000,000**	**35,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Aldergrove Community Centre: Current Channel**

Work Breakdown (if it exists) — NEW — **Category** — Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**250,000**	-	-	-	-

Project Description *(Phased Project)

Repair and recoating of the current channel.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Repairing and recoating the current channel is required to prevent any damages to the pool's structural integrity. Deteriorated coating causes leaks and structural issues, leading to poor water chemistry and reduced water clarity. This project is weather dependant and may delay the regular scheduled opening.

***Project Priority Ranking** — **HIGH 01**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	-	**250,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Building Automation System Server Replacements**

Work Breakdown (if it exists) — NEW — **Category** — Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		400,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**400,000**	-	-	-	-

Project Description *(Phased Project)

This two-part project will include the replacement of the building automation system control hardware for heating and cooling systems (HVAC) at George Preston Recreation Centre and Civic Facility and the replacement of CopperCube technology by means of building a new in-house server.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The existing hardware is past its useful life. Failure to replace equipment can result in sudden and unexpected failures, resulting in thermal discomfort and interruptions to the facility's operations. Emergency repairs are more costly than a planned replacement. A new server will replace the physical CopperCube devices in Township facilities with a centralized server called enteliVAULT. This is a time sensitive project because if the CopperCube devices fail, all historical data will be lost, which will result in increased consultants costs and staff time and resources to build the information from scratch.

***Project Priority Ranking** — **HIGH 02**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		400,000				
Total Project Funding	-	**400,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Civic Facility: Make-Up Air Units Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		560,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**560,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of MUA-1 and MUA-2 with a like for like unit.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The existing HVAC units are past their expected life and need replacement. Failure of one or both units will result in the inability to maintain interior temperature levels and adequate airflow throughout significant parts of the Civic facility. Working conditions for staff and tenants would be adversely impacted, and emergency repairs would be costly and may not be possible due to the age and complexity of the units.
***Project Priority Ranking**	**HIGH 03**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		560,000				
Total Project Funding	**-**	**560,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Civic Facility: Seismic Upgrades to Mechanical Ducts**

Work Breakdown (if it exists) — NEW — **Category** — Facility Maintenance

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		100,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**100,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Undertaking seismic upgrades to a select portion of the mechanical ductwork on the second floor.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Some of the exposed mechanical ductwork on the second floor lacks sufficient seismic support. Without these upgrades the risk of failure during a seismic event increases.

***Project Priority Ranking** — **HIGH 04**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		100,000				
Total Project Funding	**-**	**100,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Civic Facility: Cooling Tower Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		540,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**540,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the cooling tower.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The existing cooling tower has reached the end of its useful life. Given its critical role in regulating building temperature, and specifically mechanical cooling, any unexpected failure could result in a total loss of mechanical cooling in the building for an extended period of time. Temporary or short-term repairs will be costly, and ultimately the unit will need to be replaced.
***Project Priority Ranking**	**HIGH 05**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		540,000				
Total Project Funding	**-**	**540,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**WC Blair Recreation Centre: Pool Mechanical Equipment Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		120,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**120,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the heat exchangers for the main pool and hot tub.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Both heat exchangers were installed in 2010 and require replacement. A failure would impact the operation of the pool until the heat exchanger is replaced. Emergency repair options are limited due to the age and type of these heat exchangers.
***Project Priority Ranking**	**HIGH 06**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		120,000				
Total Project Funding	**-**	**120,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**McLeod Athletic Park: Boiler Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the existing heating boiler.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Replacing the boiler is required to ensure the continued reliability of the facility's heating systems. The current boiler is past its useful life and prone to breakdowns, increased operational cost, and potential disruptions to service. The existing equipment was installed in 2006.
***Project Priority Ranking**	**HIGH 07**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Land Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Security System Server Replacements**

Work Breakdown (if it exists) New **Category** Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		490,000	185,000	94,000	-	-
Budget Remaining	-					
Total Project Cost	**-**	**490,000**	**185,000**	**94,000**	**-**	**-**

Project Description *(Phased Project)

Replacement of out of warranty network video recorders (NVR) used to store video captured from security cameras at various facilities. NVR servers requiring replacement include: Langley Events Centre, Civic Facility, Aldergrove Community Centre, George Preston Recreation Centre, W.C. Blair Recreation, and Walnut Grove Community Centre. Given the number of sites that require replacement, this project will be phased over 3 years.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The NVRs are no longer supported by the manufacturer. Updates to NVR software are not supported. There is no support to apply security updates to the server, increasing cyber security risk. An unrecoverable hardware failure requiring an unplanned NVR replacement may result in the loss of all recorded video for the facility. Procurement of a replacement NVR will take months. The facility will be without live camera coverage and ongoing recordings until a new NVR is functional, impacting physical security measures implemented to reduce risks.

***Project Priority Ranking** **HIGH 08**

Length of Project (in Years) 3 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		490,000	185,000	94,000		
Total Project Funding	**-**	**490,000**	**185,000**	**94,000**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**George Preston Recreation Centre: Curling Plant Motor Control Centre Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		290,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**290,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the Motor Control Centre (MCC).
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The curling plant MCC was installed in 1999 and has exceeded its useful life, leading to a risk of frequent and costly breakdowns. It has become difficult to source replacement parts due to its age. A sudden failure would impact the operation of the curling ice plant and could potentially disrupt facility operations.
***Project Priority Ranking**	**HIGH 09**

Length of Project (in Years)	**2**	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		290,000				
Total Project Funding	**-**	**290,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Walnut Grove Community Centre: Pool Piping Replacement**

Work Breakdown (if it exists) WGCF1016-01 **Category** Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		200,000	-	-	-	-
Budget Remaining	2,084					
Total Project Cost	**2,084**	**200,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Scheduled replacement of the pool piping in the basement mechanical room during the maintenance shutdown.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The original pool piping system has past its life expectancy and is in need of replacement. In early 2023, a failure in the leisure pool piping system resulted in an unscheduled shutdown of the leisure pool from February 26 to March 8, until the repairs were completed and the pool was ready for public use. Sudden failure of a piping component will result in unscheduled closure of the corresponding pool to complete emergency repairs. In addition and due to the stacked piping configuration in the basement mechanical room, a sudden failure of a piping component for one pool may result in the unscheduled closure of other pools whose piping need to be removed to provide access. Due to the limited duration of the annual shutdowns and the extent of the pool piping, this project must be completed in a multi-year format to limit the impact to the facility pool operations.

***Project Priority Ranking** **HIGH 10**

Length of Project (in Years) **2** **Initial Year of Approval** **2025**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Facilities Renewal Reserve	2,084					
Total Funded	2,084	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**2,084**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Aldergrove Community Centre: Pool Mechanical Room Drainage Upgrades**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		160,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**160,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Installation of a storm sump with a duplex pump system and associated controls to divert underground water away from the main pool basin and mechanical room.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The pool mechanical room houses equipment powered by 600V power. During intensive rain events, underground water has leaked into the pool mechanical room on a few occasions causing the loss of power to pool equipment. Ongoing water leaks into the mechanical room accelerates equipment corrosion and reduces the expected useful life of the equipment. Emergency repairs are expensive and could impact the operation of the pool and public programs.
***Project Priority Ranking**	**HIGH 11**

Length of Project (in Years)	**1**				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		160,000				
Total Project Funding	**-**	**160,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Langley Events Centre: Domestic Hot Water Tank Replacements**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of eight (8) domestic hot water storage tanks.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	These units have passed their expected useful life and are to be replaced. Failure of one unit would not impact building operations; however, emergency repairs would be more costly and could disrupt day-to-day program operations, depending on when the failure occurs.
***Project Priority Ranking**	**HIGH 12**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **WC Blair Recreation Centre: Air Handling Units Replacement**

Work Breakdown (if it exists) WCBF1021-01 **Category** Facility Maintenance

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		210,000	-	-	-	-
Budget Remaining	560,000					
Total Project Cost	**560,000**	**210,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Upgrade and replacement of the following rooftop heating, ventilation, and air conditioning (HVAC) units.

2025 - AHU7, AHU2, AHU3
2026 - AHU1

Project Justification & Consequences of Not Proceeding *(Phased Project)

Sudden failure of equipment will result in expensive emergency repairs and interruptions to the facility's operations. Expected useful life is between 15 and 20 years.

Equipment Installation Year:
2000 - AHU7
2002 - AHU2, AHU3
2004 - AHU1

***Project Priority Ranking** **HIGH 13**

Length of Project (in Years) 3 **Initial Year of Approval** 2025

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	560,000					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	560,000	-	-	-	-	-
UNFUNDED		210,000				
Total Project Funding	**560,000**	**210,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Fire Hall 3: East Driveway Pavement Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		430,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**430,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the asphalt and subbase to the area east of the apparatus bays.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The east section of the drive lane has failed, showing significant signs of cracking and deterioration. Multiple surface repair attempts have been completed, but the repairs continue to fail due to subsurface conditions and suspected water ingress. The consequences of not performing remediation will result in further deterioration in the paved surfaces, increased operating and maintenance costs for interim repairs, damage to vehicle tires, and tripping hazards.
***Project Priority Ranking**	**HIGH 14**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		430,000				
Total Project Funding	**-**	**430,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Fire Hall: Fire Training Centre Brookswood**

Work Breakdown (if it exists) — NEW — **Category** — Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		9,500,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**9,500,000**	-	-	-	-

Project Description *(Phased Project)

With the decision to construct the new Brookswood Fire Hall at 200 Street and 27 Avenue, the existing Fire Hall 5 (20355 - 32 Avenue) site presented a unique opportunity for a centralized fire training centre for the Township of Langley Fire Department (TLFD).

Project Justification & Consequences of Not Proceeding *(Phased Project)

The existing training yard, located at the Operations Centre works yard in Murrayville, was constructed over 25 years ago. A recent assessment revealed costly upgrades are required to the live fire burn building, classrooms, and training props to meet the training needs and comply with current standards. With the advancement of modern firefighter training requirements and new departmental training initiatives (e.g., high-rise fire fighting, high angle rescue, tower crane), the current training yard is unable to meet the TLFD's growing training requirements. The BC Office of the Fire Commissioner has implemented minimum training standards for fire departments in the province, based on National Fire Protection Association (NFPA) professional qualifications.

***Project Priority Ranking** — **HIGH 15**

Length of Project (in Years) — 4 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		9,500,000				
Total Project Funding	-	**9,500,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Sump Pump & Controls Replacements**					
Work Breakdown (if it exists)	New	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the sump pump and control systems along with enhancements to the electrical infrastructure, well barrels, and rail system. Replacement will be at Walnut Grove Community Centre and W.C. Blair Recreation Centre.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The current equipment has surpassed its expected service life. Failure to replace the sump pump may lead to water ingress into the facility, potentially damaging high-value mechanical equipment and causing service disruptions. The current well barrels are presenting safety risks related to confined space entry and pose hazard for staff during inspections and maintenance repairs.
***Project Priority Ranking**	**HIGH 16**

Length of Project (in Years) 1 — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Langley Events Centre: Heating Boiler System Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		430,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**430,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the hydronic heating boilers with new condensing boilers.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The existing boilers, installed in 2009, are not performing well and not operating as designed. This has led to recurring failures of the burners and damaging other critical components of the boilers including the heat exchangers and the refractory. Annual costs for repairs are increasing.
***Project Priority Ranking**	**HIGH 17**

Length of Project (in Years)	**2**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		430,000				
Total Project Funding	**-**	**430,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Walnut Grove Community Centre: Fitness Centre AHU-7 Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		370,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**370,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of AHU-7 serving the aerobics room.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	The unit was installed in 1999 and is well passed its expected useful life of 20 years. Emergency repair won't extend the useful life of the equipment. Sourcing replacement parts may have long lead times, impacting the operation of the public programs in the aerobics room.					
***Project Priority Ranking**	**HIGH 18**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		370,000				
Total Project Funding	**-**	**370,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Operations Centre: Air Handling & Multiple Mechanical Units Replacement**

Work Breakdown (if it exists) — NEW — **Category** — Facility Construction

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		550,000	300,000	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**550,000**	**300,000**	**-**	**-**	**-**

Project Description *(Phased Project)

Replacement of the following mechanical equipment with like for like units.
2026: AHU-1&2, IRH-5 through IRH-10, CU-1 and FC-1, CU-2 and FC-4, CU-3 and FC-3, EF-13, EF-17 and RTU-13.
2027: AHU-3, Dust Collector, EF-16, EF-18, EF-20, EF-21, EF-22, and EF-23.
Terms: AHU - Air Handling Unit, IRH - Infrared Radiant Heater, CU - Condensing Unit, FC - Fan Coil, EF - Exhaust Fan, RTU - Rooftop Unit.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Several of the mechanical equipment units (about 50%) were replaced in 2014. The above-mentioned equipment has an expected useful life of 15-20 years and are operating beyond the industry recommended replacement age. Emergency repairs may not be possible, and new equipment typically has long lead times. RTU-13 has failed previously, and temporary repairs were completed.

***Project Priority Ranking** — **HIGH 19**

Length of Project (in Years) — 3 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		550,000	300,000			
Total Project Funding	**-**	**550,000**	**300,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Civic Facility: Parkade Resurfacing**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		440,000	550,000	230,000	-	-
Budget Remaining	-					
Total Project Cost	**-**	**440,000**	**550,000**	**230,000**	**-**	**-**

Project Description ***(Phased Project)**	Resurfacing of selected areas of the above ground parking membrane.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The current parkade membrane was originally installed in 2015 is past its useful service life and is failing in certain locations. Failure to resurface the parkade membrane will result in increased areas of water ingress into the covered parking area, as well as into the concrete parking structure. Water ingress into the concrete structure can result in damage to the structure and vehicles below. To avoid significant interruptions to the public, staff, and tenants, it is proposed that the resurfacing work be completed in three phases. Polyurethane traffic deck coating for this site is expected to last between 8 to 12 years. However actual service life can vary significantly based on volume, type of traffic, and site conditions.
***Project Priority Ranking**	**HIGH 20**

Length of Project (in Years)	3	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		440,000	550,000	230,000		
Total Project Funding	**-**	**440,000**	**550,000**	**230,000**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**George Preston Recreation Centre: Arena Dasher Board & Panel Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		920,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**920,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the existing dasher boards and glass with new integrated board system with acrylic panels.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing dasher boards and glass were installed in 2001 and are past their service life. Replacement of the dasher boards with a new system will improve player/user group safety and enhance the user experience. In addition, new glazing systems utilize lighter glazing, resulting in quicker maintenance turn around and increased safety for staff when removing/replacing components of the system.
***Project Priority Ranking**	**HIGH 22**

Length of Project (in Years) 1 — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		920,000				
Total Project Funding	**-**	**920,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**George Preston Recreation Centre: Radiant Arena Heater Replacements**					
Work Breakdown (if it exists)	New	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of the seven (7) radiant tube heater, vent systems, and controllers in the arena.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	This equipment has passed its expected service life and has had multiple repairs over the past few years. A failure will result in the loss of heat during the ice season and will impact the patron experience.					
***Project Priority Ranking**	**HIGH 23**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Civic Facility: East & South Stairwell Roof Replacements**

Work Breakdown (if it exists) — NEW — **Category** — Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Replacement of the east and south stairwell roof assemblies.

Project Justification & Consequences of Not Proceeding *(Phased Project)

These roof assemblies are past their useful life and require replacement. Failure to replace the roof assemblies may result in damage to the interior areas of the building. The building was originally built in 2001.

***Project Priority Ranking** — **HIGH 24**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Langley Events Centre: Building Envelope Painting**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		390,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**390,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Painting of LEC main building and building B.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing paint coatings on both buildings is approaching the end of their typical service lives and requires re-coating to maintain effectiveness as a water shedding coating. The paint condition on both buildings have deteriorated and require a full recoating. Multiple sections have and are showing signs of failure, exposing underlying surface to potential weather damage and further wear. Temporary repairs have been deferred, as a complete repaint is necessary to restore the long-term protection and maintenance of the building's appearance.
***Project Priority Ranking**	**HIGH 25**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		390,000				
Total Project Funding	**-**	**390,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Aldergrove Community Police Office - Mechanical Upgrades**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		260,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**260,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of HVAC equipment that are past their expected useful lives, including RTUs 2 to 6.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Failure to replace HVAC equipment that is past its service life results in a higher potential for failure, which could impact service levels. Most of the equipment services the heating and cooling of interior spaces of the building. If equipment fails, there will be no heating and/or cooling, potentially limiting the ability of staff to work in the building. Emergency repairs may not be possible, and new equipment typically has long lead times (up to 12 months).
***Project Priority Ranking**	**HIGH 26**

Length of Project (in Years)	**1**	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		260,000				
Total Project Funding	**-**	**260,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Fire Hall 4: Mechanical Equipment Replacements**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		215,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**215,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the following mechanical systems: Three furnaces (F-1, F-2, & F-3) along with their associated condensers (CU-1, CU-2, & CU-3).
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The HVAC equipment is past its useful life and is at risk of breakdowns. Sudden failure will result in costly emergency repairs. These units are original to the construction of the building in 2004 and are past their expected useful life of 15 years. In 2024, a failed CU-3 had to be repaired with costs over $12K. In addition, temporary cooling had to be arranged to the dorms until repairs were completed
***Project Priority Ranking**	**HIGH 27**

Length of Project (in Years)	**2**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		215,000				
Total Project Funding	**-**	**215,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title George Preston Recreation Centre: SBS Roof Replacement

Work Breakdown (if it exists) NEW **Category** Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		2,300,000	650,000	-	-	-
Budget Remaining	-					
Total Project Cost	-	**2,300,000**	**650,000**	-	-	-

Project Description *(Phased Project)

Replacement of the following Styrene-butadiene-styrene (SBS) low slope roof assemblies.
Roof A: Curling Roof
Roof B: Lower Roof South and North of Restaurant
Roof D, E: Arena Concourse South and North, respectively
Roof F: Arena Refrigeration Plant
Roof G: Curling Refrigeration Plant

Project Justification & Consequences of Not Proceeding *(Phased Project)

The 2022 Roofing Condition Assessment identified the low slope SBS roof assemblies at the George Preston Recreation Centre are past their useful service life and require replacement. Roof areas A, B, D, E, F and G. Failure to replace the roof assemblies will result in increased maintenance costs to address failures. There is the potential for roof leaks to cause deterioration in the roof structure, as the majority of the building utilizes a wood structural deck to support the roof structure.

***Project Priority Ranking** HIGH 28

Length of Project (in Years) 3 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		2,300,000	650,000			
Total Project Funding	-	**2,300,000**	**650,000**	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Langley Events Centre: Audio System Replacement**

Work Breakdown (if it exists) — NEW — **Category** — Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		550,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**550,000**	-	-	-	-

Project Description *(Phased Project)

Replacement of the existing Arena Bowl sound system originally installed in 2009, with a modern, professional-grade audio solution. The new system will deliver high-quality, consistent sound coverage throughout the seating bowl and will be powered by a matched amplification and digital audio networking infrastructure. The scope includes the installation of approximately 20 new loudspeakers, subwoofers, along with all necessary rigging hardware, amplification equipment, cabling, and system commissioning

Project Justification & Consequences of Not Proceeding *(Phased Project)

The current Arena Bowl sound system has reached the end of its effective service life and no longer meets modern performance expectations for live sports and entertainment venues. Audio coverage is inconsistent, with uneven sound distribution and limited clarity in key seating areas. This negatively impacts the fan experience, public address audibility, and the overall presentation quality of events. Upgrading the system is essential to ensure reliable operation, meet audience expectations, and maintain a professional standard for game-day production and special events.

***Project Priority Ranking** — **HIGH 29**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		550,000				
Total Project Funding	-	**550,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Langley Events Centre: Media Broadcast Equipment Replacement**

Work Breakdown (if it exists) — NEW — **Category** — Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		280,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**280,000**	-	-	-	-

Project Description *(Phased Project)

Replacement of existing production and broadcasting equipment. The scope includes new broadcast-quality cameras, switching and control room hardware, signal distribution infrastructure, and related support systems required for video production, live streaming, and in-house broadcast display.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Current equipment is over 15 years old and has exceeded its useful life, with increasing failure rates and compatibility issues. It no longer meets broadcast standards, putting televised game coverage and internal video presentation at significant risk. Without this replacement, the organization could have interruptions during streaming or broadcast of events, compromising media obligations, negative impact on/to fan engagement, sponsorship value, and in-game entertainment. The in-house video display system also relies on this infrastructure; failure to upgrade will result in degraded event presentation and a poor fan experience.

***Project Priority Ranking** — **HIGH 30**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		280,000				
Total Project Funding	-	**280,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**George Preston Recreation Centre: Sound System Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the sound system throughout the main arena and lobby.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The current sound system is very rudimentary and outdated in terms of industry standard. It does not meet the needs of programs, events and user groups such as figure skating, minor hockey, lacrosse, ball hockey, and junior hockey teams. The replacement would include items such as new controls, amplifiers, and speakers, and would allow for future additions.
***Project Priority Ranking**	**HIGH 31**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Aldergrove Community Centre: Exterior Pool Deck Heaters Replacements**

Work Breakdown (if it exists) — NEW — **Category** — Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		110,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**110,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Replacement of the seven (7) exterior pool deck heaters.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The current pool deck heaters, installed in 2018, have reached their useful life. Not proceeding with the replacement will result in increased operating costs to deal with emergency repairs and longer downtimes.

***Project Priority Ranking** — **HIGH 32**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		110,000				
Total Project Funding	**-**	**110,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Operations Centre: Facilities Storage Building Roof Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the roof assemblies for the facilities storage building.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The existing roof assembly was installed in 1996 and is past its useful service life. Failure to replace the roof assembly may lead to water ingress into the building and damage to the materials stored inside the building.
***Project Priority Ranking**	**HIGH 33**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: City of Langley Contribution	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Phillip Jackman Park: Washroom Building Roof Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		205,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**205,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the existing roof assembly with new, sloped metal roofing assembly and associated components.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The existing metal roof is in very poor condition and past its service life. Failure to replace the roof with a new assembly may result in water ingress into the building interior, as well as damage to interior spaces. The existing roof assembly requires increased maintenance to address failures and complete temporary repairs to the roof, as well as interior areas damaged from water ingress.
***Project Priority Ranking**	**HIGH 34**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		205,000				
Total Project Funding	**-**	**205,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Accessibility Enhancements Funding**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		100,000	100,000	100,000	100,000	100,000
Budget Remaining	-					
Total Project Cost	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**

Project Description ***(Phased Project)**	Funding to address accessibility enhancements at various facilities. 2026 (Year 1) we would prioritize accessibility upgrades at WC Blair Recreation Centre with a focus on implementing targeted enhancements that meet Rick Hansen Foundation Accessibility Certification (RHFAC) Gold Status criteria and complete the RHFAC accreditation process.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	An assessment report is being undertaken that will provide recommendations on ways to improve and enhance accessibility access at recreation/community centres. The improvements will attempt to ensure guests have a more inclusive experience and will assist the Township in bridging potential service delivery gaps to individuals with accessibility limitations.
***Project Priority Ranking**	**HIGH 35**

Length of Project (in Years)	**5**				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		100,000	100,000	100,000	100,000	100,000
Total Project Funding	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Willoughby Community Park: Fieldhouse Expansion**

Work Breakdown (if it exists) NEW **Category** Facility Maintenance

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		2,200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**2,200,000**	-	-	-	-

Project Description *(Phased Project)

Expansion of the second level over the single-storey portion of the facility to the south to provide additional office and storage spaces.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The fieldhouse at Willoughby Park currently has a concession and change rooms on the first level. The partial second level at the north of the building accommodates offices and additional storage space. Given the increased demand at this park, additional office spaces and storage is required. This projects includes the expansion of the second floor to the south, adding approximately 1,500sf of interior space the fieldhouse.

***Project Priority Ranking** **HIGH 36**

Length of Project (in Years) 2 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Applicable Groups	-	1,000,000				
Total Funded	-	1,000,000	-	-	-	-
UNFUNDED		1,200,000				
Total Project Funding	-	**2,200,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Redwoods Golf Course: Concession and Washroom Structure Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		300,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**300,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the concession and washroom structure.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The existing structure's life is estimated over 25 years and is in need of replacement. Major renovation is not recommended due to the age of the structures and building code implications. The new concession will be approximately 400 square feet with a single stall washroom.
***Project Priority Ranking**	**HIGH 37**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		300,000				
Total Project Funding	**-**	**300,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Redwoods Golf Course: Maintenance Office Building Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		120,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**120,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of the maintenance office building with a similar structure.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing structure is estimated to be over 50 years old and is well past its useful life. The project scope includes the demolition of the approximate 300 square feet structure including abatement of hazardous material. Rodent infestation and moisture damage are present throughout.					
***Project Priority Ranking**	**HIGH 38**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		120,000				
Total Project Funding	**-**	**120,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**			-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Aldergrove Community Centre: Dry Playground Fence Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the perimeter fencing around the dry playground.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The current condition of the fence is deteriorating due to low-grade quality and strength of material and vandalism. This impacts its effectiveness in ensuring a safe and secure playground environment. This will cause the playground area to face increased risk of unauthorized access.
***Project Priority Ranking**	**HIGH 39**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Willoughby Stadium: East Grandstand Roof Canopy**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		4,000,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**4,000,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Design and construction of a roof canopy over the east grandstand. While smaller in seating capacity compared to the west side, the east grandstand presents unique opportunities for spectator viewing. The current budget is a high-level estimate and will be refined as the design process progresses.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Current seating is not covered. The construction of a roof will provide more protection for the spectators and enhance the overall event experience.
***Project Priority Ranking**	**HIGH 40**

Length of Project (in Years)	**2**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		4,000,000				
Total Project Funding	**-**	**4,000,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Willoughby Stadium: East Grandstand Washrooms and Changerooms Building**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,600,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**3,600,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Design and construction of new facilities behind the east grandstands, including washrooms, changerooms, referee rooms, and a dedicated first aid room. The layout will maximize functionality and efficient use of space, ensuring the needs of athletes, officials, and spectators are met. The current budget is a high-level estimate and will be further refined throughout the design development process.
Project Justification & Consequences of Not Proceeding *(Phased Project)	At present, the only permanent washrooms and changerooms are housed within the Willoughby Community Park fieldhouse. Given the high volume of park users, these existing facilities are no longer adequate to meet the increasing demand. As a temporary solution, portable toilets have been brought in to supplement the limited capacity. Reliance on temporary washroom facilities is proving to be inadequate in meeting the expectations of the patrons.
***Project Priority Ranking**	**HIGH 41**

Length of Project (in Years)	**2**	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		3,600,000				
Total Project Funding	**-**	**3,600,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Willoughby Stadium: Exterior Cladding of Grandstands**

Work Breakdown (if it exists) — New — **Category** — Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		1,900,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**1,900,000**	-	-	-	-

Project Description *(Phased Project)

Design and installation of an exterior metal wall panel and cladding system for all three grandstands. The scope includes engineering, fabrication, and integration of a customizable facade solution that enhances both aesthetics and durability.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Installing a metal wall panel and cladding system across all three grandstands ensures a durable, low-maintenance exterior while offering design flexibility for customizable facades. This approach enhances the visual identity of the venue with sleek and modern finishes.

***Project Priority Ranking** — **HIGH 42**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		1,900,000				
Total Project Funding	-	**1,900,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Willoughby Stadium: Outdoor Audio System**

Work Breakdown (if it exists) NEW **Category** Facility Construction

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		350,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**350,000**	-	-	-	-

Project Description *(Phased Project)

Design and installation of a new outdoor audio system at Willoughby Stadium.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Willoughby Stadium currently lacks a permanent outdoor audio system. For each event, a temporary rental system must be installed and dismantled; an inefficient process that demands significant staff time and logistical coordination. Despite these efforts, the rental system consistently falls short in delivering the necessary sound coverage and quality, resulting in uneven audio performance across key areas of the stadium.

***Project Priority Ranking** HIGH 43

Length of Project (in Years) 1 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		350,000				
Total Project Funding	-	**350,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Willoughby Stadium: PortableTurf Deck**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Construction			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		2,600,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**2,600,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Purchasing a portable turf deck to be installed over the synthetic turf field.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The addition of a portable turf deck at the stadium would offer critical protection for the playing surface while enhancing safety for participants and attendees. This addition would significantly increase the venue's versatility, enabling it to accommodate a wider range of non-traditional events such as concerts, festivals, and alternative sporting activities.
***Project Priority Ranking**	**HIGH 44**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		2,600,000				
Total Project Funding	**-**	**2,600,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Willoughby Stadium: Video Surveillance System**

Work Breakdown (if it exists) NEW **Category** Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		275,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**275,000**	-	-	-	-

Project Description *(Phased Project)

Design and installation of a security camera system at Willoughby Stadium to enhance safety, surveillance, and operational oversight.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Willoughby Stadium currently relies on a single temporary camera that remains on-site full-time. While this setup provides minimal surveillance, it lacks the coverage, and functionality required to effectively monitor the stadium's key areas. Critical zones such as entrances, seating sections, and perimeter access points remain largely unobserved, limiting the stadium's ability to respond to incidents.

***Project Priority Ranking** **HIGH 45**

Length of Project (in Years) 1 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		275,000				
Total Project Funding	-	**275,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Willoughby Stadium: West Grandstand Roof Canopy**

Work Breakdown (if it exists) NEW **Category** Facility Construction

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		10,750,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**10,750,000**	-	-	-	-

Project Description *(Phased Project)

Design and construction of a roof canopy structure over the west grandstand. The west grandstand has the largest seating capacity in the stadium and offers the most flexibility for construction of the footings and structure. The current budget envelope is a high-level estimate that will be refined through the design process.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Current seating is not covered. The construction of a roof will provide more protection for the spectators and enhance the overall experience.

***Project Priority Ranking** **HIGH 46**

Length of Project (in Years) 2 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		10,750,000				
Total Project Funding	-	**10,750,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Willoughby Stadium: West Grandstand Washrooms Building**

Work Breakdown (if it exists) NEW **Category** Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		7,800,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**7,800,000**	-	-	-	-

Project Description *(Phased Project)

Design and construction of a single-storey facility at ground level, incorporating public washrooms, a dedicated janitorial room, and secure storage areas. The building will be designed to allow for future expansion, optimize operational efficiency, and support the overall functionality of the site. The scope also includes watermain upgrades in order to provide adequate water pressures for the facilities.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The current reliance on temporary washroom facilities is proving to be inadequate in meeting the expectations of the patrons. Feedback consistenly highlights dissatisfaction with cleanliness and the desire for permanent washrooms that also meet the current accessibility standards.

***Project Priority Ranking** **HIGH 47**

Length of Project (in Years) 2 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		7,800,000				
Total Project Funding	-	**7,800,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Langley Events Centre: Exterior Wood Refinishing**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		350,000	350,000	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**350,000**	**350,000**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Refinishing of all exterior wood trim, columns, and glulam beams to preserve the integrity and appearance of the building's architectural features. Over time, exposure to weather has caused extreme wear and fading, and refinishing will help protect these elements from further deterioration.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	If the exterior wood trim, columns, and glulam beams are not refinished, the exposed surfaces will continue to deteriorate due to weathering, moisture infiltration, and ultraviolet radiation. Over time, this can lead to cracking, warping, and rot, compromising both the appearance and structural integrity of these architectural elements. Due to the extent of the current deterioration, more intensive restoration is required. Given the level of damage, this project is expected to span two years to allow for thorough assessment, repair, and refinishing. While initial budgets have been estimated, the scope remains fluid. As remediation needs become clearer, second-year funding will be adjusted to reflect actual effort, including any unforeseen or expanded restoration requirements.
***Project Priority Ranking**	**HIGH 48**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		350,000	350,000			
Total Project Funding	**-**	**350,000**	**350,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Willoughby Community Park: Water System Infrastructure Upgrade**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		1,050,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**1,050,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Upgrading of on-site watermain infrastructure to ensure consistent and adequate water pressure across the site.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Upgrading the on-site watermain will help ensure consistent and adequate water pressure across the site, supporting reliable service to fire protection systems, irrigation, and other infrastructure. It will also provide additional capacity to accommodate future growth and evolving site needs.
***Project Priority Ranking**	**HIGH 49**

Length of Project (in Years)	**1**	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		1,050,000				
Total Project Funding	**-**	**1,050,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**George Preston Recreation Centre: Curling Rink Building Envelope Remediation**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		260,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**260,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Re-coating of the exterior and interior surfaces of the south wall of the curling rink.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	The coatings on the exterior and interior of the south wall are failing, exposing the underlying concrete block to moisture. Failure to repair and re-coat the block wall cladding may lead to moisture ingress into the curling rink. This can have a detrimental effect on not only the building materials and structure but also impact the interior environment and the conditions of the curling ice. This may impact user groups and the ability to maintain proper environmental conditions in the interior of the building.					
***Project Priority Ranking**	**MEDIUM 01**					
Length of Project (in Years)	**2**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		260,000				
Total Project Funding	**-**	**260,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Langley Events Centre: Road Reconstruction with Pedestrian Improvements**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		750,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**750,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Road reconstruction of the section that runs from north to south separating main building from Building B and the new arenas with pedestrian-focused improvements.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing road is showing significant signs of deterioration, with widespread cracking and surface failures. These conditions are beginning to compromise both the functionality and safety of the area, and full replacement is required to restore structural integrity, improve drainage, and enhance pedestrian movement.
***Project Priority Ranking**	**MEDIUM 02**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		750,000				
Total Project Funding	**-**	**750,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title — **Aldergrove Kinsmen Community Centre: SBS Roof Replacement**

Work Breakdown (if it exists) — NEW — **Category** — Facility Renewal/Replacement

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Replacement of the low slope Styrene-butadiene-styrene (SBS) roof assemblies.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The existing low slope roof assembly is approaching the end of its useful service life and should be replaced to ensure there is no water ingress into the building interior.

***Project Priority Ranking** — **MEDIUM 03**

Length of Project (in Years) — 2 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**Civic Facility: Lighting Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		385,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**385,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of compact fluorescent lighting with LED lighting throughout the facility.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Much of the lighting uses outdated compact fluorescent technology. This results in poor lighting quality and high operating costs for frequent bulb replacements and excess energy use. New LED lighting will reduce annual operating costs significantly and reduce work orders and complaints related to failed fluorescent bulbs. There is potential to offset the costs of this project through a BC Hydro rebate.					
***Project Priority Ranking**	**MEDIUM 04**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		385,000				
Total Project Funding	**-**	**385,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title	**George Preston Recreation Centre: Arena Ice Plant Upgrades for Year-round Operations**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Renewal/Replacement			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		2,300,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**2,300,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Upgrading the arena refrigeration plant and associated mechanical equipment to enable year-round ice operations. The scope includes a new chiller, condenser, dehumidifier and all ancillary mechanical and control upgrades.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing plant was designed to produce and maintain ice during the shoulder seasons and the winter. With the increased demand on ice operations at this facility, this project enables the plant to be operational year-round and during the summer to meet needs of the user groups.
***Project Priority Ranking**	**MEDIUM 05**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		2,300,000				
Total Project Funding	**-**	**2,300,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Facilities & Corporate Projects

Project Title **Fleet: Service Vehicles**

Work Breakdown (if it exists) NEW **Category** Facility Maintenance

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		285,000	190,000	95,000	95,000	-
Budget Remaining	-					
Total Project Cost	**-**	**285,000**	**190,000**	**95,000**	**95,000**	**-**

Project Description
***(Phased Project)**

Purchasing new service vehicle for Facilities Operations and Maintenance Department.
2026 - 3 2027 - 2 2028 - 1 2029 - 1

Project Justification & Consequences of Not Proceeding
***(Phased Project)**

Currently, the department has seven (7) holdback vehicles that are well past their lifespan. These vehicles require regular maintenance and are frequently out for service due to ongoing repairs.

***Project Priority Ranking** **MEDIUM 06**

Length of Project (in Years) 1 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		285,000	190,000	95,000	95,000	-
Total Project Funding	**-**	**285,000**	**190,000**	**95,000**	**95,000**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Fire Capital

Ranking	Project Title	Page No.	Total New Requests	Other: Fire Equipment Replacement Reserve
CRITICAL	Personal Protective Equipment (PPE) (R)	86	**175,000**	175,000
CRITICAL	Firefighting Equipment (R/N)	87	**45,000**	45,000
CRITICAL	Turn Out Gear Washers (R)	88	**60,000**	60,000
CRITICAL	Staff Vehicle Unit#1108 RPL	89	**80,000**	80,000
CRITICAL	Staff Vehicle Unit#1056 RPL	90	**80,000**	80,000
CRITICAL	Training Equipment Capital (R)	91	**15,000**	15,000
2026 New Requests			***455,000***	***455,000***

Township of Langley
Capital Project Description
Fire Services

Project Title	**Personal Protective Equipment (PPE) (R)**					
Work Breakdown (if it exists)	FDS1004-01	**Category**	Firefighting Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		175,000	185,500	196,630	208,428	220,933
Budget Remaining	44,821					
Total Project Cost	**44,821**	**175,000**	**185,500**	**196,630**	**208,428**	**220,933**

Project Description ***(Phased Project)**	Annual program to replace turn out gear (pants and jacket) that contain PFAS chemicals (perfluoroalkyl compound or polyfluoralkyl compound). This is directly related to Firefighter health and safety. Estimated 6% cost increase for each year.
Project Justification ***(Phased Project)**	The Fire Department requires funding to purchase replacement Firefighter turn out gear that is made without PFAS chemicals to ensure that the Fire Department meets Provincial legislation, WorkSafeBC, National Fire Protection Association (NFPA), and industry standards/requirements. Provincial legislation requires Fire Department's to replace all turn out gear containing PFAS chemicals by 2029. Having an annual replacement program spreads the ongoing cost over the life expectancy rather than an all at once purchase.
***Project Priority Ranking**	**CRITICAL 01**

Length of Project (in Years)					**Initial Year of Approval**	**2024**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Fire Equip Replacement Reserve	44,821	175,000	185,500	196,630	208,428	220,933
Total Funded	44,821	175,000	185,500	196,630	208,428	220,933
Total Unfunded						
Total Project Funding	**44,821**	**175,000**	**185,500**	**196,630**	**208,428**	**220,933**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Fire Services

Project Title **Firefighting Equipment (R/N)**

Work Breakdown (if it exists) FDS1002-02 **Category** Firefighting Equipment

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		45,000	65,000	65,000	65,000	65,000
Budget Remaining	5,236					
Total Project Cost	**5,236**	**45,000**	**65,000**	**65,000**	**65,000**	**65,000**

Project Description
***(Phased Project)**

The requests below are a combination of annual replacement and new equipment purchases:
2026 - New – one (1) Lucas 3 chest compression system. Hose, nozzles and appliances.
2027 - New – one (1) Lucas 3 chest compression system. Hose, nozzles and appliances.
2028 - New – one (1) Lucas 3 chest compression system. Hose, nozzles and appliances.
2029 - New – one (1) Lucas 3 chest compression system. Hose, nozzles and appliances.
2030 - New – one (1) Lucas 3 chest compression system. Hose, nozzles and appliances.

Project Justification
***(Phased Project)**

The Fire Department requires funds to purchase/replace necessary equipment to ensure that the Fire Department equipment meets WorkSafeBC, National Fire Protection Association (NFPA), and Industry standards/requirements. In addition, upgrading and transitioning to current technology is a necessity. Standardization of equipment will enhance efficiencies.

***Project Priority Ranking** CRITICAL 02

Length of Project (in Years) Annual **Initial Year of Approval** 2016

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	112					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Fire Equip Replacement Reserve	5,124	45,000	65,000	65,000	65,000	65,000
Total Funded	5,236	45,000	65,000	65,000	65,000	65,000
Total Unfunded						
Total Project Funding	**5,236**	**45,000**	**65,000**	**65,000**	**65,000**	**65,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Fire Services

Project Title	**Turn Out Gear Washers (R)**					
Work Breakdown (if it exists)	NEW	**Category**	Firefighting Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		60,000	62,000	31,000	-	-
Budget Remaining	-					
Total Project Cost	**-**	**60,000**	**62,000**	**31,000**	**-**	**-**

Project Description ***(Phased Project)**	The Fire Department requires funding to replace aging turn-out gear washing machines that are at their end of life. 2026 two (2) turn-out gear washers 2027 two (2) turn-out gear washers 2028 one (1) turn-out gear washer
Project Justification ***(Phased Project)**	Each fire hall is currently equipped with a turn-out gear washer. To meet WorkSafe BC, National Fire Protection Association (NFPA), and Industry standards, contaminated and or soiled turn-out gear is washed as per the manufactuer's instructions to ensure that the gear is clean and safe for use. All of the current turn-out gear washers are approximately 30 years old and have met their end of life. New replacement washers are more efficient and will enhance the fire departments decontamination procedures.
***Project Priority Ranking**	**CRITICAL 03**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Fire Equip Replacement Reserve	-	60,000				
Total Funded	-	60,000	-	-	-	-
Total Unfunded			62,000	31,000		
Total Project Funding	**-**	**60,000**	**62,000**	**31,000**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Fire Services

Project Title	**Staff Vehicle Unit#1108 RPL**					
Work Breakdown (if it exists)	NEW	**Category**	Vehicles and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		80,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**80,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Scheduled to replace vechicle unit #1108, purchased in 2013. For the purchase of one (1) half ton (1/2) hybrid pick-up/van in 2026. This cost will include a canopy, bed liner and graphics. Est. delivery in Q1 2026.
Project Justification ***(Phased Project)**	Staff units are scheduled for replacement based on a 10 year life expectancy, depending on condition and Kms. Replacement is not automatic, prior to replacing, each vehicle is reviewed by the mechanics and upon their recommendations the decision is made to either replace or not to replace. Continuing to budget based on a 'useful life' allows the Township to minimize repairs and maintenance costs, and receive a reasonable disposal value at the end of a unit's life. Maintaining a replacement schedule allows the division to plan into the future and avoid peaks and valleys that can be associated with unscheduled vehicle replacement. A few of our fleet vehicles are now 12 and 13 years old with 130-150 thousand kms.
***Project Priority Ranking**	**CRITICAL 04**

Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Fire Equip Replacement Reserve	-	80,000				
Total Funded	-	80,000	-	-	-	-
Total Unfunded						
Total Project Funding	**-**	**80,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Fire Services

Project Title	**Staff Vehicle Unit#1056 RPL**					
Work Breakdown (if it exists)	NEW	**Category**	Vehicles and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		80,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**80,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Scheduled to replace vechicle unit #1056, purchased in 2014. For the purchase of one (1) half ton (1/2) hybrid pick-up/van in 2026. This cost will include a canopy, bed liner and graphics. Est. delivery in Q1 2026.
Project Justification ***(Phased Project)**	Staff units are scheduled for replacement based on a 10 year life expectancy, depending on condition and Kms. Replacement is not automatic, prior to replacing, each vehicle is reviewed by the mechanics and upon their recommendations the decision is made to either replace or not to replace. Continuing to budget based on a 'useful life' allows the Township to minimize repairs and maintenance costs, and receive a reasonable disposal value at the end of a unit's life. Maintaining a replacement schedule allows the division to plan into the future and avoid peaks and valleys that can be associated with unscheduled vehicle replacement. A few of our fleet vehicles are now 12 and 13 years old with 130-150 thousand kms.
***Project Priority Ranking**	**CRITICAL 05**

Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Fire Equip Replacement Reserve	-	80,000				
Total Funded	-	80,000	-	-	-	-
Total Unfunded						
Total Project Funding	**-**	**80,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Fire Services

Project Title	**Training Equipment Capital (R)**					
Work Breakdown (if it exists)	FDS1000-07	**Category**	Training Equipment Capital			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		15,000	15,000	15,000	15,000	15,000
Budget Remaining	3,848					
Total Project Cost	**3,848**	**15,000**	**15,000**	**15,000**	**15,000**	**15,000**

Project Description *(Phased Project)	Replacement and maintenance of training equipment to ensure the delivery of core training requirements for both suppression and non-suppression staff programs, such as Fire Training Mannequins, AED training tools etc.
Project Justification *(Phased Project)	To ensure training equipment meets the operational needs of the Fire Department as well as WorkSafe BC and Industry Standards.
***Project Priority Ranking**	**CRITICAL 06**

Length of Project (in Years)	**Annual**	**Initial Year of Approval**	**2017**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	1,313					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	2,535					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Fire Equip Replacement Reserve	-	15,000				
Total Funded	3,848	15,000	-	-	-	-
Total Unfunded			15,000	15,000	15,000	15,000
Total Project Funding	**3,848**	**15,000**	**15,000**	**15,000**	**15,000**	**15,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Fleet Capital

Ranking	Project Title	Page No.	Total New Requests	Other: PW Equip Replacement Reserve	Unfunded
HIGH	Rental Vehicle Conversion Program	94	**1,500,000**	1,500,000	
HIGH	Small Equipment & Tools Replacement	95	**125,000**		125,000
Per Policy	Backhoe Replacement: 1532-E013	96	**275,000**		275,000
Per Policy	Cargo Trailer Replacement: 1007-V072	97	**25,000**		25,000
Per Policy	Cargo Trailer Replacement: 979-V072	98	**25,000**		25,000
Per Policy	Cargo Van Replacement: 1048-V042	99	**65,000**		65,000
Per Policy	Concrete Trailer Replacement: 1039-V074	100	**23,000**		23,000
Per Policy	Dump Truck (Medium) Replacement: 1274-V011	101	**180,000**		180,000
Per Policy	Dump Truck (Medium) Replacement: 1277-V012	102	**180,000**		180,000
Per Policy	Flatdeck Trailer Replacement: 710-V071	103	**30,000**		30,000
Per Policy	Pick Up Truck (Compact) Replacement: 1275-V031	104	**75,000**		75,000
Per Policy	Pick Up Truck (Compact) Replacement: 1331-V032	105	**70,000**		70,000
Per Policy	Pick Up Truck (Compact) Replacement: 1346-V032	106	**70,000**		70,000
Per Policy	Pick Up Truck (Compact) Replacement: 1478-V031	107	**75,000**		75,000
Per Policy	Pick Up Truck (Full Size) Replacement: 1051-V032	108	**95,000**		95,000
Per Policy	Pick Up Truck (Full Size) Replacement: 1373-V032	109	**95,000**		95,000
Per Policy	Pick Up Truck (Full Size) Replacement: 1374-V032	110	**95,000**		95,000
Per Policy	Pick Up Truck (Medium) Replacement: 1517-V032	111	**95,000**		95,000
Per Policy	Service Truck Replacement: 1280-V051	112	**125,000**		125,000
Per Policy	Service Truck Replacement: 1281-V051	113	**125,000**		125,000
Per Policy	Service Truck Replacement: 1282-V051	114	**125,000**		125,000
Per Policy	Service Truck Replacement: 1308-V051	115	**125,000**		125,000
Per Policy	SUV Replacement: 1259-V056	116	**65,000**		65,000
Per Policy	Tilt Deck Trailer Replacement: 1037-V071	117	**25,000**		25,000
Per Policy	Tractor/Mower Replacement: 1399-E022	118	**70,000**		70,000
Per Policy	Trailer Replacement: 262-V073	119	**17,000**		17,000
Per Policy	Utility Tractor Replacement: 1290-E022	120	**100,000**		100,000
Per Policy	Utility Trailer Replacement: 704-V073	121	**20,000**		20,000
Per Policy	Wood Chipper Trailer Replacement: 1324-E083	122	**90,000**		90,000
2026 New Requests			***3,985,000***	***1,500,000***	***2,485,000***

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Rental Vehicle Conversion Program**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		1,500,000	1,280,000	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**1,500,000**	**1,280,000**	**-**	**-**	**-**

Project Description ***(Phased Project)**	After a comprehensive review of fleet operations to identify opportunities for efficiency, it was identified that the Township's reliance on long-term rental vehicles is creating avoidable operating costs. To address the review findings, a phased program over two years to transition 29 long-term rental units into Township's fleet with the objective of reducing operating rental costs as vehicles are integrated into the fleet.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Once fully implemented, the phased program transition of the 29 long-term rental units is expected to reduce operating rental costs and achieve annual cost savings of approximately $272,000.
***Project Priority Ranking**	**HIGH 01**

Length of Project (in Years) 2 **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-	1,500,000				
Total Funded	-	1,500,000	-	-	-	-
UNFUNDED			1,280,000			
Total Project Funding	**-**	**1,500,000**	**1,280,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Small Equipment & Tools Replacement**					
Work Breakdown (if it exists)	FLTC1020-01	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		125,000	125,000	125,000	125,000	125,000
Budget Remaining	-					
Total Project Cost	**-**	**125,000**	**125,000**	**125,000**	**125,000**	**125,000**

Project Description ***(Phased Project)**	This capital project seeks funding for replacement and additional purchase of garage tools and equipment to maintain the garage's ability to keep up with a changing industry and replace worn out tools and equipment.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The Township requires tools to maintain its fleet and to adapt to continuous changes in technology within the fleet industry.
***Project Priority Ranking**	**HIGH 02**

Length of Project (in Years)	**ANNUAL**				**Initial Year of Approval**	**Annual**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		125,000	125,000	125,000	125,000	125,000
Total Project Funding	**-**	**125,000**	**125,000**	**125,000**	**125,000**	**125,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Backhoe Replacement: 1532-E013**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		275,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**275,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of Backhoe unit #1532-E013
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #2053 is a 2017 Case Backhoe with 4800 hours. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		275,000				
Total Project Funding	**-**	**275,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Cargo Trailer Replacement: 1007-V072**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		25,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**25,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of cargo trailer: 1007-V072
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Unit #1007 is a 2012 Tailwind Cargo Trailer. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	**1**	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		25,000				
Total Project Funding	**-**	**25,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Cargo Trailer Replacement: 979-V072**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		25,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**25,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of cargo trailer: 979-V072
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #979 is a 2010 American Van Cargo Trailer. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		25,000				
Total Project Funding	**-**	**25,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title — **Cargo Van Replacement: 1048-V042**

Work Breakdown (if it exists) — NEW — **Category** — FLVEHEQUIP

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		65,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**65,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Replacement of Cargo Van: 1048-V042

Project Justification & Consequences of Not Proceeding *(Phased Project)

Unit #1048 is a 2012 Ford Transit Cargo Van with 43,000 kms and has been in service for 13 years.. The unit has been inspected and has reached the end of its cost effective life. This unit will be replaced with an EV or PHEV depending on what is available in the market at this time.

***Project Priority Ranking** — **Per Policy**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		65,000				
Total Project Funding	**-**	**65,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Concrete Trailer Replacement: 1039-V074**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		23,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**23,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of cement trailer: 1039-V074
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1039 is a 2012 Hitchman Concrete Trailer. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		23,000				
Total Project Funding	**-**	**23,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Dump Truck (Medium) Replacement: 1274-V011**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		180,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**180,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of Medium Dump Truck unit #1274-V011
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1274 is a 2016 Ford F-450 Dump Truck with 138,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		180,000				
Total Project Funding	**-**	**180,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Dump Truck (Medium) Replacement: 1277-V012**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		180,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**180,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of Medium Dump Truck unit #1277-V012					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1277 is a 2016 Ford F-550 Dump Truck with 133,000 kms. The unit has been inspected and has reached the end of its cost effective life.					
***Project Priority Ranking**	**Per Policy**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		180,000				
Total Project Funding	**-**	**180,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Flatdeck Trailer Replacement: 710-V071**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		30,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**30,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of parks turf crew flatdeck trailer 710-V071 for Parks.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #710 is a 2009 Trailtech Flatdeck Trailer for Parks. The unit has been inspected and has reached the end of its cost effective life. The 24 foot with rear loading trailer has reached its cost effective life and will be replaced similar style unit with modern features.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	**1**	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		30,000				
Total Project Funding	**-**	**30,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title — **Pick Up Truck (Compact) Replacement: 1275-V031**

Work Breakdown (if it exists) — NEW — **Category** — FLVEHEQUIP

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		75,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**75,000**	-	-	-	-

Project Description *(Phased Project)

Replacement of Compact Pick-up unit #1275-V031

Project Justification & Consequences of Not Proceeding *(Phased Project)

Unit #1275 is a 2015 Nissan Frontier Pick Up Truck with 60,500 kms. The unit has been inspected and has reached the end of its cost effective life.

***Project Priority Ranking** — **Per Policy**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		75,000				
Total Project Funding	-	**75,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Pick Up Truck (Compact) Replacement: 1331-V032**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		70,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**70,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of Compact Pick up Unit #1331-V032
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Unit #1331 is a 2016 Nissan Frontier Pick Up Truck with 108,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		70,000				
Total Project Funding	**-**	**70,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Pick Up Truck (Compact) Replacement: 1346-V032**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		70,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**70,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of Compact Pick up Unit #1346-V032
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Unit #1346 is a 2016 Nissan Frontier Pick Up Truck with 174,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		70,000				
Total Project Funding	**-**	**70,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Pick Up Truck (Compact) Replacement: 1478-V031**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		75,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**75,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of Compact Pick-up unit #1478-V031
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Unit #1478 is a 2017 Nissan Frontier Pick Up Truck with 141,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		75,000				
Total Project Funding	**-**	**75,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title — **Pick Up Truck (Full Size) Replacement: 1051-V032**

Work Breakdown (if it exists) — NEW — **Category** — FLVEHEQUIP

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		95,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**95,000**	-	-	-	-

Project Description *(Phased Project)

Replacement of pick up truck 1051-V032 for RCMP admin.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Unit #1051 is a 2012 Ford F-250 Pick Up Truck with 19,841 kms. The unit has been inspected and has reached the end of its cost effective life.

***Project Priority Ranking** — **Per Policy**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		95,000				
Total Project Funding	-	**95,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title — **Pick Up Truck (Full Size) Replacement: 1373-V032**

Work Breakdown (if it exists) — NEW — **Category** — FLVEHEQUIP

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		95,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**95,000**	-	-	-	-

Project Description *(Phased Project)

Replacement of pick-up unit #1373-V032

Project Justification & Consequences of Not Proceeding *(Phased Project)

Unit #1373 is a 2016 Dodge Ram Pick Up Truck with 51,000 kms. The unit has been inspected and has reached the end of its cost effective life.

***Project Priority Ranking** — **Per Policy**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		95,000				
Total Project Funding	-	**95,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Pick Up Truck (Full Size) Replacement: 1374-V032**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		95,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**95,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Scheduled replacement of pick-up unit #1374-V032
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1374 is a 2016 Dodge Ram with 123,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		95,000				
Total Project Funding	**-**	**95,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title — **Pick Up Truck (Medium) Replacement: 1517-V032**

Work Breakdown (if it exists) — NEW — **Category** — FLVEHEQUIP

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		95,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**95,000**	-	-	-	-

Project Description *(Phased Project)

Replacement of pick-up Unit #1517-V032

Project Justification & Consequences of Not Proceeding *(Phased Project)

Unit #1517 is a 2017 Ford F-250 Pick Up Truck with 186,000 kms. The unit has been inspected and has reached the end of its cost effective life.

***Project Priority Ranking** — **Per Policy**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		95,000				
Total Project Funding	-	**95,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Service Truck Replacement: 1280-V051**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		125,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**125,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of service truck unit #1280-V051
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1280 is a 2016 Ford F-250 Service Truck with 111,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		125,000				
Total Project Funding	**-**	**125,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Service Truck Replacement: 1281-V051**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		125,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**125,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of service truck unit #1281-V051
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1281 is a 2016 Ford F-250 Service Truck with 79,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		125,000				
Total Project Funding	**-**	**125,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Service Truck Replacement: 1282-V051**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		125,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**125,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of service truck unit #1282-V051
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1282 is a 2016 Ford F-250 Service Truck with 93,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		125,000				
Total Project Funding	**-**	**125,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Service Truck Replacement: 1308-V051**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		125,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**125,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of service truck unit #1308-V051
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1308 is a 2016 Ford F-250 Service Truck with 121,000 kms. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		125,000				
Total Project Funding	**-**	**125,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**SUV Replacement: 1259-V056**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		65,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**65,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of Unit #1259-V056					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1259 is a 2016 Ford Escape SUV with 67,100 kms. Unit has been inspected and has reached the end of its cost effective life and needs to be replaced.					
***Project Priority Ranking**	**Per Policy**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		65,000				
Total Project Funding	**-**	**65,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Tilt Deck Trailer Replacement: 1037-V071**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		25,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**25,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of Tilt Deck Trailer unit #1037-V071
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1037 is a 2012 Trailtech Cargo Trailer. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		25,000				
Total Project Funding	**-**	**25,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Tractor/Mower Replacement: 1399-E022**					
Work Breakdown (if it exists)	FLTC1341-01	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		70,000	-	-	-	-
Budget Remaining	11,189					
Total Project Cost	**11,189**	**70,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of Tractor/Mower: 1399-E022
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Unit #1399 is a 2016 John Deere Utility Tractor with 3400 hours. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**2025**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	11,189					
Total Funded	11,189	-	-	-	-	-
UNFUNDED		70,000				
Total Project Funding	**11,189**	**70,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Trailer Replacement: 262-V073**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		17,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**17,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of Trailer #262-V073
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #262 is a 2007 Hitchman Utility Trailer that has been in service for 19 years. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		17,000				
Total Project Funding	**-**	**17,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Utility Tractor Replacement: 1290-E022**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		100,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**100,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of Utility Tractor unit #1290-E022
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #1290 is a 2015 John Deere Utility Tractor with 4700 hours. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		100,000				
Total Project Funding	**-**	**100,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title	**Utility Trailer Replacement: 704-V073**					
Work Breakdown (if it exists)	NEW	**Category**	FLVEHEQUIP			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		20,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**20,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of Roads sign shop utility trailer 704-V073
Project Justification & Consequences of Not Proceeding *(Phased Project)	Unit #704 is a 2009 Hitchman Utility Trailer for Roads. The unit has been inspected and has reached the end of its cost effective life.
***Project Priority Ranking**	**Per Policy**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		20,000				
Total Project Funding	**-**	**20,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility - Fleet

Project Title — **Wood Chipper Trailer Replacement: 1324-E083**

Work Breakdown (if it exists) — NEW — **Category** — FLVEHEQUIP

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		90,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**90,000**	-	-	-	-

Project Description *(Phased Project)

Replacement of wood chipper trailer: 1324-E083

Project Justification & Consequences of Not Proceeding *(Phased Project)

Unit #1324 is a 2015 Vermeer Chipper Trailer with 9300 hours. The unit has been inspected and has reached the end of its cost effective life.

***Project Priority Ranking** — **Per Policy**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: PW Equip Replacement Reserve	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		90,000				
Total Project Funding	-	**90,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

2026 Parks Capital

Ranking	Project Title	Page No.	Total New Requests	DCCs	Other: Neighbourhood Parkland Reserve	Other: Land Reserve	Other: Cemetery Reserve	Other: PW Equip Replacement Reserve	Other: Unidentified	Other: Non-Refundable Deposit (NRD)	Unfunded
CRITICAL	Smith Athletic Park: Indoor Turf Equipment	124	**91,000**					91,000			
HIGH	Non-Refundable Deposit Tree Planting	125	**250,000**							250,000	
MEDIUM	Langley Lawn Cemetery Improvements	126	**43,000**				43,000				
PLACEHOLDER	Capital Budget Placeholder	127	**3,000,000**						3,000,000		
PLACEHOLDER	Parkland Property (funded by Neighbourhood Parkland Reserve)	128	**15,000,000**		15,000,000						
PLACEHOLDER	Parkland Property Acquisition	129	**25,250,000**	25,000,000		250,000					
HIGH	Walnut Grove Community Park Lighting, Electrical, and Roof Improvements	130	**3,650,000**								3,650,000
HIGH	Fort Langley Community Park Improvements	131	**3,350,000**								3,350,000
HIGH	McLeod Athletic Park: Stadium Synthetic Turf Field Replacement (R)	132	**2,000,000**								2,000,000
HIGH	McLeod Athletic Park: Parking Lot Rehabilitation	133	**750,000**								750,000
HIGH	Southwest Latimer Neighbourhood Park (N)	134	**4,000,000**								4,000,000
HIGH	Brookswood Secondary School: Racquet Court Rehabilitations	135	**250,000**								250,000
HIGH	Walnut Grove Community Park: Skate Park Improvements Phase 2	136	**1,000,000**								1,000,000
HIGH	Aldergrove Athletic Park: Parking Lot Rehabilitation	137	**1,000,000**								1,000,000
HIGH	Philip Jackman Park: Playground Improvements	138	**108,000**								108,000
HIGH	Philip Jackman Park: Parking Lot Rehabilitation	139	**560,000**								560,000
HIGH	Richard Bulpitt Park: Playground Improvements	140	**200,000**								200,000
HIGH	Langley Meadows Park: Parking Lot Rehabilitation	141	**180,000**								180,000
HIGH	Meadows Edge Park: Playground Improvements	142	**440,000**								440,000
HIGH	James Hill Park: Playground Improvements	143	**230,000**								230,000
HIGH	Langley Skatepark: Parking Lot Rehabilitation	144	**150,000**								150,000
HIGH	Murrayville Outdoor Athletic Park Playground (Climbing Wall)	145	**146,000**								146,000
HIGH	Northeast Gordon Estates Neighbourhood Park (N)	146	**200,000**								200,000
HIGH	Smith Reservoir Park	147	**3,000,000**								3,000,000
HIGH	Ponder Park Improvements	148	**200,000**								200,000
HIGH	RC Garnett Park: Sport Box Repairs and Rehabilitation	149	**65,000**								65,000
HIGH	Redwoods Golf Course: Drainage Improvements	150	**100,000**								100,000
HIGH	Redwoods Golf Course: Equipment Replacement	151	**461,000**								461,000
HIGH	Turf: Sport Field Mower	152	**250,000**								250,000
HIGH	Trees and Trails: Chipper Truck	153	**450,000**								450,000
HIGH	Trans Canada Trail at 102 Avenue Upgrade (R)	154	**200,000**								200,000
HIGH	Aldergrove Athletic Park: Bike Park Improvements	155	**75,000**								75,000
HIGH	Turf: New Service Body Truck	156	**130,000**								130,000
HIGH	Turf: Truck, Trailer, and Front Deck Mower	157	**295,000**								295,000
HIGH	Mobile Stage Replacement	158	**220,000**								220,000
HIGH	Langley Community Park	159	**250,000**								250,000
MEDIUM	Ziegler Trail Rehabilitation	160	**200,000**								200,000
MEDIUM	Redwoods Golf Course: Overflow Parking Lot Rehabilitation	161	**100,000**								100,000
MEDIUM	Vehicle: Cemetery Truck	162	**85,000**								85,000
MEDIUM	Williams Park: Electrical Conduit Upgrades	163	**300,000**								300,000
MEDIUM	Trees and Trails: Water Truck	164	**210,000**								210,000
MEDIUM	Horticulture - Light Duty Trucks	165	**270,000**								270,000
MEDIUM	Trees and Trails: Truck	166	**75,000**								75,000
MEDIUM	Redwoods Golf Course: Golf Tee Box Rehabilitations	167	**50,000**								50,000
2026 New Requests			***68,834,000***	***25,000,000***	***15,000,000***	***250,000***	***43,000***	***91,000***	***3,000,000***	***250,000***	***25,200,000***

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Smith Athletic Park: Indoor Turf Equipment**					
Work Breakdown (if it exists)	NEW	**Category**	Sports Fields and Courts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		91,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**91,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	UTW with a 3-point hitch to pull the attachments (40,000), Littercat (18,500), GreenZapr UVC Surface Sterilization (32,500).
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Indoor synthetic grooming equipment. Due to the fact this is an indoor facility, staff require separate equipment to manage and sanitize the field for health and safety purposes. Possible tariffs if approved.
***Project Priority Ranking**	**CRITICAL 01**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Public Works Equip. Reserve	-	91,000				
Total Funded	-	91,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**91,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Non-Refundable Deposit Tree Planting**					
Work Breakdown (if it exists)	UFT1006-01	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	250,000	250,000	250,000	250,000
Budget Remaining	2,289,843					
Total Project Cost	**2,289,843**	**250,000**	**250,000**	**250,000**	**250,000**	**250,000**
Project Description *(Phased Project)	Tree Planting and Canopy Expansion as per Regular Council Meeting on June 24, 2024 under E.9					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Item E.9 of the Regular Council Meeting on June 24, 2024 provides direction and approval for the following; - The submission of a Grant Application to the Federation of Canadian Municipalities' Growing Canada's Community Canopies Program for $1,495,000 towards Tree Planting activities from 2024-2026, and - The use of $1,695,000 of Non-Refundable deposits towards Tree Planting activities from 2024-2026.					
***Project Priority Ranking**	**HIGH 26**					
Length of Project (in Years)				**Initial Year of Approval**		**2023**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	983,005					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Non-Refundable Deposit (NRD)	1,306,838	250,000	250,000	250,000	250,000	250,000
Total Funded	2,289,843	250,000	250,000	250,000	250,000	250,000
UNFUNDED						
Total Project Funding	**2,289,843**	**250,000**	**250,000**	**250,000**	**250,000**	**250,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Langley Lawn Cemetery Improvements**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		43,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**43,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	This project proposes an annual capital account to undertake improvements to Langley Lawn Proposed works including installation of design area for additional niche walls, fencing, works building rehabilitation and landscaping.
Project Justification & Consequences of Not Proceeding *(Phased Project)	In 2019 Council received the Cemetery Operation Review, identifying improvements for the Township's cemeteries required to ensure adequate design and inventory of burial options for the future. Funding from the Cemetery Capital Improvement Reserve can be used to fund two new Niche Walls at Langley Lawn Cemetery.
***Project Priority Ranking**	**MEDIUM 08**

Length of Project (in Years): | **Initial Year of Approval:** N/A

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Cemetery Reserve	-	43,000				
Total Funded	-	43,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**43,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Capital Budget Placeholder**					
Work Breakdown (if it exists)	PKSP1000-01	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Budget Remaining	-					
Total Project Cost	**-**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**

Project Description *(Phased Project)	Placeholder for unidentified externally funded capital projects that are not included in the budget and may arise during the year.
Project Justification & Consequences of Not Proceeding *(Phased Project)	To provide budget for unidentified externally funded capital projects not currently included in the budget that may arise during the year within the Parks Utility.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Unident. External Funding	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Total Funded	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
UNFUNDED						
Total Project Funding	**-**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Parkland Property (funded by Neighbourhood Parkland Reserve)**					
Work Breakdown (if it exists)	PKSP0001-01	**Category**	Neighbourhood Park Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		15,000,000	15,000,000	15,000,000	15,000,000	15,000,000
Budget Remaining	-					
Total Project Cost	**-**	**15,000,000**	**15,000,000**	**15,000,000**	**15,000,000**	**15,000,000**

Project Description *(Phased Project)	Purchase of parkland utilizing Neighbourhood Parkland Acquisition Fees. Specific property purchases require Council approval to proceed.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Acquisition of parkland is required to allow neighbourhood development to proceed and to provide park space for incoming residents. Specific property purchases require Council approval to proceed.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Neighbourhood Parkland Reserve	-	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000
Total Funded	-	15,000,000	15,000,000	15,000,000	15,000,000	15,000,000
UNFUNDED						
Total Project Funding	**-**	**15,000,000**	**15,000,000**	**15,000,000**	**15,000,000**	**15,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Parkland Property Acquisition**					
Work Breakdown (if it exists)	PKSP0000-01	**Category**	Parkland Acquisition			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		25,250,000	25,250,000	25,250,000	25,250,000	25,250,000
Budget Remaining	-					
Total Project Cost	**-**	**25,250,000**	**25,250,000**	**25,250,000**	**25,250,000**	**25,250,000**
Project Description *(Phased Project)	Purchase of community and municipal level parkland utilizing Park DCC's for purchase of community level parks. Specific property purchases require Council approval to proceed.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Acquisition of parkland is required to allow community development to proceed and to provide park space for incoming residents. Purchase of strategic properties in advance of development will use these funds efficiently for parks. Specific property purchases require Council approval to proceed.					
***Project Priority Ranking**	**PLACEHOLDER**					
Length of Project (in Years)	**ANNUAL**			**Initial Year of Approval**		**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	25,000,000	25,000,000	25,000,000	25,000,000	25,000,000
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Land Reserve	-	250,000	250,000	250,000	250,000	250,000
Total Funded	-	25,250,000	25,250,000	25,250,000	25,250,000	25,250,000
UNFUNDED						
Total Project Funding	**-**	**25,250,000**	**25,250,000**	**25,250,000**	**25,250,000**	**25,250,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Walnut Grove Community Park Lighting, Electrical, and Roof Improvements**					
Work Breakdown (if it exists)	NEW	**Category**	Community Park Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,650,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**3,650,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Electrical upgrades, LED Field light conversions and additional LED lights on fields is required to increase capacity for baseball programs. The caretaker roof requires replacement.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Enrollment in local baseball organizations is rapidly increasing and diamond improvements are required to increase capacity. Adding lights to fields will double playing capacity by extending playing time after dusk
***Project Priority Ranking**	**HIGH 01**

Length of Project (in Years)					**Initial Year of Approval**	**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		3,650,000				
Total Project Funding	**-**	**3,650,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	60,839	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Fort Langley Community Park Improvements**					
Work Breakdown (if it exists)	FLCP1002-01	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,350,000	-	-	-	-
Budget Remaining	150,000					
Total Project Cost	**150,000**	**3,350,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	As per July 21, 2025 Council direction to upgrade playground and pathway accessibility, and install new parkour park.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Upgraded and additional park amenities are required to address increase in demand for outdoor recreation in growing community.
***Project Priority Ranking**	**HIGH 02**

Length of Project (in Years)	**3**	**Initial Year of Approval**	**2025**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	74,250					
Capital Works Reserve	-					
Capital Projects Reserve	75,750					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	150,000	-	-	-	-	-
UNFUNDED		3,350,000				
Total Project Funding	**150,000**	**3,350,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**McLeod Athletic Park: Stadium Synthetic Turf Field Replacement (R)**					
Work Breakdown (if it exists)	NEW	**Category**	Sports Fields and Courts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		2,000,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**2,000,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the synthetic turf field which is at the end of its useful life. Design and procurement must occur in advance of dry summer weather for construction (July-August)
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Synthetic turf fields are utilized by non-profit and for-profit sports users groups, and to host tournaments and special events. They typically have an expected life of 8 years before replacement is required. If they are not replaced increased maintenance costs will be incurred, and the safety of field users could be compromised. Pricing for Synthetic turf may be impacted by tariffs since most products are sourced from the US. European alternates typically have higher prices and longer lead times for shipping.
***Project Priority Ranking**	**HIGH 03**

Length of Project (in Years)	**1**				**Initial Year of Approval**	**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		2,000,000				
Total Project Funding	**-**	**2,000,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**McLeod Athletic Park: Parking Lot Rehabilitation**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		750,000	705,000	1,410,000	1,152,000	-
Budget Remaining	-					
Total Project Cost	**-**	**750,000**	**705,000**	**1,410,000**	**1,152,000**	**-**

Project Description ***(Phased Project)**	Resurface asphalt parking lots as they reach the end of their expected service life. 2026 - McLeod Athletic Park East parking lot (216) Concurrent with Stadium Turf replacement 2027 - Mcleod Athletic Park Northwest parking lot (Blaze) 2028 - McLeod Athletic Park West parking lot (Overflow) 2029 - McLeod Athletic Park Stadium parking lot
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Without resurfacing, existing asphalt will continue to deteriorate and increase routine maintenance costs.
***Project Priority Ranking**	**HIGH 04**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		750,000	705,000	1,410,000	1,152,000	
Total Project Funding	**-**	**750,000**	**705,000**	**1,410,000**	**1,152,000**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Southwest Latimer Neighbourhood Park (N)**					
Work Breakdown (if it exists)	SLN1000-01	**Category**	Neighbourhood Park Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		4,000,000	-	-	-	-
Budget Remaining	164,541					
Total Project Cost	**164,541**	**4,000,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Development of a neighbourhood park as per the Neighbourhood plan. Site analysis, design and permitting to occur in 2025, followed by Construction in 2026 in advance of adjacent School construction.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Residential development is occurring in this neighbourhood and new residents expect to have access to a neighbourhood park. The Neighbourhood Plan identifies a neighbourhood park in this area. If the neighbourhood park is not built, new residents will not have access to playing fields in their neighbourhood and the adjacent school children will not have access to outdoor play spaces during the school week.
***Project Priority Ranking**	**HIGH 05**

Length of Project (in Years)	**2**				**Initial Year of Approval**	**2025**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	162,896					
Capital Works Reserve	-					
Capital Projects Reserve	1,645					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	164,541	-	-	-	-	-
UNFUNDED		4,000,000				
Total Project Funding	**164,541**	**4,000,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	195,916	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Brookswood Secondary School: Racquet Court Rehabilitations**					
Work Breakdown (if it exists)	NEW	**Category**	Sports Fields and Courts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Re-surface racquet courts and perform minor asphalt and fencing repairs. Retrofit the lights to LED
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Racquet court facilities require resurfacing on a 7-10 year cycle to maintain a safe, non-slip surface and clear court lines.
***Project Priority Ranking**	**HIGH 06**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Walnut Grove Community Park: Skate Park Improvements Phase 2**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		1,000,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**1,000,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Newline Skateparks assessed all TOL skateparks in 2013 and determined that significant repairs and redesign improvements are warranted at all sites. Previous phased projects have been completed at Aldergrove Athletic Park (fully complete) and Walnut Grove Community Park (Phase 1 complete). The second phase at Walnut Grove should be completed before subsequent improvements at other sites are implemented. Design and procurement will require up to 4 months in advance of summer construction Mid June - Mid September
Project Justification & Consequences of Not Proceeding *(Phased Project)	Current conditions pose risks to skatepark users and several ramps and park areas are typically avoided by park riders as "unrideable". Ongoing maintenance is expected to increase as surface deteriorates further.
***Project Priority Ranking**	**HIGH 07**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		1,000,000				
Total Project Funding	**-**	**1,000,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Aldergrove Athletic Park: Parking Lot Rehabilitation**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		1,000,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**1,000,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Resurface asphalt parking lots as they reach the end of their expected service life. Concurrent with AAP Baseball Improvements
Project Justification & Consequences of Not Proceeding *(Phased Project)	Without resurfacing, existing asphalt will continue to deteriorate, increase routine maintenance costs, and pose safety risks as the surface fails.
***Project Priority Ranking**	**HIGH 08**

Length of Project (in Years)	**1**				**Initial Year of Approval**	**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		1,000,000				
Total Project Funding	**-**	**1,000,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Philip Jackman Park: Playground Improvements**						
Work Breakdown (if it exists)	NEW		**Category**	Playground Equipment and Spray Parks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		108,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**108,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replace and upgrade existing children's play equipment and safety surfacing in parks. Upgrades necessary to provide safe play experiences for children. 2 of 3 play areas upgraded in 2019, 3rd requires 120m^2 of safety surfacing and new play equipment.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Replace old and damaged play equipment and upgrade safety surfacing where required. Improve accessibility for play area by removing pea gravel and adding engineered wood chip surfaces or poured in place rubber where appropriate.
***Project Priority Ranking**	**HIGH 10**

Length of Project (in Years)					**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		108,000				
Total Project Funding	**-**	**108,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Philip Jackman Park: Parking Lot Rehabilitation**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		560,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**560,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Resurface asphalt parking lots as they reach the end of their expected service life.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Without resurfacing, existing asphalt will continue to deteriorate, increase routine maintenance costs, and pose safety risks as the surface fails.
***Project Priority Ranking**	**HIGH 11**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		560,000				
Total Project Funding	**-**	**560,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Richard Bulpitt Park: Playground Improvements**						
Work Breakdown (if it exists)	NEW		**Category**	Playground Equipment and Spray Parks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replace failing safety surfacing in playground and improve play equipment. 223m^2
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Replace old and damaged play equipment and upgrade safety surfacing where required. Improve accessibility for play area by removing pea gravel and adding engineered wood chip surfaces or poured in place rubber where appropriate.
***Project Priority Ranking**	**HIGH 12**

Length of Project (in Years) | **Initial Year of Approval** **N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000	-			
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Langley Meadows Park: Parking Lot Rehabilitation**						
Work Breakdown (if it exists)	NEW		**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		180,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**180,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Resurface asphalt parking lots as they reach the end of their expected service life.						
Project Justification & Consequences of Not Proceeding *(Phased Project)	Without resurfacing, existing asphalt will continue to deteriorate, increase routine maintenance costs, and pose safety risks as the surface fails.						
***Project Priority Ranking**	**HIGH 13**						
Length of Project (in Years)					**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		180,000				
Total Project Funding	**-**	**180,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Meadows Edge Park: Playground Improvements**						
Work Breakdown (if it exists)	NEW		**Category**	Playground Equipment and Spray Parks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		440,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**440,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replace and upgrade existing children's play equipment and surfacing in parks. Upgrades necessary to provide safe play experiences for children.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Replace old and damaged play equipment and upgrade surfacing where required. Improve accessibility for play area by removing pea gravel and adding engineered wood chip surfaces or poured in place rubber where appropriate. Potential tariff impacts on play equipment pricing.
***Project Priority Ranking**	**HIGH 14**

Length of Project (in Years)					**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		440,000				
Total Project Funding	**-**	**440,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**James Hill Park: Playground Improvements**						
Work Breakdown (if it exists)	NEW		**Category**	Playground Equipment and Spray Parks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		230,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**230,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replace and upgrade existing children's play equipment and safety surfacing in parks. Upgrades necessary to provide safe play experiences for children. - 255 m^2
Project Justification & Consequences of Not Proceeding *(Phased Project)	Replace old and damaged play equipment and upgrade safety surfacing where required. Improve accessibility for play area by removing pea gravel and adding engineered wood chip surfaces or poured in place rubber where appropriate.
***Project Priority Ranking**	**HIGH 15**

Length of Project (in Years)					**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		230,000				
Total Project Funding	**-**	**230,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Langley Skatepark: Parking Lot Rehabilitation**						
Work Breakdown (if it exists)	NEW		**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Resurface asphalt parking lots as they reach the end of their expected service life.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Without resurfacing, existing asphalt will continue to deteriorate, increase routine maintenance costs, and pose safety risks as the surface fails.					
***Project Priority Ranking**	**HIGH 16**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Murrayville Outdoor Athletic Park Playground (Climbing Wall)**					
Work Breakdown (if it exists)	NEW	**Category**	Playground Equipment and Spray Parks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		146,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**146,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replace and upgrade existing children's play equipment and surfacing in parks. Upgrades necessary to provide safer play experiences for children.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Replace old and damaged play equipment and upgrade surfacing where required. Improve accessibility for play area by removing pea gravel and adding engineered wood chip surfaces or poured in place rubber where appropriate.
***Project Priority Ranking**	**HIGH 17**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		146,000				
Total Project Funding	**-**	**146,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Northeast Gordon Estates Neighbourhood Park (N)**					
Work Breakdown (if it exists)	NEW	**Category**	Neighbourhood Park Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	4,000,000	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**4,000,000**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Development of a neighbourhood park as per the Neighbourhood plan. Site analysis, design and permitting to occur in 2026, followed by Construction in 2027 in advance of adjacent School construction.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Residential development is occurring in this neighbourhood and new residents expect to have access to a neighbourhood park. The Neighbourhood Plan identifies a neighbourhood park in this area. If the neighbourhood park is not built, new residents will not have access to playing fields in their neighbourhood and the adjacent school children will not have access to outdoor play spaces during the school week.
***Project Priority Ranking**	**HIGH 18**

Length of Project (in Years)	**3**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000	4,000,000			
Total Project Funding	**-**	**200,000**	**4,000,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Smith Reservoir Park**						
Work Breakdown (if it exists)	SVP1000-01		**Category**	Neighbourhood Park Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,000,000	-	-	-	-
Budget Remaining	115,333					
Total Project Cost	**115,333**	**3,000,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Development of a view park as per the Neighbourhood plan. Previous concept plan requires update to reflect new vision for site use. Site analysis, design and permitting occurred in 2025, followed by Construction in 2026.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Residential development is occurring in this neighbourhood and new residents expect to have access to a view park as identified in the Neighbourhood Plan. If the park is not built, new residents will not have limited access to outdoor recreational facilities.
***Project Priority Ranking**	**HIGH 19**

Length of Project (in Years)	**3**				**Initial Year of Approval**	**2025**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	114,180					
Capital Works Reserve	-					
Capital Projects Reserve	1,153					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	115,333	-	-	-	-	-
UNFUNDED		3,000,000				
Total Project Funding	**115,333**	**3,000,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Ponder Park Improvements**					
Work Breakdown (if it exists)	New	**Category**	General Park Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	2,000,000	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**2,000,000**	**-**	**-**	**-**

Project Description ***(Phased Project)**	A park development plan is required for Ponder Park. This natural area will require detailed site analysis to best determine locations for improved nature trails, potential watercourse crossings, and other user amenities (i.e. washrooms, parking, picnic areas). Site analysis and design funding is required in 2026 to produce a procurement ready construction package for 2027.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Ponder park is currently undeveloped with limited public amenities. As Township population grows there is increased demand for nature park based recreation opportunities for residents.
***Project Priority Ranking**	**HIGH 20**

Length of Project (in Years)	**3**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000	2,000,000			
Total Project Funding	**-**	**200,000**	**2,000,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**RC Garnett Park: Sport Box Repairs and Rehabilitation**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		65,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**65,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Sport boxes require repairs to boards, fencing and surfacing on a 7-10 year cycle.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Sport Boxes are utilized by the public and sport user groups. Without ongoing maintenance the facilities will deteriorate, increase routine maintenance costs, and ultimately pose risks that would require closure.
***Project Priority Ranking**	**HIGH 21**

Length of Project (in Years)					**Initial Year of Approval**	**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		65,000				
Total Project Funding	**-**	**65,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Redwoods Golf Course: Drainage Improvements**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		100,000	100,000	100,000	100,000	100,000
Budget Remaining	-					
Total Project Cost	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**
Project Description *(Phased Project)	Upgrade drainage at the golf course to improve play and length of season.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	RGC Drainage improvements justification on fairways: to improve fairway playability, experience and increase revenues during the rainy season. The course was constructed on clay soil which has a high holding capacity of water because it is made-up of fine particles which do not allow the water to drain. The fairways do not become firm until rainfall decreases and temperatures increase which dries out the fairways.					
***Project Priority Ranking**	**HIGH 22**					
Length of Project (in Years)			**Initial Year of Approval**			**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		100,000	100,000	100,000	100,000	100,000
Total Project Funding	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Redwoods Golf Course: Equipment Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		461,000	274,500	156,500	42,000	48,000
Budget Remaining	-					
Total Project Cost	**-**	**461,000**	**274,500**	**156,500**	**42,000**	**48,000**

Project Description ***(Phased Project)**	Replacement of 4 pieces of Redwoods Golf Course equipment that have reached their end of life and require replacement: One Rough Rotary Mowers 5491 HRS, Two Greens Reel Mowers: 3010 and 3054 HRS, and One Service Cart RW-383. An additional 14 pieces of Redwoods Golf Course equipment have been inspected and are reaching the end of their cost effective lives including: One Excavator, Three Service Carts, One Utility Vehicle, One Service Utility Vehicle, Two Heavy Utility Carts, Three Light Utility Carts, One Security Cart, One Heavy Duty Utility Cart, One Range Utility Cart, and One Rough Cut Mower.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	In the event equipment is not replaced, there is increased risk of service disruptions to golf course operations, which could impact patrons and revenue generating opportunities.
***Project Priority Ranking**	**HIGH 23**

Length of Project (in Years) | **Initial Year of Approval** **N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		461,000	274,500	156,500	42,000	48,000
Total Project Funding	**-**	**461,000**	**274,500**	**156,500**	**42,000**	**48,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Turf: Sport Field Mower**						
Work Breakdown (if it exists)	NEW		**Category**	Sports Fields and Courts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Toro wide deck sport field mower					
Project Justification & Consequences of Not Proceeding *(Phased Project)	To have a fourth mower route running due to new field inventory coming online as well as a higher demand (SR's from public) for more frequent mowing during growing season.					
***Project Priority Ranking**	**HIGH 24**					
Length of Project (in Years)					**Initial Year of Approval**	**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Trees and Trails: Chipper Truck**					
Work Breakdown (if it exists)	NEW	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		450,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**450,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Purchase of a Chipper and Boom truck.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Trees team to complete more arborist duties in-house and be less reliant on contracted services to ensure community is safe from hazards. A lift truck will allow a safer, quicker response to service requests for work at elevated heights. Right now, 100% of work at elevated heights beyond a ladder is with contractors and is subject to contractor availability. Also, lift truck will be used by Sports fields for foul ball netting and back stop repairs.
***Project Priority Ranking**	**HIGH 25**

Length of Project (in Years) **1** **Initial Year of Approval** **N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		450,000				
Total Project Funding	**-**	**450,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Trans Canada Trail at 102 Avenue Upgrade (R)**						
Work Breakdown (if it exists)	NEW		**Category**	Trail Planning and Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Convert gravel trail surface to asphalt trail surface
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Water run off from 102B Avenue and neighbouring properties is eroding the gravel surface on this section of the Trans Canada Trail, creating slip and trip hazards. Additionally, grass vegetation from the ditches continually encroaches into the gravel, also contributing to slip hazards when it is wet. Converting the trail to asphalt will reduce maintenance requirements to mow back vegetation, and fill in ruts and washouts.
***Project Priority Ranking**	**HIGH 27**

Length of Project (in Years)	**2**				**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Aldergrove Athletic Park: Bike Park Improvements**					
Work Breakdown (if it exists)	NEW	**Category**	Playground Equipment and Spray Parks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		75,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**75,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Removing all organic material, reshaping the takeoff and landing areas for all the jumps, and recontouring the berms and BMX track line to ensure a consistent flow of riding					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Existing jump area is overgrown and underutilized due to obsolete design.					
***Project Priority Ranking**	**HIGH 28**					
Length of Project (in Years)				**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		75,000				
Total Project Funding	**-**	**75,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Turf: New Service Body Truck**						
Work Breakdown (if it exists)	NEW		**Category**	Sports Fields and Courts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		130,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**130,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Purchase a truck with a vented tool box, locking tool box, and lights inside the tool box.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Required because of the expanding irrigation systems on public lands that Parks maintains corporately.
***Project Priority Ranking**	**HIGH 29**

Length of Project (in Years)		**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		130,000				
Total Project Funding	**-**	**130,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Turf: Truck, Trailer, and Front Deck Mower**						
Work Breakdown (if it exists)	NEW		**Category**	Sports Fields and Courts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		295,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**295,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Dump Truck - Quad cab, tool box, outfit for front end plow - $180,000 Trailer - same as the trim crew - $25,000 Front Deck Mower - outfit with blade and drop spreader for salt - $90,000
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	A secondary crew truck, trailer, and front deck mower is required because of the expanding inventory of passive areas coming online from development and capital projects. This will also allow for another crew to be utilized in winter maintenance for plowing and salt. Additionally, as a extra dump truck for a secondary trim crew, turf maintenance, and baseball preparations.
***Project Priority Ranking**	**HIGH 30**

Length of Project (in Years) [ ] **Initial Year of Approval** **N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		295,000				
Total Project Funding	**-**	**295,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Mobile Stage Replacement**						
Work Breakdown (if it exists)	NEW	**Category**	Sports Fields and Courts				
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		220,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**220,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Mobile Stage for Special Events occurring in Township
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The current stage is at the end of its life. Constant repairs and temporary fixes are allowing it to minimally function. The Spirit stage requires Clover Towing to bring it to site which can cause scheduling concerns. Spirit stage is too small to host larger acts. New stage SL100 has many positives: Larger to allow for better acts to be on the stage Has the ability to be towed by a standard TOL truck not a tow truck company Has a rigging system to have speakers, lighting and advertising on it. Lights will allow for night entertainment. Lighter stage to mitigate damage on the field Faster Set-up to reduce staff costs
***Project Priority Ranking**	**HIGH 31**

Length of Project (in Years)	**1**				**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		220,000				
Total Project Funding	**-**	**220,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Langley Community Park**						
Work Breakdown (if it exists)	NEW		**Category**	Community Park Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Conceptual design, site analysis and permitting for a new community park					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Population growth demands new community park facilities in the Township					
***Project Priority Ranking**	**HIGH 32**					
Length of Project (in Years)					**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Ziegler Trail Rehabilitation**					
Work Breakdown (if it exists)	NEW	**Category**	Trail Planning and Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Repair slope sloughing along Ziegler Trail near 8085 228B Street and 22926 Rawlison Cresent
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Emergency repairs in 2022 of watermain break adjacent to sloughing of slope. Assessment by geotechnical consultant recommended additional slope stabilization and drainage improvements
***Project Priority Ranking**	**MEDIUM 01**

Length of Project (in Years)	**2**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Redwoods Golf Course: Overflow Parking Lot Rehabilitation**						
Work Breakdown (if it exists)	NEW		**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		100,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**100,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Resurface parking lot as it has reached the end of its expected service life.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Parking lot has alligatored and is becoming a tripping hazard for the golf course guests that utilize this parking lot when the main one is completely full. This occurs during golf tournaments and weddings in the clubhouse.
***Project Priority Ranking**	**MEDIUM 02**

Length of Project (in Years)					**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		100,000				
Total Project Funding	**-**	**100,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Vehicle: Cemetery Truck**						
Work Breakdown (if it exists)	NEW		**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		85,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**85,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	The Cemetery Operations team is currently managing three cemetery sites utilizing one truck, each site requiring regular upkeep instead of moving specialized equipment. The increasing demands of maintaining multiple locations have highlighted the need for an additional vehicle.
Project Justification & Consequences of Not Proceeding *(Phased Project)	An additional truck will alleviate logistical challenges and delays when equipment needs to be transported simultaneously to different sites by ensuring that each cemetery receives the necessary attention and resources without delay. This will not only improve operational efficiency but also ensure that our maintenance standards are consistently met across all locations.
***Project Priority Ranking**	**MEDIUM 03**

Length of Project (in Years)					**Initial Year of Approval**	**N/A**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		85,000				
Total Project Funding	**-**	**85,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Williams Park: Electrical Conduit Upgrades**					
Work Breakdown (if it exists)	NEW	**Category**	Community Park Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		300,000	50,000	25,000	-	-
Budget Remaining	-					
Total Project Cost	**-**	**300,000**	**50,000**	**25,000**	**-**	**-**

Project Description *(Phased Project)	Conduits for electrical improvements at Williams Park. Includes underground conduits, additional electrical kiosks, electrical quick plugs for large displays, and speeding up the set-up time of Holiday Lights in Williams Park.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Create conduits and plugs for Williams Park event. This will hide all electrical wires and speed up set-up and take-down each year for the Holiday Lights in Williams Park event.
***Project Priority Ranking**	**MEDIUM 04**

Length of Project (in Years)					**Initial Year of Approval**	**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		300,000	50,000	25,000		
Total Project Funding	**-**	**300,000**	**50,000**	**25,000**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Trees and Trails: Water Truck**						
Work Breakdown (if it exists)	NEW		**Category**	Trail Planning and Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		210,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**210,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Purchase a Water Truck to be used by Trees and include a winter snow removal package
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Allow Trees to bring newly planted tree watering in-house for locations around the Township. Currently, tree watering is a 100% contracted service on a per unit cost basis. With changing climate, in-house tree watering can pivot immediately to where water is needed. Contractors will have set schedules and may take a few days to get water in trees of need. The truck will also be available for winter maintenance with a snowplow and salter.
***Project Priority Ranking**	**MEDIUM 05**

Length of Project (in Years)	**1**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		210,000				
Total Project Funding	**-**	**210,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Horticulture - Light Duty Trucks**						
Work Breakdown (if it exists)	NEW		**Category**	Sports Fields and Courts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		270,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**270,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Three light duty pick up trucks for Horticulture
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	New trucks for Horticulture Trades 1 positions. This will allow the Horticulture Trades 1 positions the ability to assess and manage two crews at separate sites per day. Currently they are unable to leave the site their crew is at due to truck availability and traveling altogether in one vehicle.
***Project Priority Ranking**	**MEDIUM 06**

Length of Project (in Years) | **Initial Year of Approval** **N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		270,000				
Total Project Funding	**-**	**270,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Trees and Trails: Truck**						
Work Breakdown (if it exists)	NEW		**Category**	Trail Planning and Development			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		75,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**75,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Light duty truck for Trails Trades 1
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Another truck will allow the supervisor to visit separate crews to assess and manage the productivity. Additionally, they can do more site inspections, SR's and seek additional projects for in-house work.
***Project Priority Ranking**	**MEDIUM 07**

Length of Project (in Years) | **Initial Year of Approval** **N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		75,000				
Total Project Funding	**-**	**75,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Parks Utility

Project Title	**Redwoods Golf Course: Golf Tee Box Rehabilitations**					
Work Breakdown (if it exists)	NEW	**Category**	Facility Maintenance			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		50,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**50,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Each of the tee boxes at the Redwoods Golf Course require rehabilitation in addition to the installation of concrete pads for 3-stream binds and other improvements.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The tee boxes need rehabilitation and improvement of the cleanliness of the golf course. 3-stream bins are planned to be installed. New concrete pads are required to prepare for the bin's installation. This project will also help unify the aesthetics of the golf course through tee box continuity.
***Project Priority Ranking**	**MEDIUM 09**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		50,000				
Total Project Funding	**-**	**50,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Police Capital

Ranking	Project Title	Page No.	Total New Requests	RCMP Reserve
CRITICAL	Furniture & Equipment (RCMP Detachment)	170	**80,000**	80,000
CRITICAL	Furniture & Equipment (CPOs)	171	**25,000**	25,000
2026 New Requests			***105,000***	***105,000***

Township of Langley
Capital Project Description
Police

Project Title — **Furniture & Equipment (RCMP Detachment)**

Work Breakdown (if it exists) — PSS1001-03 — **Category** — Furniture and Equipment

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		80,000	80,000	80,000	80,000	80,000
Budget Remaining	137,251					
Total Project Cost	**137,251**	**80,000**	**80,000**	**80,000**	**80,000**	**80,000**

Project Description *(Phased Project)

Furniture, equipment, and renovations are required on an ongoing basis to meet the needs of the Main Detachment and staff. We are planning to purchase new desks and chairs for the General Duty/GIS area in 2025. Areas where we are also planning to replace desks and chairs are, Community Policing, Street Enforcement Unit, Records archive file storage, gender neutral change room, expanded equipment, and storage areas.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Not funding the above projects would result in the Detachment continuing to have furniture that has surpassed its lifespan by several years. Due to the continual growth of the Detachment, the other identified sections and Parade Room are no longer efficient and ergonomic. These sections are overdue for replacement, need reorganization, and require additional workstations.

***Project Priority Ranking** — **CRITICAL 01**

Length of Project (in Years) — **ONGOING** — **Initial Year of Approval** — **2010**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	137,252	80,000				
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Langley City	-					
Total Funded	137,252	80,000	-	-	-	-
UNFUNDED			80,000	80,000	80,000	80,000
Total Project Funding	**137,252**	**80,000**	**80,000**	**80,000**	**80,000**	**80,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Police

Project Title — **Furniture & Equipment (CPOs)**

Work Breakdown (if it exists) — CPO1001-05 — **Category** — Furniture and Equipment

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		25,000	25,000	25,000	25,000	25,000
Budget Remaining	469,864					
Total Project Cost	**469,864**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**

Project Description *(Phased Project)

Ongoing replacement of furniture or equipment for Township Community Police Offices and future relocation plans of leased CPOs. Currently, planning to replace furniture (desks and chairs) at the Willoughby CPO in 2026 and Aldergrove CPO in 2027. Sit stand desks will be required for the CPOs each year.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Members and municipal staff work out of the CPOs regularly and we have ongoing needs for furniture and equipment and reorganization of spaces. As well, relocation of the leased CPOs are being planned to better meet the needs of the citizens in the Township of Langley. If funding is not approved, our Regular Members at the CPO's will go without required furniture and equipment and we will not be able to plan for future growth/relocation.

***Project Priority Ranking** — **CRITICAL 02**

Length of Project (in Years) — **ONGOING** — **Initial Year of Approval** — **2012**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	185,649					
RCMP Reserve	25,358	25,000				
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Transfer from Op Fund 10	258,857					
Total Funded	469,864	25,000	-	-	-	-
UNFUNDED			25,000	25,000	25,000	25,000
Total Project Funding	**469,864**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Recreation Capital

Ranking	Project Title	Page No.	Total New Requests	Other: Recreation Renewal and Replacement Reserve	Other: Library Reserve	Other: Museum Reserve	Unfunded
CRITICAL	Aquatic Facility Equipment Replacements	174	**130,000**	130,000			
CRITICAL	Fitness Equipment Replacement (various)	175	**125,000**	125,000			
CRITICAL	Salishan Place - Exhibits	176	**75,000**			75,000	
HIGH	Libraries Furniture Replacement	177	**25,000**		25,000		
HIGH	Holiday Lights at Williams Park	178	**25,000**				25,000
HIGH	Marquee Tents and Side Panels (5)	179	**21,000**				21,000
HIGH	ACC - Waterpark Amenities Equipment Replacement	180	**20,000**				20,000
HIGH	Furniture and Equipment Replacement (various locations)	181	**25,000**				25,000
2026 New Requests			***446,000***	***255,000***	***25,000***	***75,000***	***91,000***

Township of Langley
Capital Project Description
Recreation

Project Title — **Aquatic Facility Equipment Replacements**

Work Breakdown (if it exists) — RCP1002-01 — **Category** — Fitness Equipment

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		130,000	130,000	130,000	130,000	130,000
Budget Remaining	23,701					
Total Project Cost	**23,701**	**130,000**	**130,000**	**130,000**	**130,000**	**130,000**

Project Description *(Phased Project)

Ongoing aquatic facility equipment replacements for items such as: chair caddies, diving boards, sound systems/speakers, lane ropes, lane rope reels, bleachers, spine boards. etc.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Replacing aging fitness equipment is critical to maintaining a safe, functional, and appealing environment for users of our recreation facilities. Due to the corrosive pool environment, aquatic program equipment deteriorates and ultimately fails.
Regular replacement of equipment at our aquatic facility is essential to ensure the safety, functionality, and efficiency of operations.
Replacing aging or obsolete equipment ensures that the facility remains compliant with current health and safety regulations, minimizes downtime, and improves the overall user experience.
Proactive investment in equipment replacement demonstrates a commitment to high-quality service delivery for all aquatic users, including recreational swimmers, swim clubs, and community program participants.

***Project Priority Ranking** — **CRITICAL 01**

Length of Project (in Years) — **ONGOING** — **Initial Year of Approval** — **2017**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Recreation Renewal and Replacement Reserve	23,701	130,000				
Total Funded	23,701	130,000	-	-	-	-
UNFUNDED			130,000	130,000	130,000	130,000
Total Project Funding	**23,701**	**130,000**	**130,000**	**130,000**	**130,000**	**130,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Recreation

Project Title	**Fitness Equipment Replacement (various)**					
Work Breakdown (if it exists)	RCP1003-01	**Category**	Fitness Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		125,000	125,000	125,000	125,000	125,000
Budget Remaining	119,748					
Total Project Cost	**119,748**	**125,000**	**125,000**	**125,000**	**125,000**	**125,000**

Project Description *(Phased Project)	Ongoing fitness equipment replacements for items.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Replacing aging fitness equipment is critical to maintaining a safe, functional, and appealing environment for users of our recreation facilities. Over time, fitness machines and accessories experience wear that can lead to performance issues, increased maintenance needs, and potential safety hazards. Upgrading fitness equipment ensures user safety, enhances the overall member experience, and helps attract and retain patrons in an increasingly competitive fitness market. Regular investment in equipment renewal reflects our commitment to health, wellness, and quality service for all community members, including youth, older adults, and individuals with diverse fitness goals and abilities.
***Project Priority Ranking**	**CRITICAL 02**

Length of Project (in Years)	**ONGOING**	**Initial Year of Approval**	**2018**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	20,696					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Recreation Renewal and Replacement Reserve	99,052	125,000				
Total Funded	119,748	125,000	-	-	-	-
UNFUNDED			125,000	125,000	125,000	125,000
Total Project Funding	**119,748**	**125,000**	**125,000**	**125,000**	**125,000**	**125,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Recreation

Project Title	**Salishan Place - Exhibits**					
Work Breakdown (if it exists)	ACCI1005-01	**Category**	Furniture and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		75,000	-	-	-	-
Budget Remaining	955,280					
Total Project Cost	**955,280**	**75,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Salishan Place by the River has over 6,000 square feet of permanent exhibition space that will require custom designed display cases, flexible walls systems, interpretative panels, and interactive and integrated media systems that will provide for barrier free and fully accessible experiences to all visitors regardless of age and ability. TOL Staff and Indigenous Partners have and are making applications to the Enabling Accessibility Fund, the Museum's Assistance Program and Cultural Spaces.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The Township's current museum has 1800 square feet of permanent exhibition spaces with display cases built in the 1970's. While those cases could be dismantled, refurbished and moved over to the new spaces, the exhibition experiences would not be accessible or inspiring. Additionally, that strategy would also leave more than 4,000 square feet of exhibition space at the new centre without displays.
***Project Priority Ranking**	**CRITICAL 03**

Length of Project (in Years)						**Initial Year of Approval**	**2022**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	604,227					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	272,497					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Museum Reserve	78,556	75,000				
Total Funded	955,280	75,000	-	-	-	-
UNFUNDED						
Total Project Funding	**955,280**	**75,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Recreation

Project Title	**Libraries Furniture Replacement**					
Work Breakdown (if it exists)	LIB1002-01	**Category**	Furniture and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		25,000	25,000	25,000	25,000	25,000
Budget Remaining	39,205					
Total Project Cost	**39,205**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**
Project Description *(Phased Project)	To replace old, tattered, and damaged furniture at various libraries throughout the Township, including chairs, tables, shelving, a book drop, and desks.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Furniture is at the end of its lifecycle and needs to be replaced. Most of it is in extremely poor condition with rips, tears, paint chips, and damaged edges. Consequences of not proceeding are that some items become a safety concern, inoperable, or unsightly.					
***Project Priority Ranking**	**HIGH 04**					
Length of Project (in Years)				**Initial Year of Approval**		**2022**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Library Reserve	39,205	25,000				
Total Funded	39,205	25,000	-	-	-	-
UNFUNDED			25,000	25,000	25,000	25,000
Total Project Funding	**39,205**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Recreation

Project Title	**Holiday Lights at Williams Park**					
Work Breakdown (if it exists)	NEW	**Category**	Furniture and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		25,000	25,000	25,000	25,000	25,000
Budget Remaining	-					
Total Project Cost	**-**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**

Project Description ***(Phased Project)**	Ongoing enhancement of items, such as lights and decorations, to keep the Holiday Lights at Williams Park fresh and new every year.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Adding new lights and decorations to the park each year will keep the experience fresh, engaging, and relevant for returning visitors and encourage repeat attendance. An annual expansion ensures the display grows in scale and variety, providing new photo-worthy features and interactive elements that appeal to all ages which will foster anticipation and community excitement.
***Project Priority Ranking**	**HIGH 01**

Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		25,000	25,000	25,000	25,000	25,000
Total Project Funding	**-**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Recreation

Project Title	**Marquee Tents and Side Panels (5)**					
Work Breakdown (if it exists)	NEW	**Category**	Furniture and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		21,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**21,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	The purchase of five 20 x 20 marquee tents and side panels for events.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Purchasing marquee canopies will provide durable, reusable infrastructure to support a wide range of outdoor events in parks and community spaces. These canopies offer shade and shelter from sun, wind, and light rain, ensuring events can proceed comfortably and safely in varying weather conditions. Owning canopies eliminates the recurring cost of rentals, providing long-term savings and greater flexibility in event planning.
***Project Priority Ranking**	**HIGH 02**

Length of Project (in Years)	**1**	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		21,000				
Total Project Funding	**-**	**21,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Recreation

Project Title	**ACC - Waterpark Amenities Equipment Replacement**					
Work Breakdown (if it exists)	ACC1017-01	**Category**	Fitness Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		20,000	20,000	20,000	20,000	20,000
Budget Remaining	1,305					
Total Project Cost	**1,305**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**

Project Description ***(Phased Project)**	Replacement of inner tubes, umbrellas, and outdoor furniture.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Maintaining up-to-date amenities at the waterpark is essential to ensure guest safety, satisfaction, and continued patronage. As our amenities age, they naturally deteriorate, resulting in potential safety concerns and/or negatively impacting the waterpark's reputation and competitiveness. By investing in updated waterpark amenities, we can enhance the overall visitor experience through improved functionality, safety, and aesthetics. This will continue to attract new guests and encourage repeat visits.
***Project Priority Ranking**	**HIGH 03**

Length of Project (in Years)					**Initial Year of Approval**	**2022**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	1,305					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	1,305	-	-	-	-	-
UNFUNDED		20,000	20,000	20,000	20,000	20,000
Total Project Funding	**1,305**	**20,000**	**20,000**	**20,000**	**20,000**	**20,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Recreation

Project Title — **Furniture and Equipment Replacement (various locations)**

Work Breakdown (if it exists) — RCP1005-01 — **Category** — Furniture and Equipment

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		25,000	25,000	25,000	25,000	25,000
Budget Remaining	-					
Total Project Cost	**-**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**

Project Description *(Phased Project)

Public space furniture at recreation facilities. Items such as tables and seating (benches and chairs) are utilized in the general public spaces, but also in room rentals, programs, and services.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Replacing worn or outdated furniture and equipment in our recreation facilities is essential to maintain a safe, comfortable, and welcoming environment for all users. Items such as seating, tables, storage units, lobby furnishings, and program equipment are subject to regular wear from high traffic and daily use. Over time, this leads to visible deterioration, reduced functionality, and potential safety concerns.
Timely replacement ensures that our spaces continue to meet the needs of diverse user groups, support a wide range of programs, and reflect the professional standards of a modern, well-maintained public facility. Updated furniture and equipment also contribute to a positive first impression, support accessibility and inclusivity, and allow staff to deliver programs more effectively and efficiently.

***Project Priority Ranking** — **HIGH 05**

Length of Project (in Years) — **ONGOING** — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		25,000	25,000	25,000	25,000	25,000
Total Project Funding	**-**	**25,000**	**25,000**	**25,000**	**25,000**	**25,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Sewer Capital

Ranking	Project Title	Page No.	Total New Requests	Operating Revenue	DCCs	Other: LAS Reserve	Other: Unidentified	Unfunded
CRITICAL	32 Avenue Lift Station Pump Replacement	184	**2,000,000**	2,000,000				
CRITICAL	Lift Station Upgrades: 28 Avenue	185	**300,000**	300,000				
CRITICAL	Operations Centre: Hazmat Container Replacement	186	**75,000**	75,000				
HIGH	Sewer Capacity Upgrades: 202 Street; Hwy 1 to 96 Avenue (N)	187	**350,000**	3,500	346,500			
HIGH	Completion of Fraser Highway Widening: Sewer Works (FHWY)	188	**260,000**	260,000				
PLACEHOLDER	Annual Local Area Service (LAS) Program - Sewer	189	**3,000,000**			3,000,000		
PLACEHOLDER	Capital Budget Placeholder	190	**5,000,000**		2,000,000		3,000,000	
HIGH	Road Construction Sanitary Sewer Works: 202 Street 80 Avenue to 8	191	**400,000**					400,000
HIGH	Lift Station and Forcemain: 24 Ave 196 to 200 St	192	**3,400,000**					3,400,000
HIGH	Sanitary Sewer Upgrades: Fraser Highway 262 Street to 264 Street	193	**800,000**					800,000
HIGH	Utilities Electrical Ladder Van	194	**122,500**					122,500
HIGH	Lift Station Improvements: Carvolth Sanitary Lift Station	195	**500,000**					500,000
2026 New Requests			***16,207,500***	***2,638,500***	***2,346,500***	***3,000,000***	***3,000,000***	***5,222,500***

Township of Langley
Capital Project Description
Sewer Utility

Project Title **32 Avenue Lift Station Pump Replacement**

Work Breakdown (if it exists) NEW **Category** Pumps, Booster and Lift Stations

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		2,000,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**2,000,000**	-	-	-	-

Project Description *(Phased Project)

This station catchment includes inflow from all properties located in Aldergrove and Gloucester and handles approximately 2 million m^3 of sewer annually. The existing Sanitary Sewer pumps are nearing the end of their service live, and have been experiencing repeated failures and clogging issues resulting in higher than typical maintenance costs as well as considerable repair costs.

In 2025, pump failures resulted in 3 of the 4 available pumps being out of service for multiple weeks resulting in no redundancy and substantial risk of sanitary sewer overflows. Therefore, the project would be to replace all 4 pumps.

Project Justification & Consequences of Not Proceeding *(Phased Project)

When compared to a station with similar usage (96 Avenue SLS), the annual maintenance and repair costs for the pumps at 32 Avenue SLS are, on average, 10 times higher. For example, in 2023, the 32 Avenue pump maintenance and repair costs were approximately $100,000, whereas the 96 Avenue pumps totalled $11,000.

Replacing the existing pumps with units that meet current standards and reliability requirements would reduce annual maintenance costs, the risk of environmental damage, and the high costs associated with emergency response and repairs.

***Project Priority Ranking** **CRITICAL 01**

Length of Project (in Years) **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-	2,000,000				
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	2,000,000	-	-	-	-
UNFUNDED						
Total Project Funding	-	**2,000,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Lift Station Upgrades: 28 Avenue**					
Work Breakdown (if it exists)	NEW	**Category**	Pumps, Booster and Lift Stations			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		300,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**300,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Rehabilitate the Inflow Manhole at the 28 Avenue Sewer Lift Station.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The inflow manhole for the 28 Avenue Sewer Lift Station has become damaged by H2S gas and will require replacement or relining in 2026. Engineered assessment of the manhole was completed in Q3/4 of 2024 and determined the estimated cost and scope of work.
***Project Priority Ranking**	**CRITICAL 02**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-	300,000				
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Unident. External Funding	-					
Total Funded	-	300,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**300,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Operations Centre: Hazmat Container Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		75,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**75,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the current hazardous material container at the Operations Work Yard, which has been inspected and is nearing the end of its service life.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Planned replacement is required to ensure hazardous materials continue to be properly contained prior to disposal by qualified professionals.
***Project Priority Ranking**	**CRITICAL 03**

Length of Project (in Years)					**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-	75,000				
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	75,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**75,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Sewer Capacity Upgrades: 202 Street; Hwy 1 to 96 Avenue (N)**					
Work Breakdown (if it exists)	NEW	**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		350,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**350,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Design for Replacement and upsizing of existing sanitary sewer on 202 Street between Highway 1 and 96 Avenue. Design in 2026.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Existing sewer has adequate capacity to provide service to Carvolth and Latimer neighbourhoods as shown in neighbourhood plans. Planned development of the Entertainment District and proposed densification along 200 Street would generate flows that will exceed the capacity.
***Project Priority Ranking**	**HIGH 01**

Length of Project (in Years)	**2**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-	3,500				
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	346,500				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	350,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**350,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title — **Completion of Fraser Highway Widening: Sewer Works (FHWY)**

Work Breakdown (if it exists) — NEW — **Category** — Mains and Trunks

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		260,000	2,600,000	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**260,000**	**2,600,000**	**-**	**-**	**-**

Project Description *(Phased Project)

Sanitary trunk sewer construction along the Fraser Highway corridor between the 23400 and 24900 blocks, in conjunction with phased road widening, to provide future servicing for development, businesses, and residents. Design in 2026, with construction in 2027.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The widening of the Fraser Highway corridor to meet traffic, transit, pedestrian, and cyclist demands has also put demand on current and future development along the corridor and the need for utility servicing. The sanitary trunk sewer would support the future growth of the employment lands and can be constructed in conjunction with the phased widening of the Fraser Highway between 23400 and 24900 blocks, which will have construction costs saving compared to constructing the sewer after the widening is complete, where possible.

***Project Priority Ranking** — **HIGH 02**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-	260,000				
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	260,000	-	-	-	-
UNFUNDED			2,600,000			
Total Project Funding	**-**	**260,000**	**2,600,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Annual Local Area Service (LAS) Program - Sewer**					
Work Breakdown (if it exists)	SWR1031-01	**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Budget Remaining	-					
Total Project Cost	**-**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**

Project Description *(Phased Project)	This is a $3,000,000 provisional annual capital project that seeks funding to cover costs for potential sewer projects under the Local Area Service program. Through a Local Area Service, property owners wanting to undertake neighbourhood improvements, may petition Council to have the Township carry out the work. The cost of providing the service is recovered through a local service tax placed on all the property owners in the area.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Council policy has been to encourage extension of sanitary sewer mains by local service area improvements. The Township renders approximately one project every two years.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: LAS Reserve	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Total Funded	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
UNFUNDED						
Total Project Funding	**-**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Capital Budget Placeholder**					
Work Breakdown (if it exists)	SWR1054-01	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Budget Remaining	-					
Total Project Cost	**-**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**
Project Description *(Phased Project)	Placeholder for unidentified externally funded and DCC funded capital projects that are not included in the budget and may arise during the year.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	To provide budget for unidentified externally funded and DCC funded capital projects not currently included in the budget that may arise during the year within the Sewer Utility.					
***Project Priority Ranking**	**PLACEHOLDER**					
Length of Project (in Years)	**ANNUAL**			**Initial Year of Approval**		**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Unident. External Funding	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Total Funded	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
UNFUNDED						
Total Project Funding	**-**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Road Construction Sanitary Sewer Works: 202 Street 80 Avenue to 86 Avenue**					
Work Breakdown (if it exists)	NEW	**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		400,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**400,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Sanitary work is part of the overall 202 Street: 86 Avenue to 80 Avenue road widening project. The sanitary work consists of a new 250mm sanitary main from 85 Avenue to 86 Avenue. Connecting to the 375mm main on 86 Avenue.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The new sanitary main will be constructed as part of the 202 Street capital works project in advance of development to service the developments at 20212/20224 - 86 Avenue. Installing sanitary main and services in this segment from 85 Avenue to 86 Avenue, will avoid uneccessarily removing the newly constructed road to install a sanitary main at this location through development.
***Project Priority Ranking**	**HIGH 03**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		400,000				
Total Project Funding	**-**	**400,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Lift Station and Forcemain: 24 Ave 196 to 200 St**					
Work Breakdown (if it exists)	SWR1140-01	**Category**	Pumps, Booster and Lift Stations			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,400,000	-	-	-	-
Budget Remaining	2,170,718					
Total Project Cost	**2,170,718**	**3,400,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Design and Construction of a sanitary lift station and associated forcemain to support the development in Brookswood/Fernridge neighbourhood.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The revised Neighbourhood and Engineering Servicing Plan for the Brookswood/Fernridge Community is completed to reflect future land uses. Funding is required to ensure adequate services are designed and constructed to support future development. CFWD Lift Station design is underway and will be finalized once the revised Engineering Service Plan is complete.
***Project Priority Ranking**	**HIGH 04**

Length of Project (in Years) **2** **Initial Year of Approval** **2020**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	2,149,012					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Capital Surplus	21,706					
Total Funded	2,170,718	-	-	-	-	-
UNFUNDED		3,400,000				
Total Project Funding	**2,170,718**	**3,400,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Sanitary Sewer Upgrades: Fraser Highway 262 Street to 264 Street**					
Work Breakdown (if it exists)	NEW	**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		800,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**800,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replacement of existing AC sanitary sewer on Fraser Highway between 262 Street and 264 Street.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Existing AC sewer is leaking and at end of service life. Additional capacity is required to service growth of the West Aldergrove Industrial area.					
***Project Priority Ranking**	**HIGH 05**					
Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		800,000				
Total Project Funding	**-**	**800,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title	**Utilities Electrical Ladder Van**						
Work Breakdown (if it exists)	NEW		**Category**	Vehicles and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		122,500	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**122,500**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Purchase of ladder van for Utilities electrical and VT Scada maintenance and repairs.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Required for electrical and VT Scada maintenance and repair of Utilities assets. Could also be used for other regular station maintenance and inspection of sewer stations.					
***Project Priority Ranking**	**HIGH 06**					
Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		122,500				
Total Project Funding	**-**	**122,500**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Sewer Utility

Project Title — **Lift Station Improvements: Carvolth Sanitary Lift Station**

Work Breakdown (if it exists) — NEW — **Category** — Pumps, Booster and Lift Stations

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		500,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**500,000**	-	-	-	-

Project Description *(Phased Project)

Design and install of Emergency bypass connection and water service to the Carvolth Sewer Lift Station located at 8510 196 Street.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Due to increased development in the area, the Carvolth Sanitary Lift Station is seeing more and more demand from surrounding properties. This station does not currently have a water service and therefore cannot be properly cleaned by staff to reduce odours and adequately remove failure causing materials. Additionally, this station does not have a means of bypass in an emergency situation and would require a large number of Hydrovac trucks if the pumps were unable to function.

***Project Priority Ranking** — **HIGH 07**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		500,000				
Total Project Funding	-	**500,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Solid Waste Capital

Ranking	Project Title	Page No.	Total New Requests	Other: Solid Waste Equip Reserve Fund
CRITICAL	Equipment Replacement (R)	198	**75,000**	75,000
CRITICAL	Collection Carts (N)	199	**75,000**	75,000
2026 New Requests			***150,000***	***150,000***

Township of Langley
Capital Project Description
Solid Waste

Project Title	**Equipment Replacement (R)**					
Work Breakdown (if it exists)	SWC1002-01	**Category**	Collection Carts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		75,000	235,000	245,000	250,000	255,000
Budget Remaining	213,556					
Total Project Cost	**213,556**	**75,000**	**235,000**	**245,000**	**250,000**	**255,000**

Project Description ***(Phased Project)**	Funding for cart replacements for those damaged or stolen, etc.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Initial rollout of wheeled collection carts was in 2016, replacement of existing carts is continuing to increase as equipment is reaching end of useful life, estimated at 7-10 years. Cart purchase price is reviewed quarterly and cart prices are subject to changes in resin cost.
***Project Priority Ranking**	**CRITICAL 01**

Length of Project (in Years)	**ANNUAL**			**Initial Year of Approval**		**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Solid Waste Equip Reserve Fund	213,556	75,000	235,000	245,000	250,000	255,000
Total Funded	213,556	75,000	235,000	245,000	250,000	255,000
Total Unfunded						
Total Project Funding	**213,556**	**75,000**	**235,000**	**245,000**	**250,000**	**255,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Solid Waste

Project Title	**Collection Carts (N)**					
Work Breakdown (if it exists)	SWC1000-01	**Category**	Collection Carts			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		75,000	220,000	225,000	230,000	235,000
Budget Remaining	89,583					
Total Project Cost	**89,583**	**75,000**	**220,000**	**225,000**	**230,000**	**235,000**

Project Description ***(Phased Project)**	Annual purchase and delivery of wheeled collection carts for new residents in solid waste collection areas receiving municipal garbage and organics collection, and existing townhome complexes that choose to transition to municipal collection.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	New carts are required to support growth. Cart purchase price is reviewed quarterly and cart prices are subject to changes in resin cost.
***Project Priority Ranking**	**CRITICAL 02**

Length of Project (in Years)	**ANNUAL**			**Initial Year of Approval**		**N/A**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Solid Waste Equip Reserve Fund	89,583	75,000	220,000	225,000	230,000	235,000
Total Funded	89,583	75,000	220,000	225,000	230,000	235,000
Total Unfunded						
Total Project Funding	**89,583**	**75,000**	**220,000**	**225,000**	**230,000**	**235,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Stormwater Capital

Ranking	Project Title	Page No.	Total New Requests	DCCs	Other: LAS Reserve	Other: Unidentified	Unfunded
PLACEHOLDER	Annual Local Area Service (LAS) Program - Stormwater	202	**1,000,000**		1,000,000		
PLACEHOLDER	Capital Budget Placeholder	203	**5,000,000**	2,000,000		3,000,000	
HIGH	East Munday Creek Bank Erosion	204	**350,000**				350,000
HIGH	Dyke Upgrades: North West Langley	205	**220,000**				220,000
HIGH	Howes Creek Conveyance Rehabilitation	206	**450,000**				450,000
HIGH	Property Acquisition: Yorkson Lowland at 102B Ave	207	**1,000,000**				1,000,000
HIGH	Gloucester East Pond Restoration / Capacity (R)	208	**500,000**				500,000
MEDIUM	Nathan Creek Dredging	209	**250,000**				250,000
MEDIUM	Bedford Channel Dredging	210	**4,800,000**				4,800,000
LOW	Ditch Infill: 3200 Block 275 Street	211	**375,000**				375,000
2026 New Requests			***13,945,000***	***2,000,000***	***1,000,000***	***3,000,000***	***7,945,000***

Township of Langley
Capital Project Description
Stormwater Utility

Project Title — **Annual Local Area Service (LAS) Program - Stormwater**

Work Breakdown (if it exists) — STW1036-01 — **Category** — Rights of Way and Land

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Budget Remaining	-					
Total Project Cost	-	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**

Project Description
***(Phased Project)**

This is an annual capital project that seeks funding to cover costs for potential stormwater projects under the Local Area Service program. Through a Local Area Service, property owners wanting to undertake neighbourhood improvements, may petition Council to have the Township carry out the work. The cost of providing the service is recovered through a local service tax placed on all the property owners in the area.

Project Justification
***(Phased Project)**

Council policy has been to encourage extension of stormwater by local service area improvements. The Township renders approximately one project every few years.

***Project Priority Ranking** — **PLACEHOLDER**

Length of Project (in Years) — **ANNUAL** — **Initial Year of Approval** — **N/A**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: LAS Reserve	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Total Funded	-	1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
UNFUNDED						
Total Project Funding	-	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title	**Capital Budget Placeholder**					
Work Breakdown (if it exists)	STW1095-01	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Budget Remaining	-					
Total Project Cost	**-**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**

Project Description ***(Phased Project)**	Placeholder for unidentified externally funded and DCC funded capital projects that are not included in the budget and may arise during the year.
Project Justification ***(Phased Project)**	To provide budget for unidentified externally funded and DCC funded capital projects not currently included in the budget that may arise during the year within the Stormwater Utility.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	2,000,000	2,000,000	2,000,000	2,000,000	2,000,000
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Unident. External Funding	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Total Funded	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
UNFUNDED						
Total Project Funding	**-**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**	**5,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title East Munday Creek Bank Erosion

Work Breakdown (if it exists) STW1185-01 **Category** Slope Stabilization

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		350,000	-	-	-	-
Budget Remaining	150,000					
Total Project Cost	**150,000**	**350,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Stabilization of the bank and re-alignment of the creek channel on East Munday Creek, east of 214A Street, and south of 96 Avenue.

Project Justification *(Phased Project)

Ongoing bank erosion is occurring along East Munday Creek within a Township ROW, east of 214A and south of 96 Avenue. Works are required to prevent continued erosion and potential damage to private property.

CFWD Works to take place in 2026 summer fisheries window with additional funding requested for construction. Additional construction funding is required due to challenging site access, site restoration requirements, and inflation costs since the project's construction was initially approved in 2021.

***Project Priority Ranking** HIGH 01

Length of Project (in Years) 1 **Initial Year of Approval** 2021

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	150,000					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	150,000	-	-	-	-	-
UNFUNDED		350,000				
Total Project Funding	**150,000**	**350,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title **Dyke Upgrades: North West Langley**

Work Breakdown (if it exists) NEW **Category** Dyking, Flooding and Floodplains

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		220,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**220,000**	-	-	-	-

Project Description *(Phased Project)

Request to undertake detailed design of NWL Dyke upgrades required to meet the latest (2008) Provincial Standard. Works include raising and widening the dyke crest; regrading the dyke slopes; improving the dyke cross-section, and ensuring adequate tie-in to high ground. Purchase of dyking right-of-way is also required.

Project Justification *(Phased Project)

Recent studies have confirmed that the levels of protection provided by Township dykes do not meet current standards or address climate change considerations. Dyke overtopping will result in extensive flooding and the impacts on local industry and agriculture will be substantial. Staff will monitor opportunities to apply for provincial and federal funding and/or grants related to dyking and flood mitigation. While the Township has received funding in the past from these agencies, there are no guarantees that future funding will exist and that it would be provided to the Township where other priorities in emergent situations exist provincially.

***Project Priority Ranking** **HIGH 02**

Length of Project (in Years) **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Universal Funds Surplus	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		220,000	-		-	-
Total Project Funding	-	**220,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title	**Howes Creek Conveyance Rehabilitation**					
Work Breakdown (if it exists)	STW1174-01	**Category**	Culvert Replacement and Installation			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		450,000	-	-	-	-
Budget Remaining	109,195					
Total Project Cost	**109,195**	**450,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Remove excess sediment from the length of the channel and removal of large blockages.
Project Justification ***(Phased Project)**	Continuation of works from the 2020 eastern channel hand clearing and 2021 272 Street box culvert upgrade. Beaver activity, silt deposits, and tree falls have contributed to reducing the flow capacity of Howes Creek, thus causing periodic flooding issues. Removing blockages and managing beaver activity will minimize any concerns.
***Project Priority Ranking**	**HIGH 03**

Length of Project (in Years)	**3**				**Initial Year of Approval**	**2020**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	109,195					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	109,195	-	-	-	-	-
UNFUNDED		450,000				
Total Project Funding	**109,195**	**450,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title — **Property Acquisition: Yorkson Lowland at 102B Ave**

Work Breakdown (if it exists) — STW1116-01 — **Category** — Rights of Way and Land

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Budget Remaining	990,136					
Total Project Cost	**990,136**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**

Project Description
***(Phased Project)**

Acquire flood prone lands in the Yorkson Lowlands.

Project Justification
***(Phased Project)**

The Township is experincing increased flooding in the Yorkson Creek Lowlands. Significant progress has been made on the purchase of critical Yorkson Floodplain Park area (1/9 still pending), but 9 out of the 17 lots are still privately owned.

***Project Priority Ranking** — **HIGH 04**

Length of Project (in Years) — **ONGOING** — **Initial Year of Approval** — **2014**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	978,169					
Capital Works Reserve	-					
Capital Projects Reserve	11,967					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	990,136	-	-	-	-	-
UNFUNDED		1,000,000	1,000,000	1,000,000	1,000,000	1,000,000
Total Project Funding	**990,136**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**	**1,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title — **Gloucester East Pond Restoration / Capacity (R)**

Work Breakdown (if it exists) — NEW — **Category** — Detention Ponds

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		500,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**500,000**	-	-	-	-

Project Description *(Phased Project)

Project involves cleaning of the detention pond and channel and installing a permanent pond leveling system. Staff will work with assistance of a qualified professional.

Project Justification *(Phased Project)

In 2020, Township Staff installed an interim pond levelling device to mitigate flooding and, with assistance of a qualified professional, have initiated the planning and design. This project is needed to undertake cleaning of the detention pond and channel, install a permanent pond leveling system to attempt restoring original storage capacity and mitigate impact of beaver activity. Work is contingent on availability of required funding and receiving the necessary approvals from senior government.

***Project Priority Ranking** — **HIGH 05**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		500,000				
Total Project Funding	-	**500,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title	**Nathan Creek Dredging**						
Work Breakdown (if it exists)	NEW	**Category**	Dyking, Flooding and Floodplains				
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Design and environmental permitting work to remove sediment from the dyked section of Nathan Creek to alleviate flood potential and erosion concerns.
Project Justification ***(Phased Project)**	Continuation of work from the Nathan Creek sediment pond improvement work. Cleaning out accumulated sediment downstream will reduce flood risk and erosion potential along the dyked section of Nathan Creek. Budget request is to initiate engineering and environmental services for the proposed dredging work. Construction budget will be required at a later date once design is completed and permits are received.
***Project Priority Ranking**	**MEDIUM 01**

Length of Project (in Years)					**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title **Bedford Channel Dredging**

Work Breakdown (if it exists) STW1205-01 **Category** Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		4,800,000	-	-	1,500,000	-
Budget Remaining	77,008					
Total Project Cost	**77,008**	**4,800,000**	**-**	**-**	**1,500,000**	**-**

Project Description *(Phased Project)

Continue to work with engineering and environmental qualified professionals to complete regulatory permitting to dredge Bedford Channel. Collaborate with Kwantlen First Nations to Dredge the channel in 2026.

Project Justification *(Phased Project)

Council has directed staff to undertake the necessary analyses and prepare a report with recommendations regarding the steps involved to potentially consider and undertake a dredging of the Bedford Channel, complete with associated timelines, cost estimates, and potential uses of the material. Ongoing dredging is required to maintain channel levels.

***Project Priority Ranking** **MEDIUM 02**

Length of Project (in Years) **Initial Year of Approval** **2024**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	77,008					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	77,008	-	-	-	-	-
UNFUNDED		4,800,000	-	-	1,500,000	
Total Project Funding	**77,008**	**4,800,000**	**-**	**-**	**1,500,000**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Stormwater Utility

Project Title	**Ditch Infill: 3200 Block 275 Street**						
Work Breakdown (if it exists)	NEW		**Category**	Storm Mains			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		375,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**375,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of 50m of 250mm existing storm main and infill of approx. 60m of ditch with 100m of 450mm storm main. Project location is along 275 Street between 32 Avenue and 32A Avenue
Project Justification ***(Phased Project)**	As per July 7, 2025 Regular Council Meeting Item C.1 referral
***Project Priority Ranking**	**LOW 01**

Length of Project (in Years)	**1**				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		375,000				
Total Project Funding	**-**	**375,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

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2026 Transportation Capital

Ranking	Project Title	Page No.	Total New Requests	Prior Year's Surplus	DCCs	Capital Projects Reserve	TransLink	Other: Miscellaneous Revenue	Other: Land Reserve	Other: Non-Refundable Deposit (NRD)	Other: Unidentified	Unfunded
CRITICAL	Major Road Rehabilitation	214	**2,000,000**	250,000		1,750,000						
CRITICAL	Horne Pit Reclamation	215	**500,000**						500,000			
HIGH	Public Spaces Waste Receptacles: Development	216	**100,000**							100,000		
HIGH	Transit Improvements: Various Locations (N)	217	**120,000**				60,000	60,000				
HIGH	Road Widening: 86 Avenue 200 Street to 202 Street (N)	218	**1,400,000**				1,400,000					
PLACEHOLDER	Capital Budget Placeholder	219	**10,000,000**		5,000,000						5,000,000	
CRITICAL	Bridge Replacement: 22700 Block 88 Avenue	220	**500,000**									500,000
CRITICAL	Bridge Replacement: 22700 Block 96 Avenue	221	**500,000**									500,000
CRITICAL	Slope Stability: 23700 Block 56 Avenue	222	**150,000**									150,000
CRITICAL	Bridge Rehabilitation: 216 Street 3800 Block	223	**200,000**									200,000
CRITICAL	Bridge Rehabilitation: 8600 Block Glover Road	224	**185,000**									185,000
CRITICAL	Bridge Rehabilitation: 272 Street 4400 Block	225	**140,000**									140,000
CRITICAL	Bridge Rehabilitation: 24800 Block 16 Avenue	226	**160,000**				80,000					80,000
CRITICAL	Bridge Rehabilitation: 48 Avenue 26000 Block	227	**350,000**									350,000
CRITICAL	Bridge Rehabilitation: 25000 Block 88 Avenue	228	**160,000**									160,000
CRITICAL	Bridge Rehabilitation: 256 Street at 4500 Block (R)	229	**100,000**									100,000
CRITICAL	Slope Stabilization: 200 Street 3800 Block	230	**150,000**									150,000
CRITICAL	Road Widening: 72 Avenue and 198A Street	231	**250,000**		247,500							2,500
CRITICAL	Road Widening: 72 Avenue 202A Street to 210 Street	232	**1,500,000**		1,485,000							15,000
CRITICAL	Operations Centre: Hazmat Container Replacement	233	**50,000**									50,000
CRITICAL	Traffic Counting Equipment	234	**50,000**									50,000
HIGH	Slope Stability: 88 Avenue and 222A Street	235	**200,000**									200,000
HIGH	Boulevard Rehabilitation Program: Sunken Fore Boulevard	236	**200,000**									200,000
HIGH	Road Widening: Fraser Highway 23800 Block to 24300 Block	237	**6,954,000**		3,244,230		3,677,000					32,770
HIGH	Road Widening: 202 Street 80 Avenue to 86 Avenue and 80 Avenue 201 Street to 203 Street	238	**14,900,000**		14,136,210		621,000					142,790
HIGH	Road Widening: 203 Street 65 Avenue to 67 Avenue	239	**600,000**									600,000
HIGH	Road Widening: 203 Street 62 Avenue to 64 Avenue	240	**250,000**		247,500							2,500
HIGH	Roof Replacement: 102B Avenue Storage Site	241	**150,000**									150,000
HIGH	Traffic Cabinet Rehabilitation Program	242	**250,000**									250,000
HIGH	Communication Radio Replacement Program	243	**125,000**									125,000
HIGH	Road Widening: 200 Street East Side 80 Avenue to 82 Avenue	244	**605,000**		598,950							6,050
HIGH	Road Widening: 80 Avenue 197 Street to 200 Street	245	**1,100,000**		1,089,000							11,000
HIGH	Road Widening: Northside 72 Avenue 208 to 210 Street	246	**425,000**		420,750							4,250
HIGH	Road Widening: 202A Street West Side 74 Avenue to 76 Avenue	247	**400,000**		396,000							4,000
HIGH	Road Widening: 24 Avenue 196 Street to 200 Street	248	**1,300,000**		1,287,000							13,000
HIGH	Road Widening: 76 Avenue 200 to 202A Street	249	**525,000**									525,000
HIGH	Public Spaces Waste Receptacles: Various Locations (N)	250	**1,400,000**									1,400,000
HIGH	Active Transportation Improvements: 64 Avenue 196 Street to Willowbrook Connector	251	**900,000**		891,000							9,000
HIGH	Active Transportation Improvements: 80 Avenue South Side 200 to 202 Street	252	**115,000**		113,850							1,150
HIGH	Road Widening: 82 Avenue South Side 200 to 200A Street	253	**85,000**									85,000
HIGH	Active Transportation Improvements: 228 Street and 48 Avenue	254	**375,000**									375,000
HIGH	Active Transportation Improvements: Salmon River Uplands	255	**475,000**									475,000
HIGH	Speed Reader Boards: 24 Avenue and 208 Street	256	**24,000**									24,000
HIGH	Road Widening: 200A Street and 80A Avenue	257	**310,000**									310,000
HIGH	Retaining Wall Study: 200 Street and 38 Avenue	258	**150,000**				75,000					75,000
HIGH	Railway Crossing Improvements: Whistle Cessation	259	**250,000**									250,000
MEDIUM	Functional Design: 216 Street 80 Avenue to Glover Road (N)	260	**500,000**		495,000							5,000
MEDIUM	Pedestrian Improvements: 86 Avenue and 19600 Block	261	**200,000**									200,000
MEDIUM	Rain Garden Remediation	262	**250,000**									250,000
MEDIUM	Traffic Calming Projects (N)	263	**200,000**									200,000
MEDIUM	Vehicles: Three Medium Duty Pickup Trucks	264	**300,000**									300,000
LOW	Boulevard and Median Rehabilitation: Plant Replacement	265	**50,000**									50,000
LOW	Pedestrian Improvements: 98 Avenue 203 Street	266	**250,000**									250,000
2026 New Requests			***52,383,000***	***250,000***	***29,651,990***	***1,750,000***	***5,913,000***	***60,000***	***500,000***	***100,000***	***5,000,000***	***9,158,010***

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Major Road Rehabilitation**					
Work Breakdown (if it exists)	NEW	**Category**	Paving			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		2,000,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**2,000,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Rehabilitation of major roads (arterials and collectors) throughout the Township.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Asphalt pavement does not deteriorate at a linear rate. There is a critical period where early cost-effective intervention when asphalt is in good to fair condition can extend useful life.
***Project Priority Ranking**	**CRITICAL 01**

Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-	250,000				
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-	1,750,000				
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	2,000,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**2,000,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Horne Pit Reclamation**						
Work Breakdown (if it exists)	RDS1300-01		**Category**	Gravel Pit Remediation			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**	
New Request Amount		500,000	-	-	-	-	
Budget Remaining	-						
Total Project Cost	**-**	**500,000**	**-**	**-**	**-**	**-**	

Project Description *(Phased Project)	Design of onsite works and services and environmental assessment for compliance.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Horne Pit is no longer being utilized for gravel extraction. Remedial works have completed related to environmental considerations. This is phase 2 of the work to prepare the site for other use.
***Project Priority Ranking**	**CRITICAL 18**

Length of Project (in Years)	**4**				**Initial Year of Approval**	**2020**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**	
Reserve Future Capital Expenditure	-						
Operating Revenue	-						
Prior Year's Surplus	-						
Federal/Provincial/Other Grants	-						
Development Cost Charges (DCC)	-						
Capital Works Reserve	-						
Capital Projects Reserve	-						
RCMP Reserve	-						
Climate Action Reserve	-						
CAC Reserve	-						
Debt	-						
TransLink	-						
ICBC	-						
Other: Land Reserve	-	500,000					
Total Funded	-	500,000	-	-	-	-	
UNFUNDED							
Total Project Funding	**-**	**500,000**	**-**	**-**	**-**	**-**	
***Estimated Annual Operating Impact**		-	-	-	-	-	

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Public Spaces Waste Receptacles: Development**

Work Breakdown (if it exists) — NEW — **Category** — Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		100,000	100,000	100,000	100,000	100,000
Budget Remaining	-					
Total Project Cost	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**

Project Description *(Phased Project)

Installation of three stream waste receptacles at new development locations.

Project Justification & Consequences of Not Proceeding *(Phased Project)

As a condition of development, Non-Refundable Deposits (NRD) are provided for the installation of three stream waste receptacles on Township of Langley road allowances and trail heads. This project provides the budget authority to ensure bins are purchased, and installed, at the completion of the Development.

Without this project, there is a risk that neighbourhoods may not have three stream bins installed, as required by the subdivision and development servicing bylaw.

***Project Priority Ranking** — **HIGH 04**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Non-Refundable Deposit (NRD)	-	100,000	100,000	100,000	100,000	100,000
Total Funded	-	100,000	100,000	100,000	100,000	100,000
UNFUNDED						
Total Project Funding	**-**	**100,000**	**100,000**	**100,000**	**100,000**	**100,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Transit Improvements: Various Locations (N)**

Work Breakdown (if it exists) — RDS1127-01 — **Category** — Cycling and Transit

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		120,000	-	-	-	-
Budget Remaining	203,004					
Total Project Cost	**203,004**	**120,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

This capital project seeks funding on an ongoing, annual basis for the construction of transit improvements such as sidewalks leading to bus stops, bus pull-out bays, wheelchair accessible bus stops, and improved bus stop facilities for pedestrians at various locations in the Township. This is a cost sharing project in partnership with TransLink (50/50 cost share).

Project Justification & Consequences of Not Proceeding *(Phased Project)

The construction of transit improvements facilitates pedestrian/transit user safety, convenience for transit users, and encourages additional traditional ridership which is consistent with the Township's sustainability goals.

***Project Priority Ranking** — **HIGH 09**

Length of Project (in Years) — **ANNUAL** — **Initial Year of Approval** — **N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	71,178					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	85,105	60,000				
ICBC	-					
Other: Miscellaneous Revenue	46,720	60,000				
Total Funded	203,003	120,000	-	-	-	-
UNFUNDED						
Total Project Funding	**203,003**	**120,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 86 Avenue 200 Street to 202 Street (N)**

Work Breakdown (if it exists) — RDS1402-01 — **Category** — Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		1,400,000	-	-	-	-
Budget Remaining	5,020,692					
Total Project Cost	**5,020,692**	**1,400,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

As per July 15, 2024 Regular Council Meeting, Item K.3. Translink funding updated and approved as per October 21, 2024, Regular Council Meeting, Item E.5.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Increased traffic and pedestrian activity between 200 St and 202 St requires additional widening and construction of active transportation infrastructure. Also supports increased density and the proposed 200 Street Bus Rapid Transit (BRT) route.

***Project Priority Ranking** — **HIGH 27**

Length of Project (in Years) — 2 — **Initial Year of Approval** — 2024

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	385,789					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	2,672,159					
Capital Works Reserve	-					
Capital Projects Reserve	1,428,589					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	507,530	1,400,000				
ICBC	-					
Other: Non-Refundable Deposit (NRD)	26,625					
Total Funded	5,020,692	1,400,000	-	-	-	-
UNFUNDED						
Total Project Funding	**5,020,692**	**1,400,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Capital Budget Placeholder**					
Work Breakdown (if it exists)	RDS1032-01	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Budget Remaining	-					
Total Project Cost	**-**	**10,000,000**	**10,000,000**	**10,000,000**	**10,000,000**	**10,000,000**

Project Description ***(Phased Project)**	Placeholder for unidentified externally funded and DCC funded capital projects that are not included in the budget and may arise during the year.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	To provide budget for unidentified externally funded and DCC funded capital projects not currently included in the budget that may arise during the year within the Transportation Utility.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Unident. External Funding	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Total Funded	-	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
UNFUNDED						
Total Project Funding	**-**	**10,000,000**	**10,000,000**	**10,000,000**	**10,000,000**	**10,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Bridge Replacement: 22700 Block 88 Avenue**					
Work Breakdown (if it exists)	NEW	**Category**	Bridges			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		500,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**500,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Request to complete detailed design to replace the existing bridge at 22700 Block 88 Avenue crossing the Salmon River.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The existing bridge is in poor operating condition. Extending the bridges past its design life can result in costly maintenance/repairs and unexpected failures. Replacement of the structure addresses mobility and safety concerns. 88 Ave is classified as an arterial road and future truck route providing a direct connection to the Fort Langley Neighborhood.
***Project Priority Ranking**	**CRITICAL 02**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		500,000				
Total Project Funding	**-**	**500,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Bridge Replacement: 22700 Block 96 Avenue**					
Work Breakdown (if it exists)	NEW	**Category**	Bridges			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		500,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**500,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Detailed design to replace the existing bridge at 22700 Block 96 Avenue crossing the Salmon River.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The existing bridge is in poor operating condition. Extending the bridge past its design life can result in costly maintenance/repairs and unexpected failures. Replacement of the structure addresses mobility and safety concerns. 96 Ave is classified as an arterial road providing a direct connection to Fort Langley.
***Project Priority Ranking**	**CRITICAL 03**

Length of Project (in Years) _____ **Initial Year of Approval** _____

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		500,000				
Total Project Funding	**-**	**500,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title **Slope Stability: 23700 Block 56 Avenue**

Work Breakdown (if it exists) NEW **Category** Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**150,000**	-	-	-	-

Project Description *(Phased Project)

To implement slope monitoring measures and to complete a detailed design to stabilize slope stability in the 23700 block of 56 Avenue. Funds will be utilized to retain a geotechnical consultant to implement on-going slope monitoring of the roadway, recommendations and cost analysis of various options to stabilize the slope for future budget requests.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Re-occurring asphalt cracks in the roadway are indicating slope movement. The slope is continuing to show evidence of movement and remediation is required to avoid further cracking of the asphalt and movement of the slope and closure of the roadway. 56 Ave is a truck route and major arterial roadway within the Township.

***Project Priority Ranking** CRITICAL 04

Length of Project (in Years) 1 **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	-	**150,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Bridge Rehabilitation: 216 Street 3800 Block**					
Work Breakdown (if it exists)	NEW	**Category**	Bridges			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Repair of northwest wingwall to maintain a safe bridge structure and extend the life of the bridge.
Project Justification & Consequences of Not Proceeding *(Phased Project)	A 2020 bridge condition assessment by a qualified professional indicated that this bridge was approaching the final years of its original 75-year design life, as outlined in the Canadian Highway Bridge Design Code. While bridges can sometimes remain in service beyond their design life, doing so may lead to increased maintenance needs and a higher likelihood of repairs. Proactive rehabilitation helps support continued mobility and enhance overall safety.
***Project Priority Ranking**	**CRITICAL 05**

Length of Project (in Years)	**1**				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Bridge Rehabilitation: 8600 Block Glover Road**					
Work Breakdown (if it exists)	NEW	**Category**	Bridges			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		185,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**185,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the westside wood railing and wheel curb/bull rail to maintain a safe bridge structure.
Project Justification & Consequences of Not Proceeding *(Phased Project)	A 2020 bridge condition assessment by a qualified professional indicated that this bridge was approaching the final years of its original 75-year design life, as outlined in the Canadian Highway Bridge Design Code. While bridges can sometimes remain in service beyond their design life, doing so may lead to increased maintenance needs and a higher likelihood of repairs. Proactive rehabilitation helps support continued mobility and enhance overall safety.
***Project Priority Ranking**	**CRITICAL 06**

Length of Project (in Years) [ ] **Initial Year of Approval** [ ]

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		185,000				
Total Project Funding	**-**	**185,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Bridge Rehabilitation: 272 Street 4400 Block**					
Work Breakdown (if it exists)	NEW	**Category**	Bridges			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		140,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**140,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Repair of bridge girders to maintain a safe bridge structure and extend the life of the bridge.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	A 2020 bridge condition assessment by a qualified professional indicated that this bridge was approaching the final years of its original 75-year design life, as outlined in the Canadian Highway Bridge Design Code. While bridges can sometimes remain in service beyond their design life, doing so may lead to increased maintenance needs and a higher likelihood of repairs. Proactive rehabilitation helps support continued mobility and enhance overall safety.
***Project Priority Ranking**	**CRITICAL 07**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		140,000				
Total Project Funding	**-**	**140,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title **Bridge Rehabilitation: 24800 Block 16 Avenue**

Work Breakdown (if it exists) RDS1408-01 **Category** Bridges

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		160,000	-	-	-	-
Budget Remaining	70,632					
Total Project Cost	**70,632**	**160,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Repair cracking in the southeast abutment and replace the existing damaged railing to maintain a safe bridge structure and elongate the life of the bridge.

As per Regular Council Meeting on October 21, 2024, Item E.5.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Repairs to extend the life cycle of the existing bridge.

***Project Priority Ranking** **CRITICAL 08**

Length of Project (in Years) **Initial Year of Approval** **2025**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	35,316					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	35,316	80,000				
ICBC	-					
Other:	-					
Total Funded	70,632	80,000	-	-	-	-
UNFUNDED		80,000				
Total Project Funding	**70,632**	**160,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Bridge Rehabilitation: 48 Avenue 26000 Block**					
Work Breakdown (if it exists)	NEW	**Category**	Bridges			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		350,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**350,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Repair to abutment to maintain a safe bridge structure and elongate the life of the bridge.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Abutments allow for the vertical movement of the structure and prevent the egress of water into the substructure which could cause future damage to the roadway gravel materials. Repair of the structures addresses mobility and safety concerns. A 2020 bridge condition assessment by a qualified professional indicated that this bridge was approaching the final years of its original 75-year design life, as outlined in the Canadian Highway Bridge Design Code. While bridges can sometimes remain in service beyond their design life, doing so may lead to increased maintenance needs and a higher likelihood of repairs. Proactive rehabilitation helps support continued mobility and enhance overall safety.
***Project Priority Ranking**	**CRITICAL 09**

Length of Project (in Years)	1	**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		350,000				
Total Project Funding	**-**	**350,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Bridge Rehabilitation: 25000 Block 88 Avenue**						
Work Breakdown (if it exists)	NEW		**Category**	Bridges			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		160,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**160,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of east failed abutment joint to maintain a safe bridge structure and elongate the life of the bridge.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Abutment joints allow for the vertical movement of the structure and prevent the egress of water into the substructure which could cause future damage to the roadway gravel materials. Repair of the structures addresses mobility and safety concerns.
***Project Priority Ranking**	**CRITICAL 10**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		160,000				
Total Project Funding	**-**	**160,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Bridge Rehabilitation: 256 Street at 4500 Block (R)**					
Work Breakdown (if it exists)	NEW	**Category**	Bridges			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		100,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**100,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Repair of bridge concrete girders to maintain a safe bridge structure and elongate the life of the bridge.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	A 2020 bridge condition assessment by a qualified professional indicated that this bridge was approaching the final years of its original 75-year design life, as outlined in the Canadian Highway Bridge Design Code. While bridges can sometimes remain in service beyond their design life, doing so may lead to increased maintenance needs and a higher likelihood of repairs. Proactive rehabilitation helps support continued mobility and enhance overall safety.
***Project Priority Ranking**	**CRITICAL 11**

Length of Project (in Years)	**1**				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		100,000				
Total Project Funding	**-**	**100,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Slope Stabilization: 200 Street 3800 Block**					
Work Breakdown (if it exists)	NEW	**Category**	Improvements			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	To implement slope monitoring measures and to complete a detailed design to stabilize slope stability in the 3800 block of 200 Street. Funds will be utilized to retain a geotechnical consultant to implement on-going slope monitoring of the roadway, recommendations and cost analysis of various options to stabilize the slope for future budget requests.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Re-occurring asphalt cracks in the roadway are indicating slope movement. The slope is continuing to show evidence of movement and remediation is required to avoid further cracking of the asphalt and movement of the slope and closure of the roadway. 200 Street is a truck route and major arterial roadway within the Township.
***Project Priority Ranking**	**CRITICAL 13**

Length of Project (in Years)					**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 72 Avenue and 198A Street**

Work Breakdown (if it exists) — RDS1411-01 — **Category** — Widening

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		250,000	-	-	-	-
Budget Remaining	499,297					
Total Project Cost	**499,297**	**250,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

To widen a missing link of the travel section of the road to match the existing road alignment - current situation requires one lane to merge into another travel lane that raises the potential for vehicle and pedestrian conflicts.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Potential safety hazard as we have observed several motor vehicle accidents at this location and near misses with cycling and pedestrian movements. As per Regular Council Meeting on October 21, 2024, Item E.5.

***Project Priority Ranking** — **CRITICAL 14**

Length of Project (in Years) — 2 — **Initial Year of Approval** — 2025

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	123,576	247,500				
Capital Works Reserve	-					
Capital Projects Reserve	1,248					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	374,473					
ICBC	-					
Other:	-					
Total Funded	499,297	247,500	-	-	-	-
UNFUNDED		2,500				
Total Project Funding	**499,297**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		4,258	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 72 Avenue 202A Street to 210 Street**

Work Breakdown (if it exists) — NEW — **Category** — Widening

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		1,500,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**1,500,000**	-	-	-	-

Project Description *(Phased Project)

To complete the detailed design of 72 Avenue from 202B Street Avenue to 210 Street to its ultimate cross section. The scope of work includes road widening to achieve a minimum of four travel lanes, intersection improvements, center medians, streetlighting, relocation of third party utility poles, pedestrian lighting, multi-use pathways, landscaping, and municipal utility installations/upgrades.

Project Justification & Consequences of Not Proceeding *(Phased Project)

To improve road safety, traffic flows, increasing traffic congestion and to meet development related growth demands as part of the Township's Official Community Plan and the Master Transportation Plan.

As per Council Meeting on October 20, 2025, Report 25-157, Item E.3.

***Project Priority Ranking** — **CRITICAL 15**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	1,485,000				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	1,485,000	-	-	-	-
UNFUNDED		15,000				
Total Project Funding	-	**1,500,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Operations Centre: Hazmat Container Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		50,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**50,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the current hazardous material container at the Operations Work Yard which is nearing the end of it's service life.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Planned replacement is required to ensure the hazardous materials continue to be properly held prior to disposal by qualified professionals.
***Project Priority Ranking**	**CRITICAL 16**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		50,000				
Total Project Funding	**-**	**50,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Traffic Counting Equipment**

Work Breakdown (if it exists) — NEW — **Category** — Vehicles and Equipment

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		50,000	50,000	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**50,000**	**50,000**	**-**	**-**	**-**

Project Description *(Phased Project)

Purchase of traffic counting equipment with new technology that allows for counting passenger vehicles, trucks, pedestrians, and cyclists along with travel speeds. Current equipment is primarily road tubes which can allow account for vehicle traffic. Traffic counts are used in analyzing the need for intersection improvements, crosswalks, and planning for future road expansion.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Transitioning from old technology (road tubes) to new technology, such as Houston Radar and Miovision allows for surveying active transportation as well. New technology is mounted on the side of the road, as opposed to installing road tubes in the road and is safer for staff.

***Project Priority Ranking** — **CRITICAL 17**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		50,000	50,000			
Total Project Funding	**-**	**50,000**	**50,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Slope Stability: 88 Avenue and 222A Street**						
Work Breakdown (if it exists)	NEW		**Category**	Improvements			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	To complete the detailed design of slope stability works and a culvert replacement at 88 Avenue and 222A Street.
Project Justification & Consequences of Not Proceeding *(Phased Project)	The works will stabilize the current road prism which has instability due to the poor quality fill material of the side slopes. Prior to completing the slope stabilization works, the 900mm culvert crossing 88 Avenue will be replaced so that the slope stabilizing works won't have to be disturbed in the future to complete replacement at a later time.
***Project Priority Ranking**	**HIGH 01**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Boulevard Rehabilitation Program: Sunken Fore Boulevard**					
Work Breakdown (if it exists)	NEW	**Category**	Improvements			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		200,000	200,000	200,000	200,000	200,000
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**
Project Description *(Phased Project)	Repairs to various existing grass fore boulevards that have sunk.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Existing sunken front boulevards create grade changes adjacent to the walking path and can pose hazards. Rehabilitating these sunken boulevards will reduce risk and provide a smoother transition from the street to the sidewalk.					
***Project Priority Ranking**	**HIGH 02**					
Length of Project (in Years)			**Initial Year of Approval**			
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Transfer From Gen Op Fund 10	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000	200,000	200,000	200,000	200,000
Total Project Funding	**-**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: Fraser Highway 23800 Block to 24300 Block**

Work Breakdown (if it exists) — RDS1410-01 — **Category** — Intersections

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		6,954,000	6,954,000	8,138,000	6,954,000	-
Budget Remaining	688,789					
Total Project Cost	**688,789**	**6,954,000**	**6,954,000**	**8,138,000**	**6,954,000**	**-**

Project Description *(Phased Project)

Phase 3 - Continuation of the construction of the next phase of widening Fraser Highway from 238 Street to 243 Street to four travel lanes plus multi-use paths on both sides and ultimate intersection improvements with turn bays at 240 Street. The project may be eligible for 50% funding by TransLink.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Existing intersection at Fraser Highway and 240 Street is congested during peak hours with high traffic volumes along Fraser Highway. Closure of Old Yale Road at intersection, new 238B Street connection, installation of turn lanes, and widening Fraser Highway to 4 lanes with multi-use paths will improve traffic flows, reduce vehicle conflicts, and improve safety.

***Project Priority Ranking** — **HIGH 03**

Length of Project (in Years) — 5 — **Initial Year of Approval** — 2025

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	681,901	3,244,230	3,244,230	4,416,390	3,244,230	
Capital Works Reserve	-					
Capital Projects Reserve	6,888					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-	3,677,000	3,677,000	3,677,000	3,677,000	
ICBC	-					
Other:	-					
Total Funded	688,789	6,921,230	6,921,230	8,093,390	6,921,230	-
UNFUNDED		32,770	32,770	44,610	32,770	
Total Project Funding	**688,789**	**6,954,000**	**6,954,000**	**8,138,000**	**6,954,000**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 202 Street 80 Avenue to 86 Avenue and 80 Avenue 201 Street to 20**

Work Breakdown (if it exists) — RDS1389-01 — **Category** — Widening

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		14,900,000	-	-	-	-
Budget Remaining	662,293					
Total Project Cost	**662,293**	**14,900,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Construction of 202 Street: 86 Avenue to 80 Avenue and 80 Ave from 201 Street to 203 Street (north side), including land costs.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The 202/203 Street Corridor, from 62 Avenue to 86 Avenue, is classified as a Major Arterial Road and serves as a key north-south link through the Willoughby area. In addition, Bus Rapid Transit (BRT) is planned along 200 Street and 86 Avenue to provide connections to the Carvolth Transit Exchange. The 202/203 Street Corridor will also function as an alternate arterial route to 200 Street between 62 Avenue and 86 Avenue.

80 Avenue is a major arterial road that provides east-west connectivity within the Willoughby and Smith neighbourhoods. With ongoing growth in Willoughby, there is increasing demand for pedestrian and other non-automotive modes of transportation. The proposed road widening will improve access for all users and help complete the area's road network.

***Project Priority Ranking** — **HIGH 05**

Length of Project (in Years) — 2 — **Initial Year of Approval** — 2024

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	655,670	14,136,210				
Capital Works Reserve	-					
Capital Projects Reserve	6,623					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-	621,000				
ICBC	-					
Other:	-					
Total Funded	662,293	14,757,210	-	-	-	-
UNFUNDED		142,790				
Total Project Funding	**662,293**	**14,900,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 203 Street 65 Avenue to 67 Avenue**

Work Breakdown (if it exists) — NEW — **Category** — Widening

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		600,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**600,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Detailed design to widen 203 Street from 65 Avenue to 67 Avenue with four travel lanes, traffic signal modifications, raised median extensions, protected bike lanes, landscaping, and multi-use paths to its ultimate cross section.

Project Justification & Consequences of Not Proceeding *(Phased Project)

As per Regular Council Meeting on October 20, 2025, Report 25-157, Item E.3.

***Project Priority Ranking** — **HIGH 06**

Length of Project (in Years) — 1 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		600,000				
Total Project Funding	**-**	**600,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 203 Street 62 Avenue to 64 Avenue**

Work Breakdown (if it exists) — NEW — **Category** — Widening

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Detailed design to widen the 203 Street from 62 Ave to 64 Ave with 4 travel lanes, raised medians, protected bike lanes, landscaping, relocation of third party utility poles, and multi-use path to its ultimate cross section.

Project Justification & Consequences of Not Proceeding *(Phased Project)

To improve road safety, traffic flows, increasing traffic congestion and to meet development related growth demands and as directed by Council as per the July 21, 2025, Regular Council Meeting, Item P.2.

***Project Priority Ranking** — **HIGH 07**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	247,500				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	247,500	-	-	-	-
UNFUNDED		2,500				
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Roof Replacement: 102B Avenue Storage Site**						
Work Breakdown (if it exists)	NEW		**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Replace existing leaking roof of the storage facility with new metal/asphalt shingles.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Replacement of the leaking roof will extend the life cycle of the existing structure.					
***Project Priority Ranking**	**HIGH 08**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Traffic Cabinet Rehabilitation Program**					
Work Breakdown (if it exists)	NEW	**Category**	Railways, Signals and Street Lights			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	250,000	250,000	250,000	250,000
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**250,000**	**250,000**	**250,000**	**250,000**
Project Description *(Phased Project)	Replacement of aging traffic cabinet infrastructure that have passed their expected life.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Aging infrastructure conversion to a more reliable cabinet and to a uniform standard. More flexibility to allow for upgrading intersections.					
***Project Priority Ranking**	**HIGH 10**					
Length of Project (in Years)			**Initial Year of Approval**			
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000	250,000	250,000	250,000	250,000
Total Project Funding	**-**	**250,000**	**250,000**	**250,000**	**250,000**	**250,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Communication Radio Replacement Program**

Work Breakdown (if it exists) — NEW — **Category** — Railways, Signals and Street Lights

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		125,000	125,000	125,000	125,000	125,000
Budget Remaining	-					
Total Project Cost	-	**125,000**	**125,000**	**125,000**	**125,000**	**125,000**

Project Description *(Phased Project)

The replacement/upgrade of the radio communication system that connects the central traffic signal maintenance system to the individual traffic intersections. Currently, the Township has over 130 traffic signal with many of the radio systems hardware components over 25 years old and are in need of replacement.

As equipment is upgraded, it would be replaced with hardware connected to a fibre optic system. A phased approach is proposed with an estimated 25 radio replacements and 10 intersection upgrades per year.

2026: Murrayville area Signals
2027: Willoughby area Signals
2028: Walnut Grove area Signals
2029: Fort Langley area Signals
2030: Brookswood and Aldergrove area Signals

Project Justification & Consequences of Not Proceeding *(Phased Project)

Communication radios are critical for maintain the operational effectiveness, personal safety and reliable coordination. The existing aging radio infrastructure are becoming obsolete, increasingly unreliable and no longer supported by the manufacturer.

***Project Priority Ranking** — **HIGH 11**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		125,000	125,000	125,000	125,000	125,000
Total Project Funding	-	**125,000**	**125,000**	**125,000**	**125,000**	**125,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Road Widening: 200 Street East Side 80 Avenue to 82 Avenue**					
Work Breakdown (if it exists)	NEW	**Category**	Widening			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		605,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**605,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Design of the east side of 200 Street from 82 Avenue to 80 Avenue to its ultimate cross section. The scope of work includes road widening to achieve a minimum of three northbound travel lanes, intersection improvements, streetlighting, pedestrian lighting, sidewalks and multi-use pathways, protected bike lanes, and municipal utility installations/upgrades.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	To improve road safety, traffic flows, increasing traffic congestion, and to meet development related growth demands as part of the Township's Official Community Plan and the Master Transportation Plan.					
***Project Priority Ranking**	**HIGH 12**					
Length of Project (in Years)	**0**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	598,950				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	598,950	-	-	-	-
UNFUNDED		6,050				
Total Project Funding	**-**	**605,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Road Widening: 80 Avenue 197 Street to 200 Street**					
Work Breakdown (if it exists)	NEW	**Category**	Widening			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		1,100,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**1,100,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Detailed design of 80 Avenue from 197 Avenue to 200 Street to its ultimate cross section. The scope of work includes road widening to achieve a minimum of four travel lanes, intersection improvements, streetlighting, pedestrian lighting, sidewalks, multi-use pathways, protected bike lanes, box culvert extension/replacement, environmental assessment, and municipal utility installations/upgrades.
Project Justification & Consequences of Not Proceeding *(Phased Project)	To improve road safety, traffic flows, increasing traffic congestion and to meet development related growth demands and as directed by Council as per July 21, 2025 Regular Council Meeting, Item P.2.
***Project Priority Ranking**	**HIGH 13**

Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	1,089,000				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	1,089,000	-	-	-	-
UNFUNDED		11,000				
Total Project Funding	**-**	**1,100,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Road Widening: Northside 72 Avenue 208 to 210 Street**					
Work Breakdown (if it exists)	NEW	**Category**	Widening			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		425,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**425,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Detail design to widen the north side of 72 Avenue from 208 Street to 210 Street to four travel lanes, streetlighting, raised center medians, landscaping, multi-use path, undergrounding third party utilities, and municipal utility installations/upgrades.

Project Justification & Consequences of Not Proceeding *(Phased Project)

To improve road safety, traffic flows, increasing traffic congestion and to meet development related growth demands as part of the Township's Official Community Plan.

As per Council Meeting on July 21, 2025, Item P.2.

***Project Priority Ranking** **HIGH 14**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	420,750				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	420,750	-	-	-	-
UNFUNDED		4,250				
Total Project Funding	**-**	**425,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 202A Street West Side 74 Avenue to 76 Avenue**

Work Breakdown (if it exists) — NEW — **Category** — Widening

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		400,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**400,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

This project includes ultimate design of road widening on the west side of 202A Street from 74 Ave to 76 Ave with 4 travel lanes, protected bike lanes, relocation of third party utility poles, and multi-use path to its ultimate cross section.

Project Justification & Consequences of Not Proceeding *(Phased Project)

As per Council meeting July 23, Item P.2.

***Project Priority Ranking** — **HIGH 15**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	396,000				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	396,000	-	-	-	-
UNFUNDED		4,000				
Total Project Funding	**-**	**400,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 24 Avenue 196 Street to 200 Street**

Work Breakdown (if it exists) — NEW — **Category** — Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		1,300,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**1,300,000**	-	-	-	-

Project Description *(Phased Project)

To complete the detailed design of the 24 Avenue from 196 Street to 200 Street its ultimate cross section. The scope of work includes road widening to achieve a minimum of four travel lanes, intersection improvements, a large culvert replacement, environmental assessment, streetlighting, pedestrian lighting, sidewalks and multi-use pathways, protected bike lanes, municipal utility installations/upgrades.

Project Justification & Consequences of Not Proceeding *(Phased Project)

To improve road safety, traffic flows, increasing traffic congestion and to meet development related growth demands as part of the Township's Official Community Plan and the Master Transportation Plan.

***Project Priority Ranking** — **HIGH 16**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	1,287,000				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	1,287,000	-	-	-	-
UNFUNDED		13,000				
Total Project Funding	-	**1,300,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 76 Avenue 200 to 202A Street**

Work Breakdown (if it exists) — NEW — **Category** — Widening

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		525,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**525,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

To complete detailed design to widen 76 Avenue from 200 Street to 202A Street to two travel lanes and parking, culvert extension, environmental assessment, streetlighting, landscaping, multi-use paths on both sides, and municipal utility installations/upgrades. The design includes a new roundabout at the intersection of 76 Avenue and 201 Street.

Project Justification & Consequences of Not Proceeding *(Phased Project)

To provide an alternative east-west route between 200 Street and 202 Street. This project will provide further connectivity to SD 35 (R.E. Mountain Secondary, Peter Ewart Middle School), Willoughby Community Stadium and Park alleviate school traffic and event congestion in the area.

As per Council Meeting on July 21, 2025, Item P.2.

***Project Priority Ranking** — **HIGH 17**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		525,000				
Total Project Funding	**-**	**525,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Public Spaces Waste Receptacles: Various Locations (N)**

Work Breakdown (if it exists) — RDS1241-01 — **Category** — Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		1,400,000	-	-	-	-
Budget Remaining	10,039					
Total Project Cost	**10,039**	**1,400,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Complete the Public Spaces Waste Management Program which provides infrastructure throughout the Township to prevent littering and illegal dumping and to encourage waste diversion. Project costs include $850,000 to install 175 multi-stream waste receptacles in Murrayville, Aldergrove, Brookswood, and remaining areas of Willoughby; and $550,000 to purchase two additional collection vehicles to service new receptacles.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The first three phases of the Public Spaces Waste Management program were completed from 2018 to 2020 through capital funding with over 400 multi-stream receptacles installed in most parks within the Township as well as at roadside locations in Fort Langley, Walnut Grove and parts of Willoughby. Completing the program will ensure equal distribution of waste infrastructure in public spaces across the Township. Multi-stream receptacles separate waste material in compliance with Metro Vancouver's disposal bans and reduce the Township's risk for disposal surcharges (a 50% tipping fee surcharge may apply to waste that contains banned or prohibited items, such as dog waste).

***Project Priority Ranking** — **HIGH 18**

Length of Project (in Years) — 5 — **Initial Year of Approval** — 2018

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	10,039					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Non-Refundable Deposit (NRD)	-					
Total Funded	10,039	-	-	-	-	-
UNFUNDED		1,400,000				
Total Project Funding	**10,039**	**1,400,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		188,800	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Active Transportation Improvements: 64 Avenue 196 Street to Willowbrook Conne**					
Work Breakdown (if it exists)	NEW	**Category**	Cycling and Transit			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		900,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**900,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Detailed design for active transportation improvements on 64 Avenue from 196 Street to Willowbrook Connector.
Project Justification & Consequences of Not Proceeding *(Phased Project)	To improve active transportation facilities to meet development-related growth demands, in alignment with the Township's Official Community Plan. As per Council Meeting on July 21, 2025, Item P.2.
***Project Priority Ranking**	**HIGH 19**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	891,000				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: TRN1001	-					
Total Funded	-	891,000	-	-	-	-
UNFUNDED		9,000				
Total Project Funding	**-**	**900,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Active Transportation Improvements: 80 Avenue South Side 200 to 202 Street**

Work Breakdown (if it exists) — NEW — **Category** — Cycling and Transit

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		115,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**115,000**	-	-	-	-

Project Description *(Phased Project)

To complete detailed design and cost projections for active transportation improvements on the south side of 80 Avenue from 200 to 202 Street.

Project Justification & Consequences of Not Proceeding *(Phased Project)

80 Avenue is a major arterial road that provides an important east-west connection within the Willoughby and Smith neighbourhoods. With the continued growth in Willoughby, there is an increasing demand for active transportation options in the area. This project will enhance connectivity along 80 Avenue and help alleviate school-related traffic and event congestion.

As referenced in Council Meeting, July 21, 2025, Item P.2.

***Project Priority Ranking** — **HIGH 20**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	113,850				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	113,850	-	-	-	-
UNFUNDED		1,150				
Total Project Funding	-	**115,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Road Widening: 82 Avenue South Side 200 to 200A Street**					
Work Breakdown (if it exists)	NEW	**Category**	Widening			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		85,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**85,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	To design the south side of 82 Avenue from 200 Street to 200A Street to its ultimate cross section. The scope of work includes road widening, streetlighting, multi-use pathways, and municipal utility installations/upgrades.
Project Justification & Consequences of Not Proceeding *(Phased Project)	To improve road safety, traffic flows, increasing traffic congestion and to meet development related growth demands and as directed by Council as per the May 26, 2025 Regular Council Meeting, Item O.3.
***Project Priority Ranking**	**HIGH 21**

Length of Project (in Years) [ ] **Initial Year of Approval** [ ]

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		85,000				
Total Project Funding	**-**	**85,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Active Transportation Improvements: 228 Street and 48 Avenue**

Work Breakdown (if it exists) — NEW — **Category** — Construction

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		375,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**375,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Design of a sidewalks on 228 Street from 48 Avenue to Fraser Highway and design of a multi use path on 48 Avenue from the 2260 block to 228 Street. This project will fill in gaps in the sidewalk on both roads enhancing access to schools.

Project Justification & Consequences of Not Proceeding *(Phased Project)

48 Avenue has an asphalt walkway, but no curb separation to the travel lane. There is a paved shoulder. MUP to replace walkway and paved shoulder with a curb separation to the road. Design of 228 St is to a urban collector standard with two travel lanes, two parking lanes, and boulevard with sidewalks on both sides. Both projects improve safer for pedestrian and cyclists.

***Project Priority Ranking** — **HIGH 22**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		375,000				
Total Project Funding	**-**	**375,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Active Transportation Improvements: Salmon River Uplands**

Work Breakdown (if it exists) — NEW — **Category** — Pedestrians and Traffic Calming

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		475,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**475,000**	-	-	-	-

Project Description *(Phased Project)

Report 25-76 Pedestrian and Active Transportation Safety within Salmon River Uplands on May 26 2025 Regular meeting of Council referred to 2026 Budget. Project includes $25,000 for short term improvements (center line rumble strips on 56 Ave) and $450,000 for long term active transportation design including geotechnical, bridge, environmental and civil design for active transportation facilities on 56 Ave between 24200 block and 248 St.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Limited active transportation links in the Salmon River Uplands due to Salmon River bisecting the area with no road connections other than 56 Avenue. Students residing east of the Salmon River do not have a connection to the school west of the Salmon River.

***Project Priority Ranking** — **HIGH 23**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		475,000				
Total Project Funding	-	**475,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Speed Reader Boards: 24 Avenue and 208 Street**					
Work Breakdown (if it exists)	NEW	**Category**	Pedestrians and Traffic Calming			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		24,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**24,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Installation of two speed reader boards. One on 24 Avenue and one on 208 Street near Glenwood Elementary.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	As per Council Meeting May 26, 2025, Item C.1.					
***Project Priority Ranking**	**HIGH 24**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		24,000				
Total Project Funding	**-**	**24,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Road Widening: 200A Street and 80A Avenue**

Work Breakdown (if it exists) — NEW — **Category** — Widening

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		310,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**310,000**	-	-	-	-

Project Description *(Phased Project)

Design of 200A Street from 82 Avenue to 80A Avenue and 80A Avenue from 200A Street to 201 Street to its ultimate cross section. The scope of work includes road widening, new local road construction, streetlighting, sidewalks, and municipal utility installations to accommodate future development.

Project Justification & Consequences of Not Proceeding *(Phased Project)

As per Council Meeting on July 21, 2025, Report 25-115 Item E.3.

***Project Priority Ranking** — **HIGH 25**

Length of Project (in Years) — 2 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		310,000				
Total Project Funding	-	**310,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Retaining Wall Study: 200 Street and 38 Avenue**

Work Breakdown (if it exists) — NEW — **Category** — Planning and Other

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Review and study of the retaining wall at 200 Street and 38 Avenue.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Some road settling has been noted at this location. This study is to address and determine the root causes and propose remediation options.

***Project Priority Ranking** — **HIGH 26**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-	75,000				
ICBC	-					
Other:	-					
Total Funded	-	75,000	-	-	-	-
UNFUNDED		75,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Railway Crossing Improvements: Whistle Cessation**

Work Breakdown (if it exists) — NEW — **Category** — Railways, Signals and Street Lights

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**250,000**	-	-	-	-

Project Description *(Phased Project)

To continue design work towards whistle cessation at public at-grade railway crossings, the Township must follow the process established by Transport Canada. This involves safety assessments by the road authority and the railway company, ensuring compliance with the Grade Crossing Standards, and addressing other safety concerns such as trespassing, sightline obstructions, and vehicle queuing at crossing. Additional works and safety upgrades may be required, including installing fencing and signage/pavement marking, upgrading warning systems, engaging rail safety experts, and implementing other mitigation measures as needed.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Train whistles are important for safety, but can impact quality of life in adjacent residential areas due to their frequent and high-decibel sound. This is particularly disruptive during evening hours.

Implementing whistle cessation will enhance community livability by reducing noise pollution while maintaining public safety through other engineering and operational improvements.

***Project Priority Ranking** — **HIGH 28**

Length of Project (in Years) — 2 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	-	**250,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Functional Design: 216 Street 80 Avenue to Glover Road (N)**					
Work Breakdown (if it exists)	NEW	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		500,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**500,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Preparation of a high level functional design for 216 Street from 80 Avenue to Glover Road. Functional design will include proposed laning and locations for utility servicing as identified in the Engineering Servicing Plan. Needed to confirm property requirement on west side of 216 St as the east side is in the ALR.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Functional design will confirm property requirements as developments proceed in the Williams Neighbourhood and appropriate transition to ALR lands.					
***Project Priority Ranking**	**MEDIUM**					
Length of Project (in Years)	**1**			**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	495,000				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink (OMR Funding)	-					
ICBC	-					
Other:	-					
Total Funded	-	495,000	-	-	-	-
UNFUNDED		5,000				
Total Project Funding	**-**	**500,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Pedestrian Improvements: 86 Avenue and 19600 Block**

Work Breakdown (if it exists) — NEW — **Category** — Improvements

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		200,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**200,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

To construct a walkway in the gap in the walkway on the south side of 86 Avenue between 19652 86 Ave and 19748 86 Ave. The gap is located at a watercourse and is unlikely to be constructed through development in the near future. The walkway would be constructed to avoid impact to the watercourse.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Pedestrians must use the shoulder of the road. A walkway would provide a safer facility. Constructing an ultimate walkway would impact the watercourse and is a higher project scope.

***Project Priority Ranking** — **MEDIUM**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		200,000				
Total Project Funding	**-**	**200,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Rain Garden Remediation**						
Work Breakdown (if it exists)	RDS1390-01		**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Remediation of deteriorated rain gardens as per September 25, 2023, Report 23-192, Item E.18.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Remediation of deteriorated rain gardens as per September 25, 2023, Report 23-192, Item E.18. Repair the deterioration of the existing rain gardens due to the age of the rain gardens and inclement weather. Review of the rain gardens in 2022 showed a large amount of deterioration of the rain garden banks, undermining of the adjacent sidewalks and curbs, large amount of plant death, (approximately 6320 plants need to be replaced) and the base river rock has been covered with topsoil.
***Project Priority Ranking**	**MEDIUM**

Length of Project (in Years)	**2**				**Initial Year of Approval**	**2024**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title — **Traffic Calming Projects (N)**

Work Breakdown (if it exists) — TRN1001-01 — **Category** — Pedestrians and Traffic Calming

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		200,000	200,000	200,000	200,000	200,000
Budget Remaining	68,531					
Total Project Cost	**68,531**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**

Project Description *(Phased Project)

To continue the implementation of traffic safety improvements and traffic calming measures at various locations throughout the Township. The priority traffic calming locations are those fronting elementary schools and playgrounds on local and collector roads.

Project Justification & Consequences of Not Proceeding *(Phased Project)

There is a significant public demand for traffic calming throughout the Township primarily focused on congestion near schools, creating concerns from local residents. Currently, there are over 100 locations that have requested to have traffic calming implemented.

***Project Priority Ranking** — **MEDIUM**

Length of Project (in Years) — **ONGOING** — **Initial Year of Approval** — **2019**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	53,119					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	15,412					
Other:	-					
Total Funded	68,531	-	-	-	-	-
UNFUNDED		200,000	200,000	200,000	200,000	200,000
Total Project Funding	**68,531**	**200,000**	**200,000**	**200,000**	**200,000**	**200,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Vehicles: Three Medium Duty Pickup Trucks**					
Work Breakdown (if it exists)	NEW	**Category**	Vehicles and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		300,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**300,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Purchase of three medium duty pickup trucks for the Roads Department.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Work programs and staffing levels have expanded year over year without an increase in Township vehicles. Currently, in order to maintain service levels, temporary trucks are being rented. This project proposes to replace vehicles that are rented with Township owned vehicles that provide a much lower cost of life ownership that long term rental.
***Project Priority Ranking**	**MEDIUM**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		300,000				
Total Project Funding	**-**	**300,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Boulevard and Median Rehabilitation: Plant Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Improvements			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		50,000	50,000	50,000	50,000	50,000
Budget Remaining	-					
Total Project Cost	**-**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**
Project Description *(Phased Project)	Plant replacement program within medians and boulevards.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	Over time plants naturally decline due to age, pests, climate stress, and salt exposure. Areas become patching, degraded or unsafe impacting aesthetics and usability. A plant replacement program will enhance the community and deliver environmental benefits.					
***Project Priority Ranking**	**LOW**					
Length of Project (in Years)			**Initial Year of Approval**			
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		50,000	50,000	50,000	50,000	50,000
Total Project Funding	**-**	**50,000**	**50,000**	**50,000**	**50,000**	**50,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Transportation Utility

Project Title	**Pedestrian Improvements: 98 Avenue 203 Street**					
Work Breakdown (if it exists)	NEW	**Category**	Improvements			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		250,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**250,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Walkway connection fronting south and west property boundary of 20309 98 Avenue to connect existing sidewalk on 98 Ave and pending development to the north on 203 Street.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Pedestrians using this section of sidewalk on 98 Ave must use the grass shoulder or the street due to the gap in the sidewalk.
***Project Priority Ranking**	**LOW**

Length of Project (in Years)		**Initial Year of Approval**	

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Miscellaneous Revenue	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		250,000				
Total Project Funding	**-**	**250,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

2026 Water Capital

Ranking	Project Title	Page No.	Total New Requests	DCCs	Capital Works Reserve	Other: LAS Reserve	Other: Unidentified	Unfunded
CRITICAL	PRV Station: 201 Street 9500 Block	268	**530,000**		530,000			
CRITICAL	Reservoir Replacement: Strawberry Hill (Park until DCC receipt)	269	**15,000,000**	4,158,000	10,842,000			
CRITICAL	Watermain: 272 Street from 32 Avenue to 35A Avenue (Park until DCC receipt)	270	**2,625,000**	713,790	1,911,210			
CRITICAL	Water Service Area Improvements: Acadia Water System	271	**2,900,000**		2,900,000			
CRITICAL	Asbestos Concrete Replacement: Various Locations (R)	272	**2,000,000**		2,000,000			
CRITICAL	Operations Centre: Hazmat Container Replacement	273	**75,000**		75,000			
PLACEHOLDER	Annual Local Area Service (LAS) Program - Water	274	**3,000,000**			3,000,000		
PLACEHOLDER	Capital Budget Placeholder	275	**10,000,000**	5,000,000			5,000,000	
CRITICAL	East Aldergrove Reservoir (R)	276	**3,000,000**					3,000,000
HIGH	Watermain: 202 Street 80 Avenue to 86 Avenue	277	**500,000**					500,000
HIGH	AC Trunk Watermain Replacement: 201 Street	278	**400,000**					400,000
HIGH	Watermain Replacement: Rawlison Crescent (R)	279	**100,000**					100,000
HIGH	Watermain Upsize: 32 Ave at 205 St	280	**1,197,015**	172,260				1,024,755
HIGH	Watermain Construction: Hwy 1 at 196A Street	281	**150,000**					150,000
HIGH	Watermain: 272 Street between lane north of Fraser Highway to 30 Avenue	282	**350,000**	62,192				287,808
HIGH	Utilities Electrical Ladder Van	283	**122,500**					122,500
2026 New Requests			***41,949,515***	***10,106,242***	***18,258,210***	***3,000,000***	***5,000,000***	***5,585,063***

Township of Langley
Capital Project Description
Water Utility

Project Title	**PRV Station: 201 Street 9500 Block**					
Work Breakdown (if it exists)	WTR1245-01	**Category**	Pumps and Booster Stations			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		530,000	-	-	-	-
Budget Remaining	2,086,042					
Total Project Cost	**2,086,042**	**530,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Design and installation of a new water supply connection from Metro Vancouver's Barnston Island main. Design and installation of a new trunk watermain from new PRV site to 88 Avenue, to connect the new Metro Vancouver water supply point to existing trunk watermain network.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Excessive velocities are being experienced through the existing connection, resulting in damage to the existing control valves. This new connection will increase capacity, ensuring a reliable water supply to customers. Additional funding to include trunk main in the project. Provides required capacity for new supply point from Metro Vancouver connection.
***Project Priority Ranking**	**CRITICAL 01**

Length of Project (in Years)	**3**				**Initial Year of Approval**	**2025**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	2,086,042	530,000				
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	2,086,042	530,000	-	-	-	-
UNFUNDED						
Total Project Funding	**2,086,042**	**530,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		8,250		-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**Reservoir Replacement: Strawberry Hill**					
Work Breakdown (if it exists)	WTR1238-01	**Category**	Reservoirs			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		15,000,000	-	-	-	-
Budget Remaining	917,321					
Total Project Cost	**917,321**	**15,000,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Design and construction of a reservoir to replace the current Strawberry Reservoir. The CFWD amount is as per Council resolution September 9, 2024 Item E.7 Report 24-175.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The current Strawberry Reservoir has significant leakage on the walls and buttresses indicating deterioration and loss of circumferential post tensioning which is considered evidence of potential structural failure of the reservoir walls. Temporary post-tensioning repairs were completed in 2022 to strengthen the reservoir. However, the temporary repairs have a design life of 10 years.
***Project Priority Ranking**	**CRITICAL 02**

Length of Project (in Years)					**Initial Year of Approval**	**2024**
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	4,158,000				
Capital Works Reserve	917,321	10,842,000				
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	917,321	15,000,000	-	-		-
UNFUNDED						
Total Project Funding	**917,321**	**15,000,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title — **Watermain: 272 Street from 32 Avenue to 35A Avenue**

Work Breakdown (if it exists) — NEW — **Category** — Mains and Trunks

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		2,625,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**2,625,000**	-	-	-	-

Project Description *(Phased Project)

Trunk Watermain on 272 Street between 35A Avenue and 32 Avenue. DCC projects 23W035 and 23W037.

Project Justification & Consequences of Not Proceeding *(Phased Project)

New trunk watermain required to increase water flows from Metro Vancouver sources into Aldergrove to provide fire protection and to service growth, as indicated in the Engineering Servicing Plan. This will also improve water quality by optimizing reservoir operations.

***Project Priority Ranking** — **CRITICAL 03**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	713,790				
Capital Works Reserve	-	1,911,210				
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	2,625,000	-	-	-	-
UNFUNDED						
Total Project Funding	-	**2,625,000**	-	-	-	-
***Estimated Annual Operating Impact**		-	3,594	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title — **Water Service Area Improvements: Acadia Water System**

Work Breakdown (if it exists) — NEW — **Category** — Mains and Trunks

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		2,900,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	-	**2,900,000**	-	-	-	-

Project Description *(Phased Project)

Connection of the Acadia Water System, currently on municipal wells, onto the water trunk main providing Metro Vancouver water to Aldergrove. The project includes a portion of the trunk watermain needed to provide water to the Fraser Highway corridor and additional supply to Aldergrove.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Water from the Acadia wells is currently at the Maximum Allowable Concentration for manganese as determined by the Guidelines for Canadian Drinking Water Quality. Fraser Health has advised that this needs to be addressed, either through treatment or an alternative water supply.

***Project Priority Ranking** — **CRITICAL 05**

Length of Project (in Years) — 3 — **Initial Year of Approval**

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-	2,900,000				
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	2,900,000	-	-	-	-
UNFUNDED						
Total Project Funding	-	**2,900,000**	-	-	-	-
***Estimated Annual Operating Impact**			-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title — **Asbestos Concrete Replacement: Various Locations (R)**

Work Breakdown (if it exists) — WTR1232-01 — **Category** — Mains and Trunks

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		2,000,000	3,000,000	4,000,000	5,000,000	5,000,000
Budget Remaining	191,894					
Total Project Cost	**191,894**	**2,000,000**	**3,000,000**	**4,000,000**	**5,000,000**	**5,000,000**

Project Description *(Phased Project)

Per Council Report 23-77; File FIN 1705-01. The Township of Langley currently owns and operates approximately 73 km of Asbestos Concrete water mains that are nearing or beyond their expected service life, and with a noted increase in breaks associated to these mains.

For 2026: 28B Avenue between 269 Street and 272 Street.

Project Justification & Consequences of Not Proceeding *(Phased Project)

It is recommended based on the Township's Risk and Criticality model that the replacement program for these AC pipe water mains be prioritized to minimize and avoid service impacts, cost of emergency repairs, and potential damage to private and public property. The replacement program for the first year is approximately 1km with an increasing replacement length in subsequent years.

CFWD Construction of AC watermain replacement along 28A Avenue between 269 Street and 272 Street Fall 2024.

***Project Priority Ranking** — **CRITICAL 06**

Length of Project (in Years) — 6 — **Initial Year of Approval** — 2023

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	191,894	2,000,000				
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	191,894	2,000,000	-	-	-	-
UNFUNDED			3,000,000	4,000,000	5,000,000	5,000,000
Total Project Funding	**191,894**	**2,000,000**	**3,000,000**	**4,000,000**	**5,000,000**	**5,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**Operations Centre: Hazmat Container Replacement**					
Work Breakdown (if it exists)	NEW	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		75,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**75,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Replacement of the current hazardous material container at the Operations Work Yard which has been inspected and is nearing the end of its service life.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Planned replacement is required to ensure the hazardous materials continue to be properly held prior to disposal by qualified professionals.
***Project Priority Ranking**	**CRITICAL 07**

Length of Project (in Years) | **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-	75,000				
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	75,000	-	-	-	-
UNFUNDED						
Total Project Funding	**-**	**75,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**Annual Local Area Service (LAS) Program - Water**					
Work Breakdown (if it exists)	WTR1053-01	**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Budget Remaining	-					
Total Project Cost	**-**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**

Project Description *(Phased Project)	This is a $3,000,000 provisional annual capital project that seeks funding to cover costs for potential water projects under the Local Area Service program. Through a Local Area Service, property owners wanting to undertake neighbourhood improvements, may petition Council to have the Township carry out the work. The cost of providing the service is recovered through a local service tax placed on all the property owners in the area.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Council policy has been to encourage extension of water mains by local service area improvements.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: LAS Reserve	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
Total Funded	-	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
UNFUNDED						
Total Project Funding	**-**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**	**3,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**Capital Budget Placeholder**					
Work Breakdown (if it exists)	WTR1106-01	**Category**	Planning and Other			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
Budget Remaining	-					
Total Project Cost	**-**	**10,000,000**	**10,000,000**	**10,000,000**	**10,000,000**	**10,000,000**

Project Description ***(Phased Project)**	Placeholder for unidentified externally funded and DCC funded capital projects that are not included in the budget and may arise during the year.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	To provide budget for unidentified externally funded and DCC funded capital projects not currently included in the budget that may arise during the year within the Water Utility.
***Project Priority Ranking**	**PLACEHOLDER**

Length of Project (in Years)	**ANNUAL**	**Initial Year of Approval**	**N/A**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other: Unident. External Funding	-	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
Total Funded	-	10,000,000	10,000,000	10,000,000	10,000,000	10,000,000
UNFUNDED						
Total Project Funding	**-**	**10,000,000**	**10,000,000**	**10,000,000**	**10,000,000**	**10,000,000**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**East Aldergrove Reservoir (R)**					
Work Breakdown (if it exists)	NEW	**Category**	Reservoirs			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		3,000,000	47,500,000	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**3,000,000**	**47,500,000**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Replacement of the existing East Aldergrove Reservoir with a larger reservoir, per the Aldergrove Core Engineering Servicing Plan and Salmon River Uplands servicing strategy.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The existing reservoir is leaking and in critical structural condition. Temporary repairs in 2023 are expected to allow continued service for 5 years. Additional water storage is needed to ensure adequate water is available for growth in Aldergrove, Gloucester Industrial Estates, and Salmon River Uplands.
***Project Priority Ranking**	**CRITICAL 04**

Length of Project (in Years)	**3**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure						
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		3,000,000	47,500,000			
Total Project Funding	**-**	**3,000,000**	**47,500,000**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**Watermain: 202 Street 80 Avenue to 86 Avenue**					
Work Breakdown (if it exists)	NEW	**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		500,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**500,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Waterworks is part of the overall 202 Street: 86 Avenue to 80 Avenue road widening project. The work consists of a new 250mm water main from 85 Avenue to 86 Avenue. Connecting to the 300mm main on 86 Avenue. In addition, Hydrant assembly for various sections between 80 Ave and 86 Ave.

Project Justification & Consequences of Not Proceeding *(Phased Project)

The new water main will be constructed as part of the 202 Street capital works project in advance of development to service the developments at 20212/20224 - 86 Avenue. Installing the water main and services in this segment from 85 Avenue to 86 Avenue will avoid unnecessarily removing the newly constructed road to install a water main and service at this location through development at a later date. In addition, installing hydrants on both side of the road is required on arterial roads with four or more lanes.

***Project Priority Ranking** **HIGH 01**

Length of Project (in Years) **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		500,000				
Total Project Funding	**-**	**500,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**AC Trunk Watermain Replacement: 201 Street**					
Work Breakdown (if it exists)	NEW	**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		400,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**400,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Design for replacement of 400mm AC watermain on 201 Street, between rail crossing and 100A Avenue.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	Replacement of this trunk watermain will complete the replacement of the AC trunk watermain on 201 Street, ensuring reliable water supply to customers in the area including the Northwest Langley Wastewater Treatment Plant.
***Project Priority Ranking**	**HIGH 02**

Length of Project (in Years)	**1**				**Initial Year of Approval**	
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		400,000				
Total Project Funding	**-**	**400,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**Watermain Replacement: Rawlison Crescent (R)**						
Work Breakdown (if it exists)	NEW		**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		100,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**100,000**	**-**	**-**	**-**	**-**

Project Description ***(Phased Project)**	Design for the diversion of the trunk watermain on Rawlison away from Ziegler Trail due to poor soil conditions.
Project Justification & Consequences of Not Proceeding ***(Phased Project)**	The trunk main on Ziegler Trail was compromised due to a landslide and continues to be at risk of failure. This project would redirect the water flow around Ziegler Trail, allowing the watermain to be decommissioned ensuring continued supply of water to local properties and mitigate future environmental damage. Should this project not proceed, further failures of the Ziegler Trail watermain will compromise water supply to Forest Knolls, and Milner.
***Project Priority Ranking**	**HIGH 03**

Length of Project (in Years)	**1**				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		100,000				
Total Project Funding	**-**	**100,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title **Watermain Upsize: 32 Ave at 205 St**

Work Breakdown (if it exists) WTR1217-01 **Category** Mains and Trunks

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		1,197,015	-	-	-	-
Budget Remaining	293,008					
Total Project Cost	**293,008**	**1,197,015**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Replace and upsize 200 m of existing 300 mm diameter pipe with 750 mm diameter pipe to increase capacity. DCC 23 W 003.

Project Justification & Consequences of Not Proceeding *(Phased Project)

In accordance with Water Master Plan and Brookswood Official Community Plan (OCP), required to meet needs of growth and development in this area.

This project is currently in the design phase requiring construction funding for 2026.

***Project Priority Ranking** **HIGH 04**

Length of Project (in Years) 1 **Initial Year of Approval** 2021

Proposed Funding Source	2025 CFWD	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	290,079	172,260				
Capital Works Reserve	2,929					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	293,008	172,260	-	-	-	-
UNFUNDED		1,024,755				
Total Project Funding	**293,008**	**1,197,015**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**Watermain Construction: Hwy 1 at 196A Street**					
Work Breakdown (if it exists)	NEW	**Category**	Mains and Trunks			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		150,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**150,000**	**-**	**-**	**-**	**-**
Project Description *(Phased Project)	Design of a new watermain crossing Highway 1, connecting Port Kells to Carvolth.					
Project Justification & Consequences of Not Proceeding *(Phased Project)	This additional water crossing will improve water quality by eliminating two dead ends, reduce water pumping costs by providing another supply point to Carvolth, and increase water system resiliency with another connection across Highway 1.					
***Project Priority Ranking**	**HIGH 05**					
Length of Project (in Years)				**Initial Year of Approval**		
Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		150,000				
Total Project Funding	**-**	**150,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**			-		-	-

Township of Langley
Capital Project Description
Water Utility

Project Title — **Watermain: 272 Street between lane north of Fraser Highway to 30 Avenue**

Work Breakdown (if it exists) — NEW — **Category** — Mains and Trunks

	2025 CFWD	2026	2027	2028	2029	2030
New Request Amount		350,000	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**350,000**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)

Replacement and upsizing of the existing AC watermain on 272 Street. DCC project 23W036.

Project Justification & Consequences of Not Proceeding *(Phased Project)

Replacement of the AC watermain will remove assets at the end of their service life, and also improve flows to service Township owned property at 27214 Fraser Highway.

***Project Priority Ranking** — **HIGH 06**

Length of Project (in Years) — **Initial Year of Approval**

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-	62,192				
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	62,192	-	-	-	-
UNFUNDED		287,808				
Total Project Funding	**-**	**350,000**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	863	-	-	-

Township of Langley
Capital Project Description
Water Utility

Project Title	**Utilities Electrical Ladder Van**						
Work Breakdown (if it exists)	NEW		**Category**	Vehicles and Equipment			
	2025 CFWD	**2026**	**2027**	**2028**	**2029**	**2030**
New Request Amount		122,500	-	-	-	-
Budget Remaining	-					
Total Project Cost	**-**	**122,500**	**-**	**-**	**-**	**-**

Project Description *(Phased Project)	Purchase of a ladder van for Utilities electrical and Scada maintenance and repairs.
Project Justification & Consequences of Not Proceeding *(Phased Project)	Required for electrical and VT Scada maintenance and repair of Utilities assets. Could also be used for other regular station maintenance and inspection of sewer stations.
***Project Priority Ranking**	**HIGH 07**

Length of Project (in Years) _____ **Initial Year of Approval** _____

Proposed Funding Source	**2025 CFWD**	**2026**	**2027**	**2028**	**2029**	**2030**
Reserve Future Capital Expenditure	-					
Operating Revenue	-					
Prior Year's Surplus	-					
Federal/Provincial/Other Grants	-					
Development Cost Charges (DCC)	-					
Capital Works Reserve	-					
Capital Projects Reserve	-					
RCMP Reserve	-					
Climate Action Reserve	-					
CAC Reserve	-					
Debt	-					
TransLink	-					
ICBC	-					
Other:	-					
Total Funded	-	-	-	-	-	-
UNFUNDED		122,500				
Total Project Funding	**-**	**122,500**	**-**	**-**	**-**	**-**
***Estimated Annual Operating Impact**		-	-	-	-	-

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Township of Langley
Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-19
FROM:	ENGINEERING DIVISION	**FILE:**	1855-60
SUBJECT:	2026 TRANSIT RELATED ROAD INFRASTRUCTURE PROGRAM GRANT APPLICATION		

RECOMMENDATION:

That Council approve a grant application to Coast Mountain Bus Company for $63,000 toward completing the 2026 Transit Improvements, and if successful, authorize $63,000 from a combination of existing Township carry forward funding and project funding within the 2026 Capital Budget process.

ANALYSIS:

Annually, TransLink, through Coast Mountain Bus Company (CMBC), offers the Transit Related Road Infrastructure Program (TRRIP) to Metro Vancouver municipalities. This program provides cost-sharing of 50% to assist in increasing the accessibility of the transit system. Applications to the program are due by March 1, 2026. The Township also receives a portion of advertising revenue from bus shelters and, consistent with past years, staff are proposing that this funding be reinvested into transit improvements.

2026 Transit Improvement Program:

A primary focus of TRRIP is improving the wheelchair accessibility of transit stops, to make 100% of bus stops wheelchair accessible. Throughout the region, approximately 86% of bus stops are wheelchair accessible, with 93% of Township bus stops being wheelchair accessible.

Township staff have been working with CMBC to identify the remaining non-accessible bus stops as potential locations for 2026. The locations listed in the table below were identified and cost estimated at a high level, which will require a more detailed review and design. Should it be determined that there are constraints, such as physical obstructions or lack of Township right-of-way, locations may be deferred to later years.

Proposed Transit Stop Locations	Scope of Work
Eastbound 40 Avenue far-side 200A Street	Asphalt extension for wheelchair accessibility
Southbound 204 Street far-side 90A Avenue	Concrete infill for wheelchair accessibility
Southbound 210 Street far-side 93A Avenue	Concrete infill for wheelchair accessibility
Northbound 212 Street far-side 92 Avenue	Concrete infill for wheelchair accessibility
Eastbound 88 Avenue far-side 212 Street	Concrete infill for wheelchair accessibility
Eastbound 88 Avenue at the 22000 Block	Asphalt extension for wheelchair accessibility
Westbound 66 Avenue far-side 203 Street	Sidewalk connection for accessibility

Proposed Transit Stop Locations	Scope of Work
Westbound 36 Avenue far-side 202A Street	Sidewalk connection for accessibility
202 Street at the 8700 Block	Pavement marking and signage at the Carvolth Bus Exchange driveway

Financial Implications:

Annually, the Township receives a portion of advertising revenue that is earned from bus shelters. Consistent with past years, staff are proposing that this funding be reinvested into transit improvements. Should the Township be successful with the application, the Township will receive $63,000 in funding through TRRIP, covering 50% of the works. The remaining balance is proposed to be funded through a combination of $3,000 of existing Bus Shelter Advertising Revenue carry forward funding and $60,000 of anticipated 2026 Bus Shelter Advertising Revenue funding.

Township of Langley Capital Project Description						
Project Title:	Transit Improvements: Various Locations					
	CFWD 2025	2026	2027	2028	2029	2030
Requested Amount		$123,000				
Budget Remaining	$3,000					
Total Projected Cost	$3,000	$123,000				

Project Description *(Phased Project)	This capital project seeks funding on an ongoing, annual basis for the construction of transit improvements such as sidewalks leading to bus stops, bus pull-out bays, wheelchair accessible bus stops, and improved bus stop facilities for pedestrians at various locations in the Township. This is a cost-sharing project in partnership with CMBC (50/50 cost share).
Project Justification and Consequences of Not Proceeding *(Phased Project)	The construction of transit improvements facilitates pedestrian/transit user safety, convenience for transit users, and encourages additional traditional ridership, which is consistent with the Township's sustainability goals.

Project Priority Ranking (please circle applicable ranking)	**Critical**	**High**	**Medium**	**Low**
	• risk to health and safety • legislative obligation • imminent loss of an asset	• deterioration or obsolescence • leverage external funding • emergent conditions	• extend the life of an asset • desirable new infrastructure • social, cultural and aesthetic value • cost effective to replace or repair now	• action recommended in studies / reports • promotes inter-municipal cooperation

Length of Project (years):	Ongoing	Initial Year of Approval:	2026

Township of Langley Capital Project Description						
Project Title:	Transit Improvements: Various Locations					
Work Breakdown	RDS1127-01					
Proposed Funding Sources						
Proposed Funding Sources	CFWD 2025	2026	2027	2028	2029	2030
Reserve Future Capital Expenditure						
Operating Revenue						
Prior Year's Surplus						
Federal / Provincial / Other Grants						
Transportation Development Cost Charges						
Reserve Funding						
Debt						
TransLink		$63,000*				
ICBC						
Other: Bus Shelter Revenue	$3,000	$60,000*				
Total Currently Funded	**$3,000**	**$123,000**				

Total Currently Unfunded						

*Current request within the 2026 Capital Budget process

Respectfully submitted,

Ryan Chapman
MANAGER, ADMINISTRATION AND BUSINESS SERVICES
for
ENGINEERING DIVISION

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

CONCURRENCES	
Division / Department	**Name**
FINANCE DIVISION	S. Ruff

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-17
FROM:	ENGINEERING DIVISION	**FILE:**	SO2700
SUBJECT:	4262 – 224 STREET SOIL DEPOSIT APPLICATION		

RECOMMENDATION:

That Council direct staff to refer the Soil Deposit Application for 4262 – 224 Street to the Agricultural Land Commission.

OR

That Council direct staff not to refer the Soil Deposit Application for 4262 – 224 Street to the Agricultural Land Commission and not process the Application further.

EXECUTIVE SUMMARY:

On February 12, 2025, the Township of Langley received an application from the agent, Navjot Singh Uppal (the "Applicant"), to deposit 61,020 m^3 of soil (or approximately 8,720 truckloads) at 4262 – 224 Street (the "Application"), which is in the Agricultural Land Reserve (ALR).

The stated purpose of the Application is to place clean fill to construct an equestrian riding ring and use the land for blueberry and other crop cultivation. The purpose is to address excess water issues by improving drainage, ensuring the property can be cultivated effectively and accessed year-round for farming operations.

As the Application exceeds 600 m^3, the Township notified the surrounding property owners within a 1.0 kilometre radius of the subject property to obtain community input on the Application, pursuant to Soil Deposit and Removal Policy No. 05-008, which is included as Attachment A. The mailout results and further comments are presented in this report.

Section 9.1 of the Policy also provides Council with the option to pass a resolution inviting the Applicant, Township staff, or other specified individuals to provide further submissions regarding the Application.

PURPOSE:

This report provides Council with information and recommendations with respect to the Soil Deposit Application for 4262 – 224 Street, in accordance with Policy No. 05-008.

BACKGROUND/HISTORY:

The property at 4262 – 224 Street is zoned as RU-1 and is located within the Agricultural Land Reserve (ALR). It has a long-standing history of use as a maintained grass field for pasture and grazing, dating back to the 1990s, with recent clearing of eastern portions completed in 2022–2023. In 2023, unpermitted soil was deposited on the site, which led to a stop-work order from the Township of Langley. Since then, the owners have taken the steps to apply for a Township of Langley Soil Deposit Permit and approval from the Agricultural Land Commission (ALC) to raise grades and improve overall farm operations by resolving persistent drainage issues and water pooling on the property to support agricultural uses such as a riding ring and future crops.

DISCUSSION/ANALYSIS:

As the Application exceeds 600 m^3, the Township mailed an information package and ballots to surrounding property owners within a 1.0 kilometre radius of the subject properties to obtain community input on the Application, pursuant to Soil Deposit and Removal Policy No. 05-008.

The public notification process was sent by regular mail on July 28, 2025, with a 60-day response period. The results of the mailout and ballot process are outlined in Table 1, with a corresponding map provided as Attachment B.

Table 1 (Mailout Results):

Item	Total	Percentage
Number of ballots mailed out	844	100%
Number of ballot responses received	228	27%
Number of owners not responding/ballots not valid	616	73%
Number in support	88	39%
Number not in support	140	61%

The public was also notified through advertisements in local newspapers and on the Township's website. A public information session was held on January 29, 2026, attended by approximately 80 residents.

Nearly two dozen comments from the public regarding the Application were submitted to Township staff, which are included as Attachment C and summarized below:

- The significant scale of the proposal, including the large soil volume (approximately 9,000 truckloads), potential cumulative impacts on surrounding neighbourhoods, the rural character of the area, and overall community livability.
- Increased truck traffic, with trucks potentially leaving designated routes, impacts along 224 Street (particularly between the site and 40 Avenue), and safety risks for residents near residential areas, schools, parks, pedestrians, cyclists, and equestrian users due to limited roadside infrastructure.
- Broader transportation and infrastructure effects, such as road safety issues, noise, dust, greenhouse gas emissions, air quality concerns, accelerated road deterioration, and potential long-term costs to taxpayers for road maintenance, repair, or resurfacing.
- Questions about the agricultural need and intent, including whether the proposed soil volume is truly necessary for blueberry production, potential environmental and health impacts from agricultural spraying, and whether the site may function more as a fill site than for legitimate agricultural purposes.

- Environmental and servicing impacts, such as strain on local water supply and increased irrigation demand, effects on surrounding watercourses, fill runoff, drainage capacity limitations, flooding risks, and concerns that existing ditch and culvert infrastructure along 224 Street may be undersized.
- Site safety and environmental conditions, including fallen trees that could contribute to fire or flooding hazards.
- Operational impacts during activities, such as hours of operation, noise from trucking and soil placement, and other general nuisances.
- Requests for further government oversight, including whether previously placed soil will be accounted for in the application, and ongoing involvement from the ALC, and calls for monitoring measures like soil testing, contamination controls, detailed fill reporting, placement timelines, drainage and elevation controls.

Permit conditions will include designated haul routes, traffic management measures, restricted hours of operation, and dust and noise controls to address road safety, along with associated nuisance and safety concerns near residential areas, schools, parks, and equestrian users.

A drainage plan assessing runoff for the site and downstream infrastructure, along with any mitigation measures, will be required with plans prepared by qualified professionals, as a condition of permit issuance.

The proposed deposit will raise the elevation of 4262 – 224 Street by approximately 0.5 to 3.5 metres across the site, with most areas proposed to increase between 1 and 2 metres. A detailed site plan, provided by the Applicant, is included as Attachment D.

The proposal includes a preliminary Grading Plan prepared by a qualified professional, which incorporates appropriate setbacks from a Class B watercourse. This plan is included as Attachment E.

The proposal also includes an Agrologist Report and outlines how soil importation is expected to enhance the agricultural capability of the property and broaden options for agricultural activities, including the production of garlic, strawberries, blueberries, and grapes. These crops would typically be unsuited for growth in poorly drained native soils with a naturally high seasonal water table. The report is included as Attachment F.

All trucks accessing or leaving the property will be required to use designated truck routes. Trucks are to travel via 40 Avenue and then north on 224 Street to access the site. Approved routes for this activity are limited to 216 Street, 232 Street, and 40 Avenue. No truck traffic is permitted on Old Yale Road or nearby residential streets. The proposed truck route is included as Attachment G.

Section 9.3 of the Policy states:

> *Council will consider each Application individually on its own merits and has full discretion to approve, approve with terms, reject, or seek further information or submissions in respect of every Application. For greater certainty, Council will consider the votes received from the Surrounding Property Owners, but is not bound to follow the results of the vote and retains full discretion to approve an Application where a majority of the Surrounding Property Owners have voted against the Application, or to refuse an Application where a majority of the Surrounding Property Owners have voted in favour of the Application.*

Financial Implications:

For the property at 4262 – 224 Street, which is in the ALR, a Fill Use Application has been submitted to the ALC, and the Township has received the $750 application fee, which is the payable portion to the local government. Volume fees and a security deposit will be applicable should the Application be authorized by Council to proceed and the ALC approves the Fill Use Application. The non-refundable volume fee is $61,020 ($1/m³), and the refundable security deposit is $305,100 ($5/m³), which is required to cover potential damage to municipal infrastructure.

Fee requirements as per the Soil Deposit & Removal Bylaw 2013 No. 4975 and the ALC are detailed in Table 2 below. All mailout and public consultation costs have been covered by the Applicant.

Table 2 (Fee Requirements):

Item	Total
Application Fee	$750 (ALC Fill Use Application Fee – payable portion to the local government)
Volume Fee	$61,020
Security Deposit	$305,100
Total	$366,870

Respectfully submitted,

Newton Conti
MANAGER, ENGINEERING SERVICES
for
ENGINEERING DIVISION

ATTACHMENT A – Council Policy 05-008

ATTACHMENT B – Mailout Area

ATTACHMENT C – Resident Comments

ATTACHMENT D – Site Plan

ATTACHMENT E – Grading Plan

ATTACHMENT F – Agrologist Report

ATTACHMENT G – Proposed Truck Route

Township of Langley

Est. 1873

COUNCIL POLICY

Subject: Soil Deposit and Removal

Policy No:	**05-008**
Previous Policy No:	**05-782**
Approved by Council:	**2015-01-26**
Revised by Council:	**2016-05-30**
Revised by Council:	**2019-02-11**
Revised by Council	**2023-06-26**

1. Purpose

1.1. The purpose of this policy is to set out how, while ensuring procedural fairness for both the Applicant and the public:

(a) members of the public will be notified about an Application;

(b) the public's views about an Application will be collected and considered;

(c) an Application will be considered; and

(d) an Application will be dealt with after such consideration.

2. Background

2.1. This policy repeals Soil Deposit and Removal Policy 05-779 in its entirety and replaces it with a new policy which reflects the current needs of the Township and its residents with respect to the Application.

3. Related Policies

3.1. None.

4. Definitions

4.1. In this Policy:

(a) "**Act**" means the *Agricultural Land Commission Act*, SBC 2002, c 36, as amended or replaced from time to time;

(b) "**ALC**" means the Agricultural Land Commission;

(c) **"ALR"** means land designated as an agricultural land reserve under the Act and includes an agricultural land reserve under a former Act;

(d) "**Applicant**" means a person who submits an Application to the Township;

(e) "**Application**" has the meaning ascribed to it in section 5.1;

(f) "**Bylaw**" means the Soil Deposit and Removal Bylaw 2013 No. 4975, as amended or replaced from time to time;

(g) **"Council"** means the Council of the Corporation of the Township of Langley;

(h) **"Engineer"** means the person employed by the Corporation of the Township of Langley in the position of General Manager of Engineering or his or her equivalent, his or her designates, and Township employees acting under his or her direction;

(i) "**Other Material**" includes but is not limited to Wood Waste, construction and demolition waste, masonry rubble, concrete, asphalt, glass, unchipped lumber, drywall, biological waste, organic waste, fertilizers, manure, composts, mulches, soil conditioners, including any materials listed in Schedule D of the Township of Langley Solid Waste Management Bylaw 2016 No. 5200, as amended or replaced from time to time, but does not include Soil;

(j) "**Permit**" means the written authority granted by the Engineer pursuant to the Bylaw for the deposit of Soil or Other material or removal of Soil;

(k) "**Petition**" means the form attached to this Policy in Schedule "A";

(l) "**Soil**" means clay, peat, silt, sand, gravel, cobbles, boulders, or other substance of which land is naturally composed, down to and including bedrock, but does not include Other Material;

(m) "**Subject Property**" means the property upon which an Applicant intends to deposit Soil or Other Material, or the property from which an Applicant intends to remove soil, pursuant to a Permit;

(n) "**Surrounding Property Owner**" means the registered owner of a property located in the Township of Langley and within a distance of 1km from the boundary of the Subject Property, and to a minimum of five properties measured along both sides of the road or roads on which the Subject Property is located;

(o) **"Township"** means the Corporation of the Township of Langley;

(p) **"Township of Langley"** means the geographic area subject to regulation by the Township; and

(q) "**Wood Waste**" means wood residue in shredded form, and includes sawdust, hog fuel, bark, chips, slabs, shavings, trimmings, edgings, or other such waste which is the result of any manufacturing process involved in the production of lumber or other wood products, but does not include any materials listed in Schedule D of the Township of Langley

Solid Waste Management Bylaw 2016 No. 5200, as amended or replaced from time to time.

5. Application

5.1. This Policy applies to:

(a) applications for a Permit to deposit or remove more than 600 cubic metres of Soil; and

(b) applications for a Permit to deposit or remove 600 cubic metres or less of Soil where the Engineer has determined that this Policy applies;

(c) applications for a Permit to deposit Other Material of any amount where the Engineer has determined that this Policy applies;

(each defined as an "**Application**").

5.2. For certainty, this Policy does not apply where a Permit is not required under the Bylaw or where the deposit or removal is permitted under the Act or regulations to the Act without approval by the Township. For greater certainty, this policy does not apply where an owner has received approval of a Deposit or Removal from the ALC under a Notice of Intent.

6. Notification of the Public About An Application

6.1. Forthwith after receipt of a request by the Township to do so, an Applicant will, at its sole cost and expense, place a sign on the Subject Property in a form and substance acceptable to the Engineer and which is entirely visible from the road from which the Soil or Other Material is expected to be delivered to; or from which the Soil is expected to be removed from. The sign shall be removed by the Applicant within 2 weeks following:

(a) the Applicant's completion of the Permit and all applicable conditions; or

(b) the Township's rejection of the Application.

6.2. Forthwith after receipt of an Application, the Township shall, at the Applicant's sole cost and expense:

(a) mail a notification letter about the Application, an information package, and a Petition to each Surrounding Property Owner. The information package shall include a 1 page summary drawing of the application prepared by the applicant or a qualified professional, which shall include, without limitation, a site plan, the proposed fill area and depths, and identification of any watercourses on the property.

(b) publish notice of the Application on the Township's website; and

(c) publish notice of the Application in local newspaper(s) to the acceptance of the Municipal Engineer.

6.3. Prior to any of the Applications listed below in this Section 6.3 being finally considered by Council or the Engineer, as applicable, the Township shall, at the Applicant's sole cost and expense, hold a public meeting at an appropriate location and in a manner determined by the Engineer for:

(a) an Application for a Permit to deposit or remove more than 10,000 cubic metres of Soil;

(b) an Application for a Permit to deposit Other Material, if required by the Engineer; or

(c) any other Application for a Permit to deposit or remove Soil, if required by Council or the Engineer.

7. The Public's Views About an Application

7.1. If a Surrounding Property Owner wishes to notify the Township of their views about an Application, the Surrounding Property Owner must mail a signed Petition to the Township or return a signed Petition to the Township's offices in person within sixty (60) calendar days of the date of the Petition.

7.2. Any person who wishes to notify the Township of their views about an Application may submit written comments about the Application to the Engineer within sixty (60) calendar days of the publication of the notice referred to in Section 6.2(b).

7.3. After completion of the sixty (60)1 day period specified in Section 7.1, the Engineer shall calculate, for information purposes only, and publish in a report to Council:

(a) the number of Surrounding Property Owners who voted in favour of the Application on the Petition;

(b) the number of Surrounding Property Owners who voted against the Application on the Petition;

(c) the number of Surrounding Property Owners who did not return a signed Petition to the Township within the period specified in Section 7.1; and

(d) the number of responses received from the Owners of properties not owned by Surrounding Property Owners.

7.4. For certainty, a Surrounding Property Owner who does not return a signed Petition to the Township within the period specified in Section 7.1 will not be counted as having voted either for or against the Application on the Petition.

7.5. Unless required to do so by law, the Township will not disclose any personal information (including, but not limited to, the name or address) about Surrounding Property Owners or other members of the public who notify the Township of their views about an Application.

8. Referral to Council

8.1. Forthwith following the later of sixty (60) calendar days after the date of the Petition mail out referred to in Section 6.2(a), sixty (60) calendar days after the publication of the notice referred to in Section 6.2(b) and thirty (30) days after the date of the public meeting held pursuant to Section 6.3, the Engineer will:

(a) refer the Application to Council for consideration at an open Council meeting;

(b) mail a notification letter to each Surrounding Property Owner, the Applicant, and to each member of the public who submitted written comments pursuant to Sections 7.2 and 6.3, as applicable, setting out the place where the open Council meeting will be held, the date on which it will be held, and the time at which it will be held; and

(c) provide Council with a written report setting out the numbers described in Sections 7.3 and summarizing the comments received by the Township pursuant to Sections 7.2 and 6.3, as applicable, as well as any other information that the Engineer considers relevant to the Application.

8.2. Prior to the open Council meeting referred to in Section 8.1, the Applicant may submit written submissions about the Application to the Engineer, which the Engineer may provide to Council for consideration, in advance of the open Council meeting where the Application will be considered.

9. Consideration of an Application by Council

9.1. After considering the Application, Council may, but is not obligated to, adopt one of the following resolutions:

(a) if the Subject Property for the Application is located within the ALR and for which the owner has submitted a soil and fill use application to the ALC:

(i) a resolution that the Application be referred to the ALC for approval, subject to any conditions Council deems advisable;

(ii) a resolution that the Application not be referred to the ALC for approval and not be further processed under the Bylaw; or

(iii) a resolution that the Applicant, Township staff or other specified persons be invited to provide further submissions with respect to the Application;

(b) if the Subject Property for the Application is not located within the ALR:

(i) a resolution that the Application be further processed under the Bylaw;

(ii) a resolution that the Application not be further processed under the Bylaw; or

(iii) a resolution that the Applicant, Township staff or other specified persons be invited to provide further submissions with respect to the Application.

9.2. Where Council has adopted a resolution described in Section 9.1(a)(iii) or Section 9.1(b)(iii), Council may, after consideration of any further submissions with respect to the Application, adopt any one of the resolutions described in Section 9.1.

9.3. Council will consider each Application individually on its own merits and has full discretion to approve, approve with terms, reject or seek further information or submissions in respect of every Application. For greater certainty, Council will consider the votes received from the Surrounding Property Owners, but is not bound to follow the results of the vote and retains full discretion to approve an Application where a majority of the Surrounding Property Owners have voted against the Application, or to refuse an Application where a majority of the Surrounding Property Owners have voted in favour of the Application.

10. After an Application Has Been Considered by Council

10.1. After Council adopts a resolution described in Section 9.1 with respect to an Application:

(a) the Township will notify the Applicant of the resolution in writing;

(b) if the resolution is one described in Section 9.1(a)(i), the Township will forthwith refer the Application to the ALC for approval; and

(c) if the resolution is one described in Section 9.1(a)(ii) or Section 9.1(b)(ii), the Township will not process the Application further and the Applicant will not be entitled to submit an Application on the same or similar scope and basis as the Application which was rejected by Council for a period of two (2) years after the date upon which publication notification of the Application was provided under Section 6.2(b).

10.2. For certainty, an Application that is referred to the ALC for approval by Council pursuant to Section 9.1, and which is approved by the ALC, must still satisfy all requirements of the Bylaw before a Permit will be issued.

11. Amended Applications

11.1. If an Applicant amends its Application to:

(a) increase the amount of Soil or Other Material to be deposited or soil removed from the Subject Property by more than 10%, or

(b) materially alter the location upon the Subject Property where the Soil or Other Material is to be deposited or Soil removed,

at any time during the processing of an Application by the Township, or after an Application has been referred to the ALC for approval, then the procedures outlined in Sections 6 through 10 of this Policy must be repeated with respect to the amended Application, at the Applicant's sole cost and expense.

SCHEDULE A

Policy No: 05-008

"DATE"

Re: Proposed Deposit/Removal of Soil at _____ Avenue/Street,

Langley, BC (the "Property")

The owner of the above noted Property has applied to deposit/remove soil on/from the Property (the "**Application**"). Details with respect to the Application may be obtained from the Township by contacting [designated Township contact] at [phone number].

Pursuant to the Township's Soil Deposit and Removal Policy (tol.ca/soils) the Township is writing to surrounding property owners of the Property to determine the level of support for the Application.

Please take a moment to complete the enclosed petition. We would like a response either way to confirm your decision. Property owners who do not return a signed petition to the Township will not be counted as having voted either for or against the Application. Only the registered owners of the property should vote and if the property is owned by more than one person, a majority of the registered owners must sign the enclosed petition. Please return your response within sixty (60) days of the date of this letter in the pre-stamped envelope provided. Your name, address and petition vote will not be disclosed unless required by law.

If you have any questions concerning the Application, please contact [designated Township contact] at [phone number].

Yours truly,

PETITION

Re: Application to Deposit/Remove Soil on/from _____, Langley, BC (the "Application")

FOLIO	CIVIC ADDRESS/LEGAL DESCRIPTION	NAME AND ADDRESS OF OWNER(S)

☐ I/we support the Application

☐ I/we do not support the Application

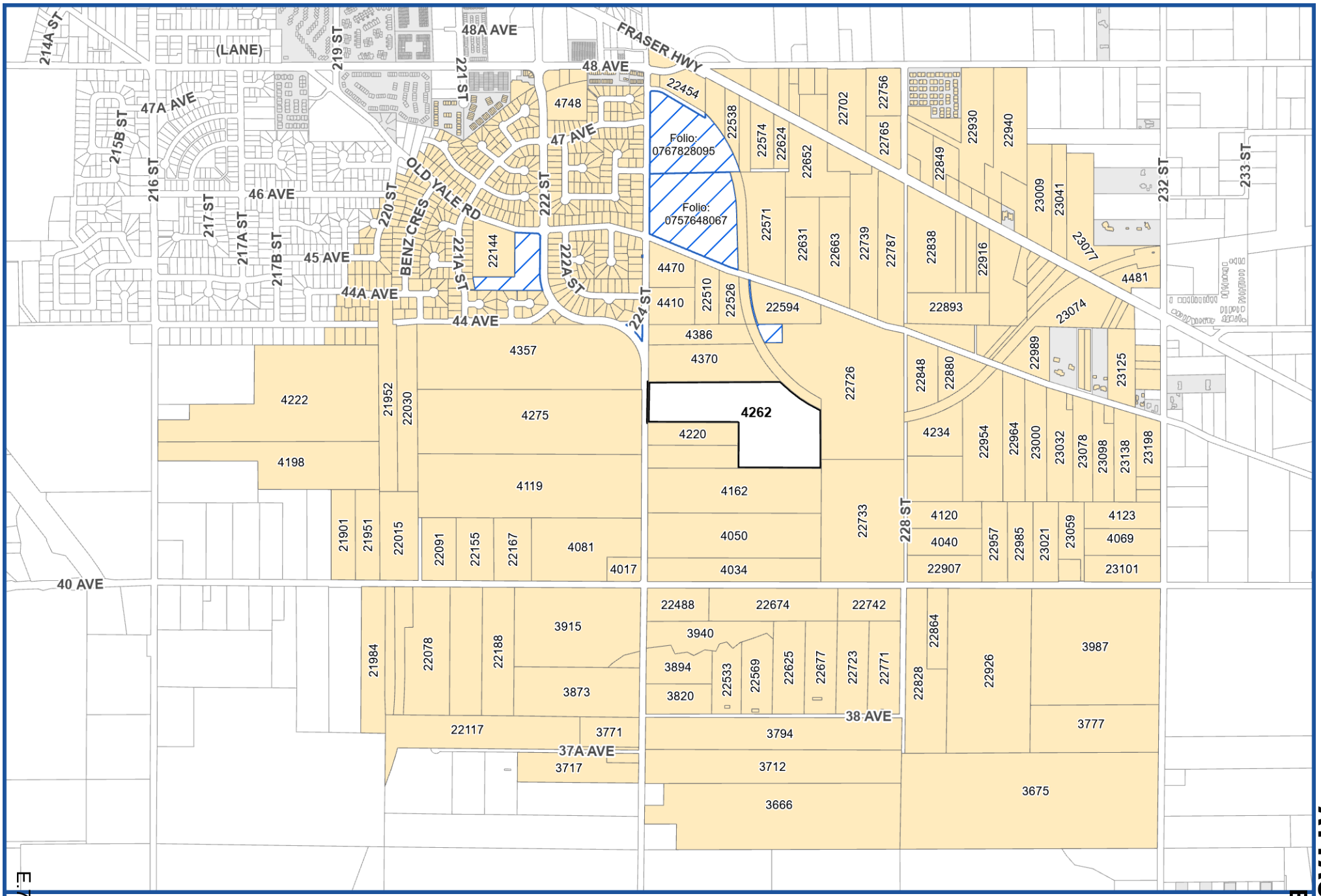
_____

(Owner) Sign and print name

_____

(Owner) Sign and print name

Any personal information collected on this form will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this form to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC V2Y 3J1 foi@tol.ca 604.532.7396



Township of Langley BC
Est. 1873

SO2700 Properties Balloted (1 Km)

Printed Date: Wednesday, March 19, 2025

The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.

0 100 200 400 Meters

Surrounding Properties are within 1 km of the boundary of the Subject Property

- 4262 224 St - Proposed Soil Work
- Properties Balloted (844)
- Township Owned Properties

N

Path: N:\Maps\Standard Maps\Engineering\Soils\SO2700\Workspace\SO2700\SO2700.aprx

Comments for Application SO2700

Name: FOIPPA s. 22
Address: Langley
Phone:

Comments: ① If the neighbours do not object (1 km) I do not.
② B. Berries do not need that much soil.
③ Trucks used 3700 bass - B trains or single trucks. Wee ! new!

☑ Do you wish for these comments to be added to the Report to Council? *(Personal information will be redacted.)*

Any personal information collected will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this petition to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC, V2Y 3J1 foi@tol.ca 604-532-7396

Comments for Application SO2700

Name: FOIPPA s. 22
Address:
Phone:

Comments: I oppose this proposal. I drive on 224th to 40th, daily on my commute to work. Thousands of dump trucks on this narrow country road will directly impact my drive and my community. The fill will affect draining, negatively. The already problem rat infestation in the area will increase. The noise of these trucks will be a nuissance. This street is not designed for that size of trucks and I'm worried about safety.

☑ Do you wish for these comments to be added to the Report to Council? *(Personal information will be redacted.)*

Any personal information collected will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this petition to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC, V2Y 3J1 foi@tol.ca 604-532-7396

Comments for Application SO2700

Name: FOIPPA s. 22
Address
Phone:

Comments: WILL ADD TOO MANY TRUCKS TO A FARM ROAD, THIS WILL ALTER THE LAND FOR EVER, IT WILL RENDER IT NOT USABLE FOR FARMING WHICH IT IS INTENDED FOR USE. THE AMOUNT OF LOADS WILL TAKE AN ANORMOUS AMOUNT OF TIME CAUSING LENGTHLY DELAYS. I DO NOT WISH THIS TO HAPPEN

☑ Do you wish for these comments to be added to the Report to Council? *(Personal information will be redacted.)*

Any personal information collected will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this petition to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC, V2Y 3J1 foi@tol.ca 604-532-7396

Comments

Soil Deposit 4262 224 St SD 7700

What is they time frame of the fill activity?

Does ALC need to be involved?

What elevation is the land and how much height difference across the land?

Does the land slope to a neighbour?

Are there any water courses?

Will the fill cause runoff? Where to?

Will the fill be monitored? By whom?

Will regular reports be filed regarding the fill activity?

Will The fill be tested for toxicity? How many samples from each load will be tested?

Will security be provided to prevent illegal dumping?

Will elevations be checked regularly to monitor amount of fill dumped?

How does adding fill "improve drainage"? (see application)
Adding fill will prevent drainage.

FOIPPA s. 22 [redacted]

Comments for Application SO2700

Name: FOIPPA s. 22 [redacted]
Addres
Phone:

Comments: The amount of fill (they call it soil, ha) seems excessive, raising the land up to 10 feet and sloping it. I can understand filling in lowspots, but 8700+ truckloads is excessive. Blueberry bush roots only go 12" to 16" deep according to Wikipedia. In the area, 3 blueberry farms, 22674 40 Ave, 22900 block 40 Ave and Ralphs Market on Fraser Hwy appear not have had soil deposited to raise the ground level or to slope for drainage, thus I question the need for such an extensive project.

- 8717 truckloads will be a lot of tailgate banging noise. I can hear the outdoor gun club on 208 St gunshots on summer days, this will closer to me and louder.
- RATS - what remedial work will be done to eradicate 27 acres of rats prior and post construction to the area. When the new subdivision behind James Hill school started we experienced more rats in the neighborhood. This will be worse.

☑ Do you wish for these comments to be added to the Report to Council? *(Personal information will be redacted.)*

Any personal information collected will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this petition to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC, V2Y 3J1 foi@tol.ca 604-532-7396

- who will monitor the soil dumping to ensure it is only top soil, not gravel, garbage, pavement, cement, chicken manure etc
- after all the 8717 soil dumps, they will still have trucks bringing in wood chips and shavings to build the mound rows to plant the shrubs: so more trucks.
- truck routes; it is highly unlikely that so many drivers will either even be aware of or will follow the prescribed regulations. Will there be road safety check stations to verify vehicles are roadworthy.

SEE OTHER SIDE

- If they charge 8717 trucks at $150 that is $1,307,550. Tippage fee could be higher or lower. At the Murrayville Library open house Jan. 29 I asked a twnshp staff if there was a security charg or fee if a blueberry farm doesn't get started and was told twnshp would be entitled to $300,000.00

- My look at this project is that there is more fill deposited than required to make this a blueberry farm which leads me to question wether that is the ultmate goal of the proposal. Will blueberries be grown at all, will they be grown on the whole property minus the equistrian parcel, is this massive dumping a prelude to creating a surface suitable to construction of buildings, a large truck or RV parking facility, chicken barns or non agricultural uses. Why a sloped parcel of land compared to the farms on 40 Ave and Fraser Hwy that I mentioned. This proposal, in my opinion, needs to be scaled back to a level farm at similar elevation to the surrounding area and there should be higher guarantees or charges for incompletion of the works, for truck traffic, and rat control.

From: Enginfo
To: Jason Chifan; James Taylor
Subject: FW: Comments for Application SO2700
Date: Monday, February 02, 2026 8:58:24 AM

Good morning, Jason and James,

Please see the below comments regarding SO2700.

Please advise if there is anything EBS can do to assist.

Thank you!

Derrick Flynn, B.Kin (he/him) **| Support Clerk**
Engineering and Public Works | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6006
tol.ca | eNews | Social

From: FOIPPA s. 22
Sent: Saturday, January 31, 2026 9:12 AM
To: Enginfo <enginfo@tol.ca>
Subject: Fwd: Comments for Application SO2700

External email. Verify sender and confirm content is safe.

Please accept our comments to be added to the report for council.

Name: FOIPPA s. 22
Address: FOIPPA s. 22 Langley
Phone: FOIPPA s. 22

Comments:
We attended the Information Session and reviewed the information presented, here are our takeaways:

- Rationale. Apparently this is to improve drainage and prepare the land for farming. I am skeptical...
    - The suggested crop of blueberries is questionable when many blueberry farmers are ripping up mature bushes and selling them for cheap or free on Marketplace.
    - There is no guarantee that the land will end up being used for farming. In the end it can

be used as the owner sees fit.

- The cost of bringing in quality soil suitable for growing food crops would far exceed the income produced from agricultural sales. If the goal was really the production of an agricultural crop, it would make more sense to sell that land and buy another that doesn't require this level of modification.
- I would wonder if the real plan is to use the land as a soil dump site, which would result in an immense profit.

- - The soil. It's supposed to be clean fill to be brought in. I am not convinced...
    - It's unlikely this will be properly monitored given the massive quantity and duration of time for project completion.
    - The company in charge of the project and monitoring is hired by the owner. So no degree of separation and possibly bias towards the owner who is signing the cheques. Instead a fee should be paid to the Township to hire them and ensure impartial reporting.
- - Noise. Almost 9,000 truckloads of soil means a truck will pass by 18,000 times.
- - Safety. There are no sidewalks on the routes these dump trucks will take. Anyone biking, walking, riding a horse, scootering will be in close proximity to the continual truck traffic.
- - Other Impacts.
    - There will likely be drainage issues and they anticipate this as they've proposed a ditch between adjacent properties.
    - There could be contamination from unclean soil, this is a significant concern given this area is actively used for farming.
    -
    - We do not feel that this proposal is being made in good faith or that there are mechanisms in place to ensure it is completed as indicated and for the intended purpose. We oppose the proposal for reasons of questionable intent, unecessary risk to residents, unreasonable noise and safety issues.
    -
    - Thank you.

From: Enginfo
To: Jason Chifan; James Taylor
Subject: FW: comments SOO 2700
Date: Thursday, February 05, 2026 8:37:57 AM
Attachments: image001.jpg

Good morning, Jason and James,

For your review.

Thank you!

Derrick Flynn, B.Kin (he/him) **| Support Clerk**
Engineering and Public Works | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6006
tol.ca | eNews | Social



From: FOIPPA s. 22
Sent: Wednesday, February 04, 2026 3:43 PM
To: Enginfo <enginfo@tol.ca>
Subject: comments SOO 2700

External email. Verify sender and confirm content is safe.

I am a resident of the Murrayville Neighbourhood and attended the info session near the Murrayville Community Library. For many reasons I am concerned for the impact of the proposed large volume of additional soil on this sloped property. While I understand the desire to improve drainage, the property owners do not appear to have made an attempt to improve drainage by installing subsurface drainage or amending the existing soil conditions. Making the steep slope steeper would seem to make the land less usable for farming. The importation of soil might only hide the drainage problem and cause catastrophic slope failure in the future if the Township approves the soil deposit permit. As well, more substantial detention facilities might be needed than the narrow swales along the slope to better mitigate potential impacts on neighbouring property.

Thank you for the opportunity to comment

From: Enginfo
To: Jason Chifan
Cc: James Taylor
Subject: FW: Opposition to Soil Deposit application SO 2700
Date: Tuesday, February 03, 2026 8:48:15 AM

Hi Jason,

Over to you for review.

Thank you,
Lovepreet Gill

From: FOIPPA s. 22
Sent: Monday, February 02, 2026 3:58 PM
To: Enginfo <enginfo@tol.ca>
Subject: Opposition to Soil Deposit application SO 2700

External email. Verify sender and confirm content is safe.

To Whom it may concern,

FOIPPA s. 22 attended the Open House on January 29th, 2026 for the above noted Soil Application. While there we spoke with Jason from the TOL and he was extremely helpful and knowledgeable about the Soil Application. Thank you to Jason.

We are opposed to the Soil Application SO2700 at 4262 224 ST LANGLEY, BC V2Z 2V5 for 61,020 m³ of soil (or approximately 8,717 truckloads)

- There is no way that 61,020 m3 of soil can be guaranteed monitored/tested to be "clean soil" and the likelihood of contamination not leaching into nearby ALR land and the Aquifer, where many of us get our water from, cannot be guaranteed

- Any wells used for human or animal consumption may be contaminated or compromised based on Aquifer table flow.

- The proposed property gradient is sloping from East to West . Water will drain and flow towards 224th Street ditch. The proposal will then slope the ditch flowing from North to South, draining into no less than 2 Salmon bearing streams.

- The current culvert at 40th and 224th is already undersized. The ditches reach capacity frequently, the additional run off will over tax the culvert. Culvert to the stream will need to be upgraded. Further road delays and who pays.

- The amount of trucks traveling through our neighbor hood/area will bring traffic to a halt. 8700 trucks will impede traffic flow from all directions. Trucks with transfers (pups) will drop their transfers somewhere on the road or area further impeding traffic.

- 224th is a main emergency route to and from Hospital and Firehalls. 8700 trucks will cause issues.

- The additional noise pollution from that many trucks will disturb both livestock and people in this area for up to 3 to 4 years. That is completely unacceptable.

- Other farms in area know that the land in this area gets very saturated but they have riding arenas and Blueberries without the excessive amount of soil being applied for.

- It is interesting that there is no comment about a home being built on the property just a riding arena and crops. It makes us believe that they are being less than honest about their actual intent.

- We are hopeful that communication with this Soil Application is shared with those that live outside of the 1km area that the TOL mailed letters to. This impacts all of us.

FOIPPA s. 22
FOIPPA s. 22
Langley, BC
FOIPPA
s. 22

From: Enginfo
To: Jason Chifan; James Taylor
Subject: FW: Public Information Session SO 2700 - Jan 29th 2026
Date: Thursday, February 05, 2026 8:38:33 AM
Attachments:

Good morning, Jason and James,

For your review.

Thank you!

Derrick Flynn, B.Kin (he/him) | **Support Clerk**
Engineering and Public Works | Township of Langley
20338 – 65 Avenue, Langley, BC V2Y 3J1
Office: 604-533-6006
tol.ca | eNews | Social

From: FOIPPA s. 22
Sent: Wednesday, February 04, 2026 9:01 PM
To: Enginfo <enginfo@tol.ca>
Subject: Public Information Session SO 2700 - Jan 29th 2026

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Dear Sirs,

We are the owners of FOIPPA s. 22 and our property will be impacted with the changes proposed that we are AGAINST.

You as city representatives may use our names, FOIPPA s. 22 in your report to council.

Our Opinion comes being a farmer, and a construction industry business owner with over 50 years of experience

First and upmost, we are farmers and live in a farming community. Within the last 25 years living here, we have NOT seen, advised or know of anyone needing to bring fill onto any property around us for the purpose of farming. Our property has ditches and we have pasture and DO NOT experience drainage problems. Our properties in this area are well above flood plain.

Land needs cleared and soil needs to be provided with fertilizer and or lime to provide the nutrients it needs to plant any sort of crop.

OBSERVATIONS:

The property owners have since purchased the land have clear cut all the trees using an excavator and have done NOTHING SINCE. Summers have been extremely hot and any sort of equipment could access the property to cleanup.

The property owners have brought in fill illegally and been shut down by the City Bylaws.

The property owners have been storing vehicles, some derelict. NO improvements have been made to this property.

The property owners are using this property as a fill site which generates an income from disposal of soil from other excavated locations.

CONCERNS

Currently the ditches on the 224th from the proposed development are RED coded and the property owners brought fill in without any testing.

We are also on well water and have concerns of contamination to our water system

Will the fill brought in illegally in be removed and tested

Our elementary school is less than a 1km who is monitoring truck traffic

224th is NOT a truck route, we have children waiting for school bus, there is NO pavement for safety

Bringing in fill from other locations brings weeds like Japanese KNOTWEED which is highly evasive and as a contractor for City of Maple Ridge and City of Delta know that is a huge problem effecting our ecosystem. Is the soil from one location? Is it tested?

Attached are pictures of our ditch on 224th already full, derelict vehicles in rear of property, our ditch aligned with proposed project draining water, piles of trees never cleaned

up/removed/chipped, property east and ours, without fill, just farmed and fertilized.















Sincerely,

FOIPPA s. 22

Pictures did not come out in order BUT are self explanatory. Any questions please call FOIPPA s. 22 FOIPP A s

Sent from my iPad

From: Enginfo
To: Jason Chifan
Cc: James Taylor
Subject: FW: Soil Deposit on 244 st.
Date: Friday, January 30, 2026 8:36:39 AM

Hi Jason,

Over to you for review.

Thank you,

Lovepreet Gill | Support Clerk
Engineering Business Support | Township of Langley

-----Original Message-----
From: FOIPPA s. 22
Sent: Thursday, January 29, 2026 5:26 PM
To: Enginfo <enginfo@tol.ca>
Subject: Soil Deposit on 244 st.

External email. Verify sender and confirm content is safe.

I have three questions to answered beforefore I can agree with the proposal:

1. Does this application fit our current community plan.
2. Why the need for so much soil? Blueberries do not need it.
3. Have the current neighbours have already answered my questions within the 1 km zone.

Regards.

FOIPPA s. 22

Langley
/

From: Enginfo
To: Jason Chifan
Cc: James Sun
Subject: FW: Soil move re: folder SO2700
Date: Friday, January 30, 2026 11:46:24 AM

Hi Jason,

Over to you for review.

Thank you,

Lovepreet Gill | Support Clerk
Engineering Business Support | Township of Langley

From: FOIPPA s. 22
Sent: Friday, January 30, 2026 9:18 AM
To: Enginfo <enginfo@tol.ca>
Subject: Soil move re: folder SO2700

External email. Verify sender and confirm content is safe.

Hi ,

I missed the info session at the library yesterday.

Two questions.

What is the exact route these trucks will take?

Where is the soil coming from, if approved, and has it been tested for contaminates that could affect our water/ aquifer etc.? Are those tests available to view?

Thank you,

FOIPPA s. 22

FOIPPA s. 22

FOIPPA s. 22

Comments for Application SO2700

[redacted] FOIPPA s. 22

Langley BC FOIPPA s. 22

Comments: After owning the property for FOIPPA s. 22 why the sudden interest in Farming

- He had no answers ~~How~~ how he was going to monitor the soil in all 8000 loads and who was going to control the drivers to stay on the truck route. Why as neighbours should we have to put up with the noise and mess for 3 years. There was no mention of any of the soil ~~beeing~~ being top soil to actually grow blueberries.
- Raising the land as much as 10' is going to put alot of ~~pressure~~ water to neighbours properties and ditches that will have to be maintained.
- Seems like alot of money to be made on dump fees We vote NO.

☒ Do you wish for these comments to be added to the Report to Council? *(Personal information will be redacted.)*

Any personal information collected will be managed in accordance with the Freedom of Information and Protection of Privacy Act. Direct enquiries, questions, or concerns regarding the collection, use, disclosure, or safeguarding of personal information associated with this petition to: Supervisor, Information, Privacy, and Records Management, Township of Langley, 20338 – 65 Avenue, Langley, BC, V2Y 3J1 foi@tol.ca 604-532-7396

From: Joyce and Jason
To: Enginfo
Subject: Soil Deposit Application SO 2700
Date: Thursday, January 22, 2026 8:18:52 AM

External email. Verify sender and confirm content is safe.

We absolutely OPPOSE the following:

Soil Deposit Application SO 2700
Address: 4262 224 ST LANGLEY BC V2Z 2V5
Agent: Navjot Uppal
Phone: 604-726-5134
Zoning: RU-1 – in ALR
Purpose: To improve drainage for a riding ring and future crops
Volume: 61,020 m3 of soil (or approximately 8,717 truckloads)

The Township needs to stop allowing this process for property owners to simply make money by doing this. The properties neighbouring this property are going to be affected by this and all the water will run onto their land. This is NOT right.

FOIPPA s. 22
FOIPPA s. 22
Murrayville

From: ENG Admin
Sent: Monday, February 09, 2026 9:04 AM
To: Newton Conti
Cc: Richard Welfing; Aaron Ruhl
Subject: FW: Comments for Application SO2700

Follow Up Flag: Follow up
Flag Status: Flagged

Good morning Newton,

Please see the email below for staff response.

Thank you,

Michelle Poynton | Acting Administration and Business Support Assistant
Engineering Business Support | Township of Langley
Mobile: 778-386-6910

From: FOIPPA s. 22
Sent: Friday, February 06, 2026 7:47 AM
To: Enginfo <enginfo@tol.ca>; MayorCouncil <mayorcouncil@tol.ca>
Subject: Comments for Application SO2700

External email. Verify sender and confirm content is safe.

COMMENTS FOR APPLICATION SO2700

Name: FOIPPA s. 22

Address: FOIPPA s. 22

Phone: FOIPPA s. 22

Comments:

I am voicing some of my concerns for the proposed soil deposit at 4262 224 Street, Langley

I have 2 major concerns: the drainage and the trucks.

For the proposed drainage, on paper it all makes sense but in reality, I don't believe that the ditches can handle the "more efficient" drainage. As it goes now the ditch at the front of the property already overflows when we get heavy amounts of rain. As the owner said the drainage would be more efficient, so I am assuming it means getting to the ditch faster. If the ditches can't handle the rain slowly getting to them when we have a heavy extended rain the more efficient route will make things worse.

FOIPPA s. 22 Our field currently gets very muddy during any rain and when we get heavy and extended periods there seems like there is a river running through the property. The proposed drainage looks like it could help, but I am thinking that it could make things much worse if the ditches fill faster and higher, then our existing drainage won't have the ability to run into the ditch and could also find the water from the ditch running back into our drainage system.

The other concern is the number of trucks bringing in the fill.

The owner states about 8717 truckloads of soil will be brought in over the course of 2 years.

That is 12 trucks a day, everyday, passing by our house, slowing down and blocking traffic so that they can make a right hand turn into their driveway.

That is assuming that the trucks are all singles and that no tandem trucks are being used.

If tandem trucks are used chances are they wont be able to make in into there driveway so they will have to park on the road. So that means everyday there would be a trailer parked on the road for about 20 minutes per load to unhook, dump and then come back and change loads. That would be at least 2 hours per day every day for 2 years that 224 Street would become a single lane road. The traffic going by our property already has increased over the course of years, this would make it so much worse. Let alone that 224 Street is the emergency route for ambulance, fire and police.

I am all in favour of the owner turning his property into suitable land for growing berries, but the amount that they are wanting to raise it sounds over the top.

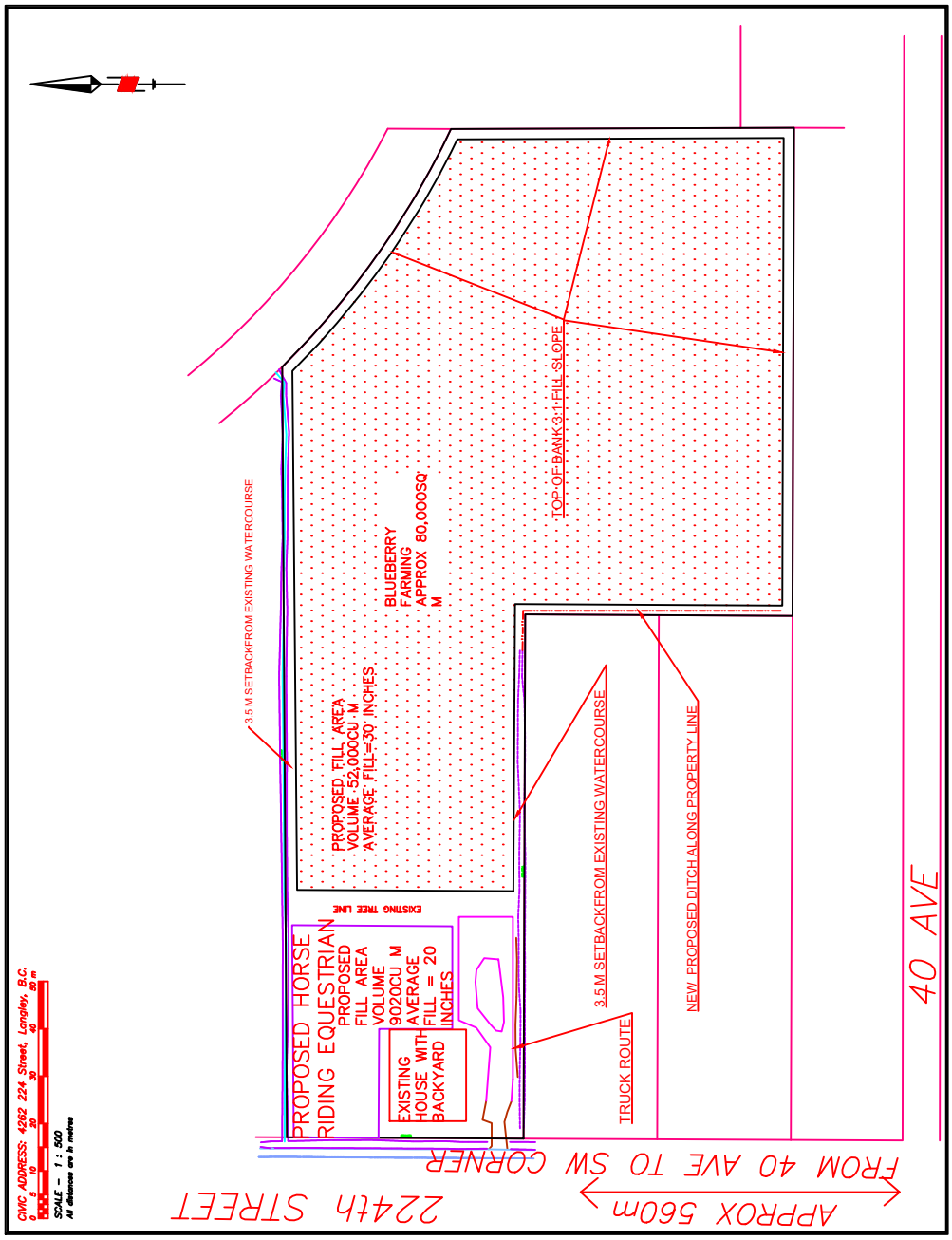
Personally, we have 10 blueberry shrubs as well as a personal garden that grows well and is very plentiful. No excess fill was needed.

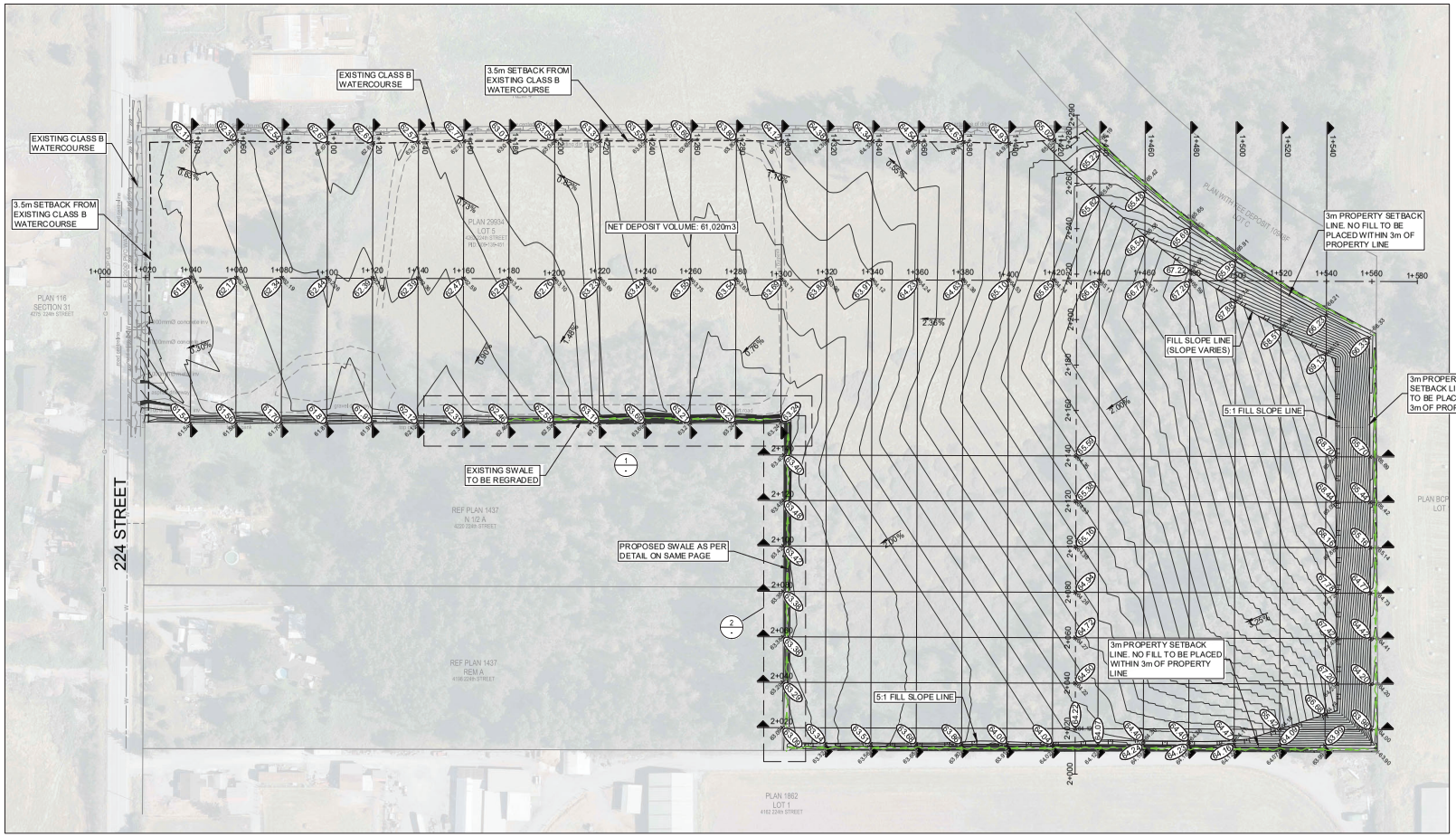
Please add these comments to the Report to Council

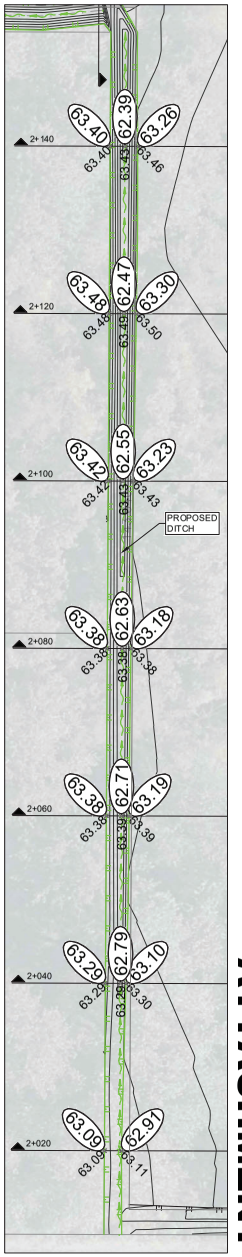
Thanks,

FOIPPA s. 22

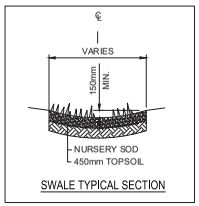
ATTACHMENT D



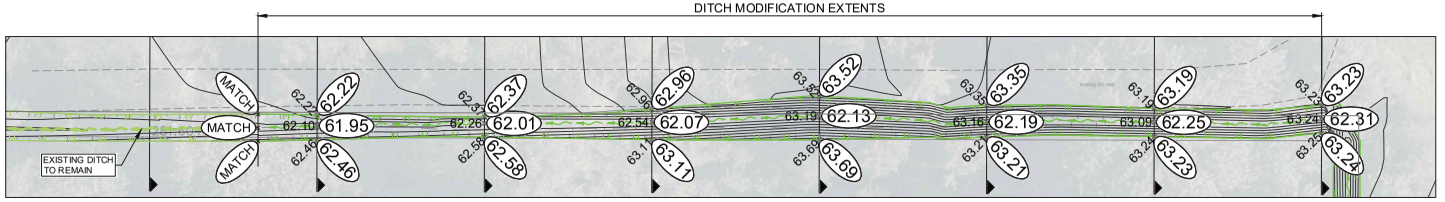




2 SWALE GRADING DETAIL
SCALE H 1:300



SWALE TYPICAL SECTION



1 SWALE GRADING DETAIL
SCALE H 1:300

ATTACHMENT E

E.7

E.7 - Page 39

Date	Description	Drawn	Design	App'd
2025-04-25	RE-ISSUED FOR REVIEW	RJ	RJ	DL
2025-01-30	ISSUED FOR REVIEW	RJ	RJ	DL

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McElhanney
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Langley BC V2Y 0C8
Tel. 604 596 0391

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GRADING PLAN FOR 4262 224 STREET SITE PLAN

Drawing No. 1

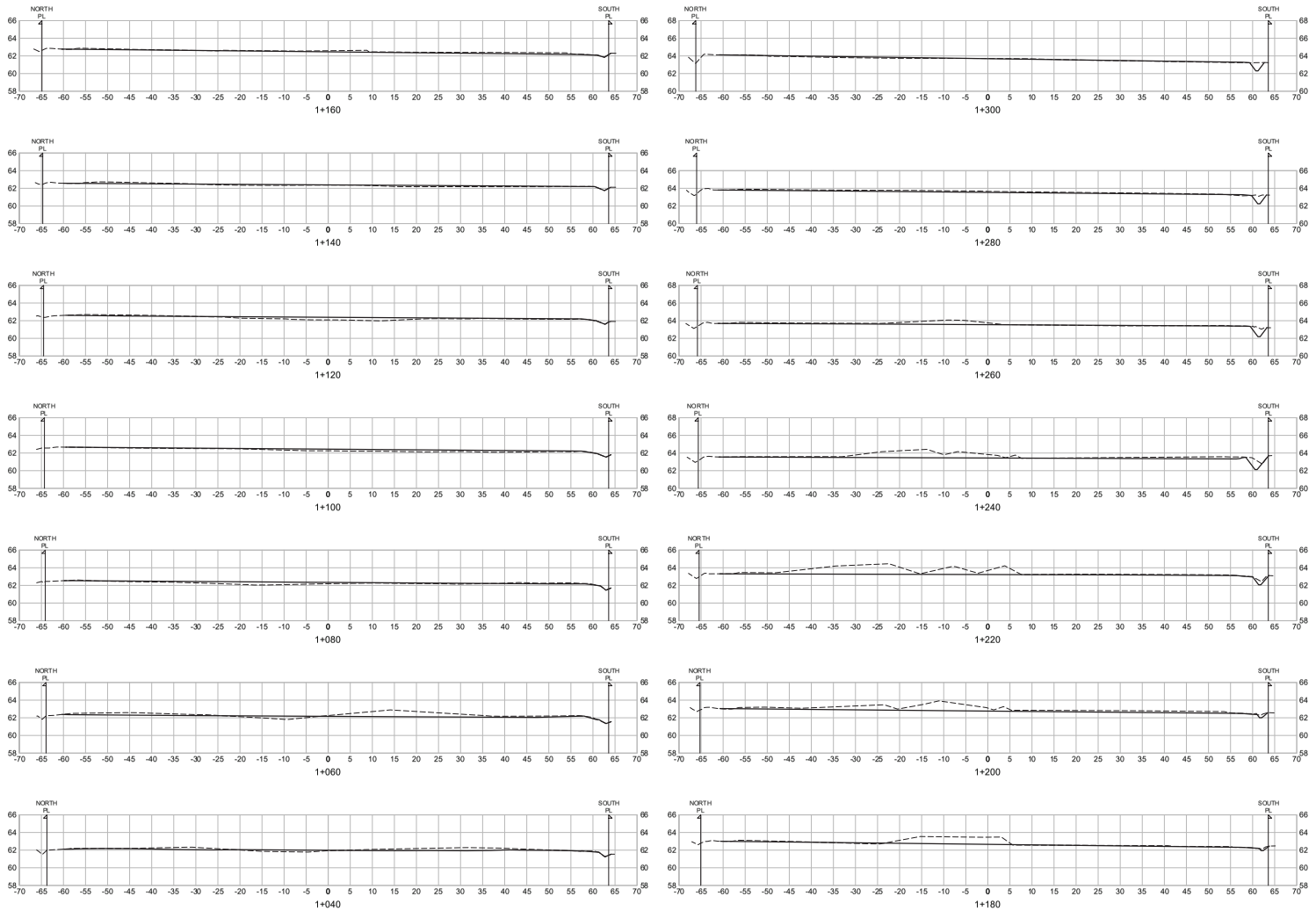
Project Number 2110-00449-00

Rev. 1

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Drawing No. 2

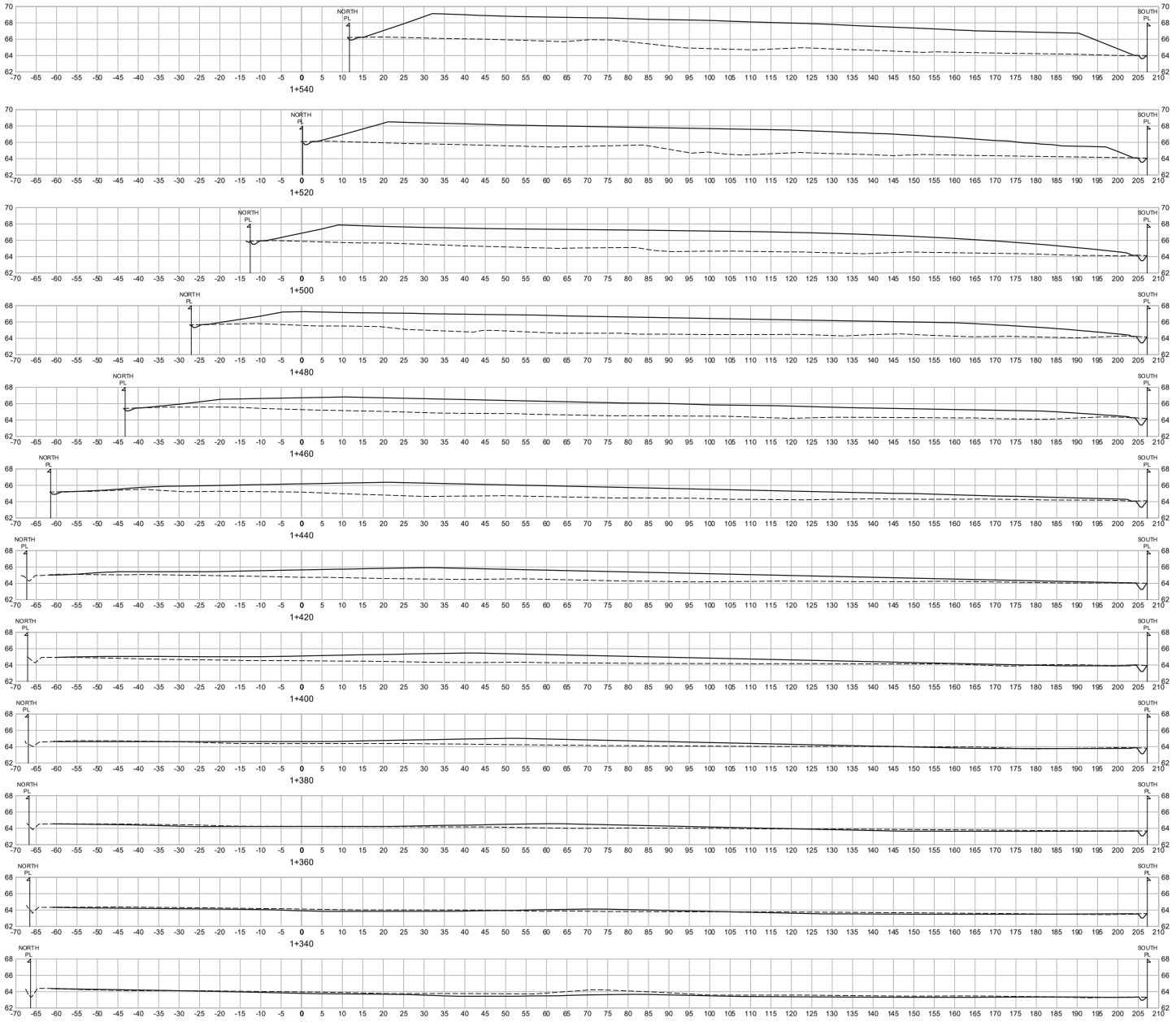
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Drawing No. 3

Project Number 2110-00449-00

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Date	Description	Drawn	Design	App'd
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GRADING PLAN FOR 4262 224 STREET CROSS SECTIONS STA. 2+020 TO 2+140

Drawing No. 4

Project Number 2110-00449-00

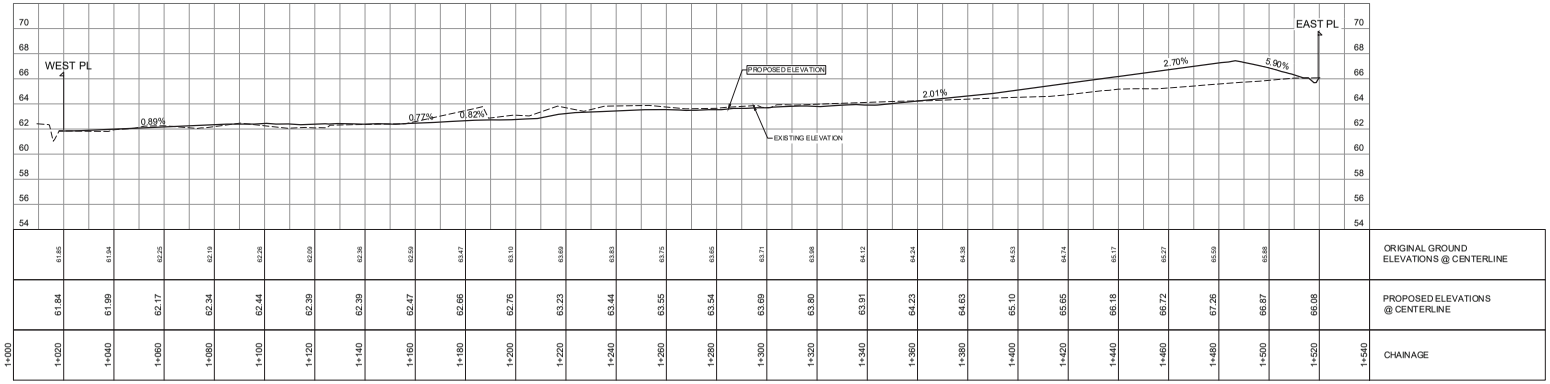
Rev. 1

E.7

E.7 - Page 42

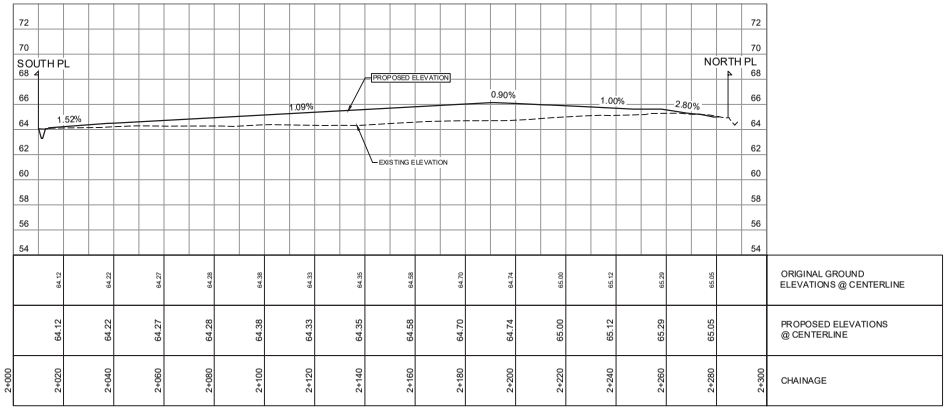
DESTROY ALL PRINTS BEARING PREVIOUS REVISION

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McElhanney ISO A1 - 2024-02-05



1+000	1+020	1+040	1+060	1+080	1+100	1+120	1+140	1+160	1+180	1+200	1+220	1+240	1+260	1+280	1+300	1+320	1+340	1+360	1+380	1+400	1+420	1+440	1+460	1+480	1+500	1+520	1+540	
	61.84	61.99	62.17	62.34	62.44	62.39	62.39	62.47	62.66	62.76	63.23	63.44	63.55	63.54	63.69	63.80	63.91	64.23	64.63	65.10	65.65	66.18	66.72	67.26	66.87	66.08		PROPOSED ELEVATIONS @ CENTERLINE
	61.85	61.84	62.25	62.19	62.26	62.09	62.36	62.59	63.47	63.10	63.69	63.83	63.75	63.65	63.71	63.88	64.12	64.24	64.38	64.53	64.74	65.17	65.27	65.59	65.68			ORIGINAL GROUND ELEVATIONS @ CENTERLINE

EAST-WEST PROFILE
ALIGNMENT 1+000
1:1000 H
1:200 V



2+000	2+020	2+040	2+060	2+080	2+100	2+120	2+140	2+160	2+180	2+200	2+220	2+240	2+260	2+280	2+300	
	64.12	64.22	64.27	64.28	64.38	64.33	64.35	64.58	64.70	64.74	65.00	65.12	65.29	65.05		PROPOSED ELEVATIONS @ CENTERLINE
	64.12	64.22	64.27	64.28	64.38	64.33	64.35	64.38	64.70	64.74	65.06	65.12	65.29	65.05		ORIGINAL GROUND ELEVATIONS @ CENTERLINE

NORTH-SOUTH PROFILE
ALIGNMENT 2+000
1:1000 H
1:200 V

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ALL ELEVATION. REFER TO CONTROL MONUMENT: -
LOCATED AT: -
ELEVATION: -

0 H1:1,000 50
0 V1:200 10

ORIGINAL DWG SIZE: ISO A1 (594 x 841mm)

McElhanney
Suite 100, 8837 - 201 Street,
Langley BC V2Y 0C8
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GRADING PLAN FOR 4262 224 STREET GRADING PROFILE

Drawing No. 5

Project Number 2110-00449-00

Rev. 1

E.7

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environmental services ltd.

LAND CAPABILITY FOR AGRICULTURE (LCA) ASSESSMENT & FILL PLACEMENT PLAN 4262 - 224th Street, Langley, BC

FOR:
681639 BC Ltd.
4262 224th Street
Langley, BC V2Z 2V5

BY:
Austin Lymburner, B.Sc., R.P.Bio., A.T.Ag.

Susan Van der Ende, B.Sc., B.Tech., P.Ag.

November 15, 2024

Madrone Environmental Services Ltd.
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1 Introduction

681639 BC Ltd. ('the Client') retained Madrone Environmental Services Ltd. (Madrone) to prepare qualified professional reporting to facilitate a Soil or Fill Notice of Intent (NOI) application for 4262 224th Street, Langley, BC (hereafter referred to as 'the Property'). The Property is located within the provincial Agricultural Land Reserve (ALR)[1], and as such, is subject to the regulations of the Agricultural Land Commission (ALC) Act as well as the bylaws from the Township of Langley (the 'Township'). Madrone understands the Client intends to import soil onto the Property to alleviate saturated, wet conditions on site, increase the agricultural capability of the land, and allow for the development of an equestrian riding ring. It is further understood that the Client previously submitted a Notice of Intent (NOI) to the Agricultural Land Commission (ALC) to import soil onto the Property. This NOI was rejected, and the ALC has informed the Client that a Fill Placement Plan (FPP) is required to facilitate the NOI for the Property. As such, this Land Capability for Agriculture (LCA) assessment was completed as per the reporting standards detailed in ALC Policy P-10[2] to inform the FPP based on the soil and site conditions.

This LCA was performed in the 'Assessment Area' on the Property where soil importation is proposed (approximately 9.19 ha) and does not include the residential Homeplate or area currently used as a riding ring on the Property. The Assessment Area relative to the Property is depicted in **Figure 1**.

The field investigators for this LCA Assessment and authors of this report are Austin Lymburner, B.Sc., R.P.Bio., A.T.Ag. and Susan Van de Ende B.Sc., B.Tech., P.Ag. of Madrone. All Madrone qualified professionals (QPs) involved in this project are registered to practice with the British Columbia Institute of Agrologists (BCIA) and are in good standing with their professional organization.

2 Background Information

2.1 Location and Property Description

The Property (10.1 ha, 25.0 acres) is located in the center of the Township, approximately 4.0 km southeast from Langley city centre, and 6.4 km south from Highway 1. Civic information for the Property, provided by the Township[3], is summarized below in **Table 1**. According to mapping provided by the ALC[4], the entirety of the Assessment Area is zoned for agricultural use and is entirely within the ALR.

[1] Agricultural Land Commission. (n.d.). *Is My Property in the ALR webtool*. Retrieved October 3, 2024, from https://governmentofbc.maps.arcgis.com/apps/webappviewer/index.html.

[2] Agricultural Land Commission (2017). ALC Policy P-10 – Criteria for Agricultural Capability Assessments. Retrieved October 3, 2024, from https://www.alc.gov.bc.ca/assets/alc/assets/legislation-and-regulation/policies/alc_-_policy_p-10_-_criteria_for_agricultural_capability_assessments.pdf.

[3] Township of Langley. (n.d.) GeoSource. Retrieved October 3, 2024, from https://geosource.tol.ca/

[4] Agricultural Land Commission (2023). ALR Property and Map Finder. October 3, 2024, from https://www.alc.gov.bc.ca/alr-maps/.

MADRONE environmental services ltd	**PROJECT:** Land Capability Assessment & Fill Placement Plan – 4262 224th Street, Langley, BC		**LOCATION:** Langley, BC	**CLIENT:** Navjot Uppal	**DOSSIER:** 24.0136
	ASSESSED BY: Austin Lymburner, B.Sc., R.P.Bio., A.T.Ag. Susan Van der Ende, B.Sc., B.Tech., P.Ag.	**FIELD VISIT:** March 22, 2024	**MAP SCALE:** 1:2,250	**MAPPING DATE:** October 17, 2024	**DRAWN BY:** Richard Tomkinson

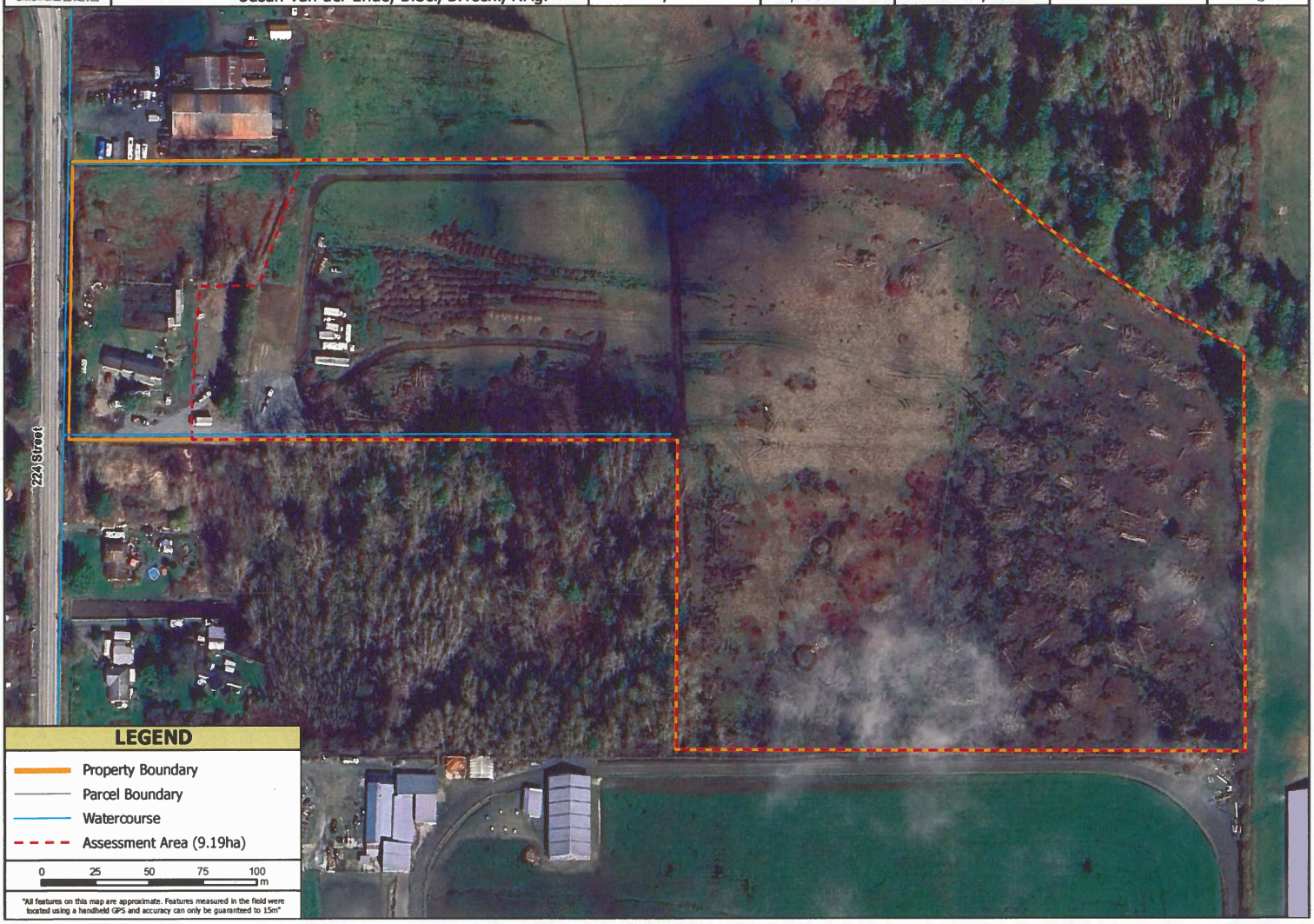


TABLE 1: CIVIC INFORMATION FOR 4262 224TH STREET, LANGLEY, BC.

CIVIC ADDRESS	4262 224th Street, Langley, B.C.
PID	009-139-451
AREA	10.1 ha, 25.0 acres
LEGAL	LOT 5, SECTION 32, TOWNSHIP 10, NEW WEST DISTRICT, PLAN NWP29934 PART MANUFACTURED HOME REG. # A03928.
ZONING	RU-1 (Rural Zone)
ALR?	Yes

The Property is 'L' shaped, with the long axis oriented east to west, and an arm extending to the south. Based on recent satellite imagery and Township mapping, the Property is bordered to the west by 224th Street, and to the north, east, and south by additional Rural (RU-1) properties. Access to the Property is facilitated by a gravel driveway extending east from 224th Street, which extends further east into the Assessment Area. Two (2) unnamed watercourses are mapped along the northern and western property boundaries, classified by the Township as Class B 'Yellow' watercourses[5].

A Homeplate exists within the southwestern corner of the Property, containing a residential home and garage. An equestrian livestock pen is immediately north of the Homeplate. Most of the Property (5.9 ha), east of the Homeplate, is a maintained grass field, and based on historical imagery, has been maintained since 1994. Approximately, 3.1 ha of land, east of the grass field, has been recently cleared of forest vegetation. Based on aerial imagery, this area was cleared between 2022 and 2023.

2.2 Adjacent Land Uses

Based on aerial imagery and mapping from the Township, adjacent properties are used for a mix of residential and agricultural purposes. While all properties are zoned as Rural (RU-1), some have engaged in agricultural activities, while others are primarily forested with no agricultural activities observed. Surrounding land uses are summarized in **Table 2**.

TABLE 2: LAND USES AND ZONING OF PARCELS ADJACENT TO 4262 224TH STREET, LANGLEY, BC.

Direction	Adjacent Lot Civic Address	Adjacent Lot PID	Area (ha)	Area (acres)	Land Use	Zoning	ALR?
North	4370 224th Street	009-139-401	4.24	10.5	Agriculture	RU-1	Yes
	22558 Old Yale Road	001-972-006	1.02	2.52	Residential	RU-1	Yes
East	22726 Old Yale Road	028-642-520	13.9	34.5	Agriculture	RU-1	Yes
South	4162 224th Street	007-087-365	7.65	18.9	Agriculture	RU-1	Yes
West	4275 224th Street	013-303-694	14.4	35.5	Agriculture	RU-1	Yes
	4200 224th Street	013-304-771	2.02	5.00	Residential	RU-1	Yes
	4198 224th Street	013-304-712	2.02	5.00	Residential	RU-1	Yes

[5] Township of Langley (2016). *Watercourse Classification – Version 4.0*. Retrieved October 3, 2024, from https://www.tol.ca/en/connect/resources/data-maps-locations/maps/PDFs/Document-Feed-Maps/Watercourses-4.0_OCP-Map-11.pdf

2.3 Climate

The nearest Environment Canada weather station with complete historical weather data[6] (1981 to 2010 Climate Normals; 30-year average) is Haney East Climate Station (ID 1103326; 49°12'15.8" N, 122°33'29.8" W), located approximately 12.4 km north of the Property at an elevation of 30.5 m above sea level (masl). Weather station reports for this station are summarized below in **Table 3**.

TABLE 3: 1981 TO 2010 CLIMATE NORMALS REPORTED BY HANEY EAST CLIMATE STATION (ID 1103326).

Parameter	1981 to 2010 Climate Normals
Annual precipitation (mm)	1788
Annual Rainfall (mm)	1739
Seasonal precipitation (May to September inclusive - mm)	412
Frost Free Period (FFP, average days)	176
Effective Growing Degree Days (EGDD, base temperature >5°C)	2113
Daily yearly average temperature (°C)	10
Days of precipitation (yearly; days with >5 mm rain)	103

Based on the above information, the Property has been mapped as Climate Capability Class 1 (Frost free period greater than 150 days in coastal areas and the effective growing degree days are greater than 825 for coastal areas). Climatic Capability Class is a shorthand ranking of specific limitations denoted by letters and preceded by numbers between the ideal (ranking of 1) and untenable (ranking of 7) indicating the severity of the limitation.

2.4 Topography and Geology

The topography of the Assessment Area is relatively flat with some localized minor undulations. Municipal mapping indicates that elevations range between 62 and 65 m across the Property, with lower elevations trending west.

Geological bedrock mapping[7] indicates that the Property overlies Kitsilano Formation undivided sedimentary rocks that do not outcrop into the Assessment Area. Above this, surficial geology mapping indicates that the Property overlies glacial and deltaic sediments, predominately glaciomarine stoney clayey silt to silty sand 8 to 90 m thick, commonly thinly bedded and containing marine shells[8].

[6] Government of Canada. (n.d.). Canadian Climate Normals 1981-2010 Station Data. Haney East (ID 1103326). Retrieved October 3, 2024, from https://climate.weather.gc.ca/climate_normals/

[7] Government of British Columbia (2022). iMapBC - Geological Bedrock Layer. Retrieved October 9, 2024, from https://maps.gov.bc.ca/ess/hm/imap4m/

[8] Government of Canada (1980). Surficial geology, New Westminster, West of Sixth Meridian, BC. Retrieved October 9, 2024, from https://ostrnrcan-dostrncan.canada.ca/entities/publication/757ec815-ada5-4d5e-9349-315e277417e7

2.5 Mapped Hydrology and Drainage

Two (2) watercourses are mapped on the Property; one Class B 'Yellow' watercourse parallel to the northern property border, and another roadside Class B 'Yellow' watercourse parallel to the western property border. In accordance with Township watercourse mapping, Class B 'Yellow' watercourses are classified as[9]:

"Significant source of food, nutrient or cool water supplies to downstream fish populations. These watercourses have no documented fish presence or reasonable potential for fish presence."

One (1) unmapped watercourse is parallel to the southern property border at the southwest corner. It is inferred to have been constructed to provide drainage for the Property.

2.6 Provincial Soils Mapping

Provincial mapping indicates one (1) soil polygon over the Property comprised of the following:

- 70% Albion Soils
- 30% Nicholson Soils

Note that provincial soils and agricultural capability mapping was done over a large area at a small scale (1:20,000) and was very likely not field verified. On the other hand, field investigations that involve detailed soil descriptions (such as this project) should always be more accurate than generalized mapping products. The broad interpretation of soils and agricultural capability in this section does not take precedence over the site-specific field assessment in this report.

[9] Township of Langley (2016). Watercourse Classification – Version 4.0. Retrieved October 9, 2024, from https://www.tol.ca/en/connect/resources/data-maps-locations/maps/PDFs/Document-Feed-Maps/Watercourses-4.0_OCP-Map-11.pdf

The physical properties of these soil series are provided in **Table 4**[10], and their areal extents are visualized in **Figure 2**.

TABLE 4: CHARACTERISTICS OF PROVINCIALLY MAPPED SOIL SERIES IN THE ASSESSMENT AREA.

Soil association	Classification	Defining Characteristics
Albion	Humic Luvic Gleysol	• surface textures: silt loam to silty clay loam • subsurface textures: silty clay loam to clay • moderately poorly to poorly drained • slowly pervious • slightly depressional to very gently sloping topography • dark gray to very dark gray silty surface layer overlying gray silty material with many mottles.
Nicholson	Orthic Gleysol	• surface textures: loam to silty clay loam • subsurface textures: silt loam to silty clay loam • moderately well drained to imperfectly drained • few pebbles and stones • moderately pervious • undulating to moderately rolling sloped topography • reddish brown silty surface layer overlying yellowish-brown to pale brown silty material with few to common reddish mottles.

[10] British Columbia Ministry of Environment. (1981). *Soils of the Langley – Vancouver Map Area Volume 3 – MOE RAB Bulletin 18*. Retrieved October 9, 2024, from https://www.env.gov.bc.ca/esd/distdata/ecosystems/Soils_Reports/BC15/bc15-v3_report.pdf.

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ASSESSED BY: Austin Lymburner, B.Sc., R.P.Bio., A.T.Ag. Susan Van der Ende, B.Sc., B.Tech., P.Ag.	**FIELD VISIT:** March 22, 2024	**MAP SCALE:** 1:2,250	**MAPPING DATE:** October 17, 2024	**DRAWN BY:** Richard Tomkinson	W E S



2.7 Provincial Land Capability for Agriculture Mapping

The agricultural capability for the Assessment Area, as identified by the *BC Agricultural Capability Map*[11], is summarized below in **Table 5** and visualized in **Figure 3**. The mapped agricultural capability polygons delineated by the province conform, in terms of boundaries and locations, to the provincially mapped soil associations (*2.6 Provincial Soils Mapping*); each soil association has been identified as having a unique agricultural class and limitations.

TABLE 5: PROVINCIALLY MAPPED AGRICULTURAL CAPABILITY CLASSES WITHIN THE ASSESSMENT AREA.

Approx. area; % of land in the Assessment Area	Geographic distribution	Unimproved Capability	Improved Capability	Limitations	Associated Soils
9.19 ha; 100%	Entire Assessment Area	5:4WD~3:3ADW~2:5W	7:3DW~3:3D	Excess water (W) Undesirable soil structure and/or low perviousness (D) Soil moisture deficiency (A)	Albion & Nicholson

According to 1:20,000 scale Provincial mapping, the Assessment Area (9.19 ha; 100% total surface area of the Assessment Area) is comprised of an Albion/Nicholson soils complex with an unimproved capability rating of **5:4WD~3:3ADW~2:5W**. When maximally improved, these soils have Class 3 excess water (W) and undesirable soil structure/perviousness (D) limitations. The improved land capability rating according to provincial mapping is a complex consisting of 70% **3DW** and 30% **3D** lands (**7:3DW~3:3D**).

According to the Land Capability Classification for Agriculture in BC manual, the excess water (W) limitation applies to soils for which excess free water, other than from inundation (flooding), limits their use for agriculture[12]. The excess water occurs because of imperfect to very poor drainage due to a high water table, seepage, or runoff from surrounding areas.

The undesirable soil structure/low perviousness (D) limitation applies to soils which are difficult to till, require special management for seedbed preparations and soils with trafficability problems for common farm implements. Also included are soils which have insufficient aeration and absorb and distribute water slowly due to fine soil textures (i.e., high clay content), or where the depth of the rooting zone is restricted by conditions other than wetness or consolidated bedrock or permafrost.

[11] Government of British Columbia, n.d.-a.

[12] British Columbia Ministry of Environment and Ministry of Agriculture and Food. (1983). *Land Capability Classification for Agriculture in British Columbia MOE Manual 1*. Retrieved October 15, 2024, from https://www.alc.gov.bc.ca/assets/alc/assets/about-the-alc/alr-and-maps/agricultural-land/land_capability_classification_for_agriculture_in_bc.pdf.

The soil moisture deficiency (A) limitation applies to soils that are negatively impacted by drought conditions caused by a lack of precipitation or low water holding capacity of the soils. This is typically relevant during the growing season for crops. In this case, the mapped soil moisture deficiency is more likely caused due to a lack of precipitation rather than low water holding capacity, as the mapped soil complex (Albion/Nicholson) has a high water holding capacity.

Class 5 lands, as described by the ALC[13], are generally limited to perennial crop production or crops that are specially adapted to existing limitations. Class 5 lands also require special, often intensive land management strategies to relieve limitations for average crop growth. Crop failure can be expected under average conditions if special land management strategies are not practiced.

Class 4 lands contain limitations which make it suitable for only a few crops, or the yield for a wide range of crops is low, or the risk of crop failure is high, or soil conditions are such that special development and management practices are required. The limitations may seriously affect one or more of the following practices: timing and ease of tillage, planting and harvesting, and methods of soil conservation.

Class 3 lands contain limitations that require moderately intensive management practices or moderately restrict the range of crops, or both. The limitations may restrict the choice of suitable crops or affect one or more of the following practices: timing and ease of tillage, planting and harvesting, and methods of soil conservation.

Class 2 lands contain minor limitations that require good ongoing management practices or slightly restrict the range of crops, or both. Soils in this class are deep, hold moisture well, can be managed and cropped with little difficulty and do not pose a threat of crop loss.

Class 1 lands contain no to very little limitations that restrict the production of common agricultural crops. Generally, soils are level, deep, well to imperfectly drained, and can be farmed without difficulty or implementation of intensive management techniques.

[13] Agricultural Land Commission (2013). *Agricultural Capability Classification in BC. Land Capability Classes for Mineral Soils*. Retrieved October 15, 2024, from https://www.alc.gov.bc.ca/assets/alc/assets/library/agricultural-capability/agriculture_capability_classification_in_bc_2013.pdf.

3 Field Investigation

A field assessment on the Property was completed by Austin Lymburner, Articling Technical Agrologist, and Susan Van der Ende, Professional Agrologist of Madrone on September 12, 2024. Weather was sunny and clear, and conditions did not impact the field assessment. Approximately 8.0 mm of precipitation fell on the Property within the past week prior to the field assessment; all on September 11, 2024.[14].

The LCA assessment of the Assessment Area included the detailed characterization of soils from four (4) soil test pits (SP1 to SP4 shown in **Figure 3**) dug by an excavator.

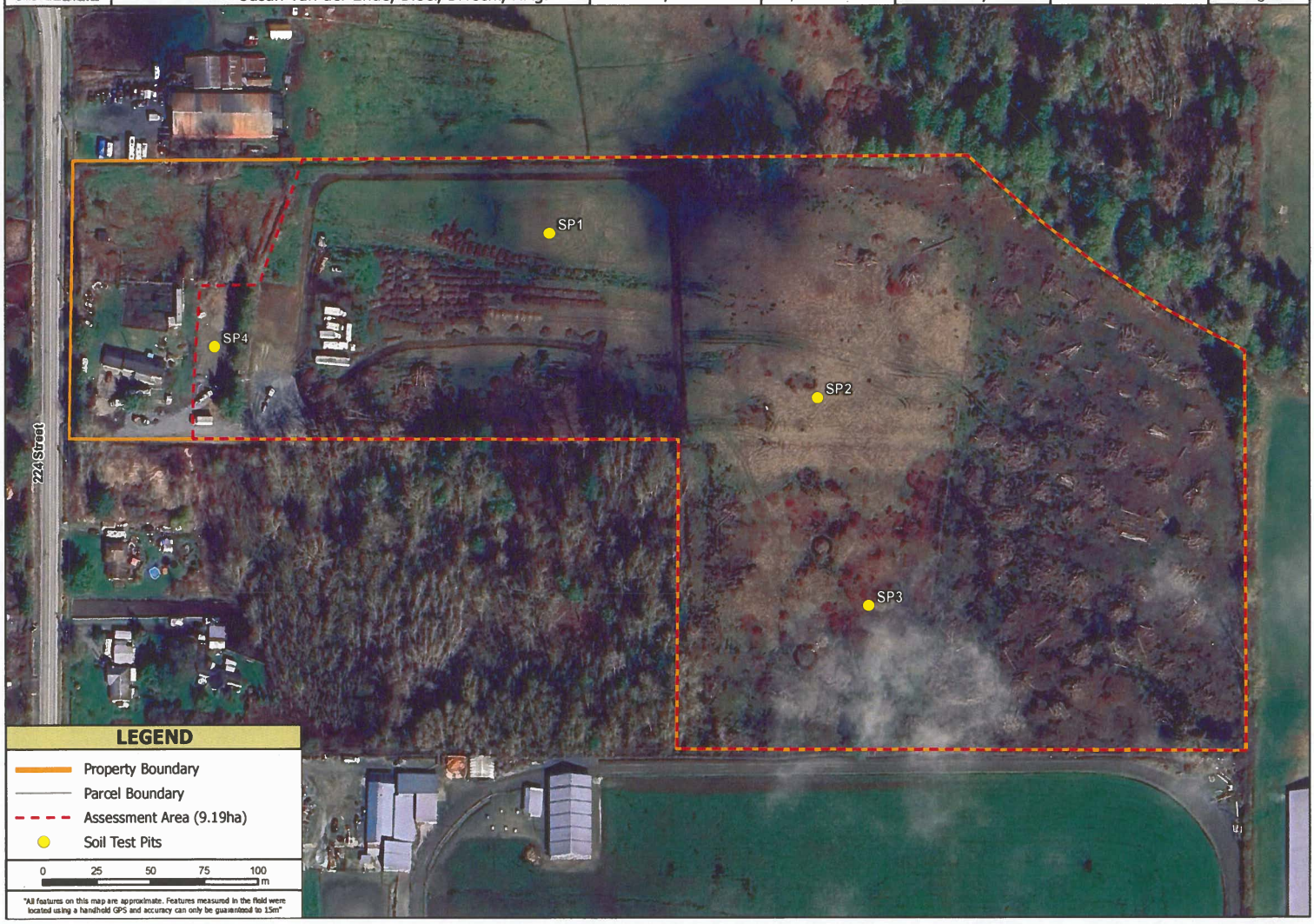
The density and depths of soil pits, and observation of soil characteristics, meet the requirements under *ALC Policy P-10* "Criteria for Agricultural Capability Assessments".[15]. The locations of the soil pits were chosen based on provincial soil mapping, recent air photos, surface drainage, planned land-use by the Client, and accessibility to assess representative soils of the Assessment Area.

Soil profile descriptions are summarized in ***Appendix A***. Photos taken during the field assessments showing the landscape and current land-use on the Property are within ***Appendix B***.

[14] FlowWorks (2024). KinsRain Monthly Rainfall Summary Report (September 2024). Retrieved October 15, 2024, from https://www.flowworks.com/network/hmiscreens/langley/rainfallstats.aspx?externalRequest=langleyrain&siteid=206&sitefullname=KinsRain&measid=185&month=9&year=2024

[15] Agricultural Land Commission. (2017). *Policy P-10 – Criteria for Agricultural Capability Assessments*. Retrieved October 15, 2024 from https://www.alc.gov.bc.ca/assets/alc/assets/legislation-and-regulation/policies/alc_-_policy_p-10_-_criteria_for_agricultural_capability_assessments.pdf.

MADRONE environmental services ltd	**PROJECT:** Land Capability Assessment & Fill Placement Plan – 4262 224th Street, Langley, BC		**LOCATION:** Langley, BC	**CLIENT:** Navjot Uppal	**DOSSIER:** 24.0136
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3.1 Landowner Interviews

Austin Lymburner, A.T.Ag., and Susan Van der Ende, P.Ag. of Madrone spoke with Mr. Navjot Uppal, who operates the land, during the field assessment regarding experiences with the Property and any limitations he anticipates with respect to cultivation. The Property has had several landowners over time; however, the most recent landowner acquired the Property two years ago.

Mr. Uppal noted that he is concerned about the excess water on the Property and the impact this could have on future cultivation. Apparently, it takes a long time for the fields to drain after a heavy rain resulting in water pooling in the Assessment Area. These saturated conditions, likely due to existing native soils, prevent Mr. Uppal and the current landowner from accessing and maintaining the Assessment Area for much of the year. During the dry summer months, accessibility is possible, provided there are no significant precipitation events. Several stored vehicles are located west within the Assessment Area that are reported to be stuck in the saturated soils and are unable to be removed. During the field investigation, it was visualized that the water level was above some of the vehicle tires restricting their removal. Mr. Uppal states that existing drainage ditches north and south of the Assessment Area are not functioning to provide suitable drainage on the Property due to their lack of freeboard. He has suggested raising the land to reduce or eliminate the excess water limitation by creating a greater distance (freeboard) between the roots of the plants and the wetted soils below.

The Assessment Area is not activity cultivated at the time of this report; excess water severely limits farming activities and Mr. Uppal supports soil importation to increase the agricultural capability of the land. Madrone understands that no specific crops have been identified for future cultivation because at this time, it is virtually impossible to cultivate the land. As such, soil importation should focus on first improving the agricultural capability.

3.2 General Site Characteristics

The Assessment Area can be categorized into three (3) separate areas based on their site conditions, further described below (**Figure 4**).

3.2.1 Area A

Area A is a small (~0.17 ha) gravelled area located west within the Assessment Area. It is immediately east of the Homeplate and an existing outdoor enclosure for horses. It has a relatively level grade and sever

al vehicles and other equipment are stored within. A row of trees borders the eastern boundary of Area A, and a livestock pen for horses is immediately west.

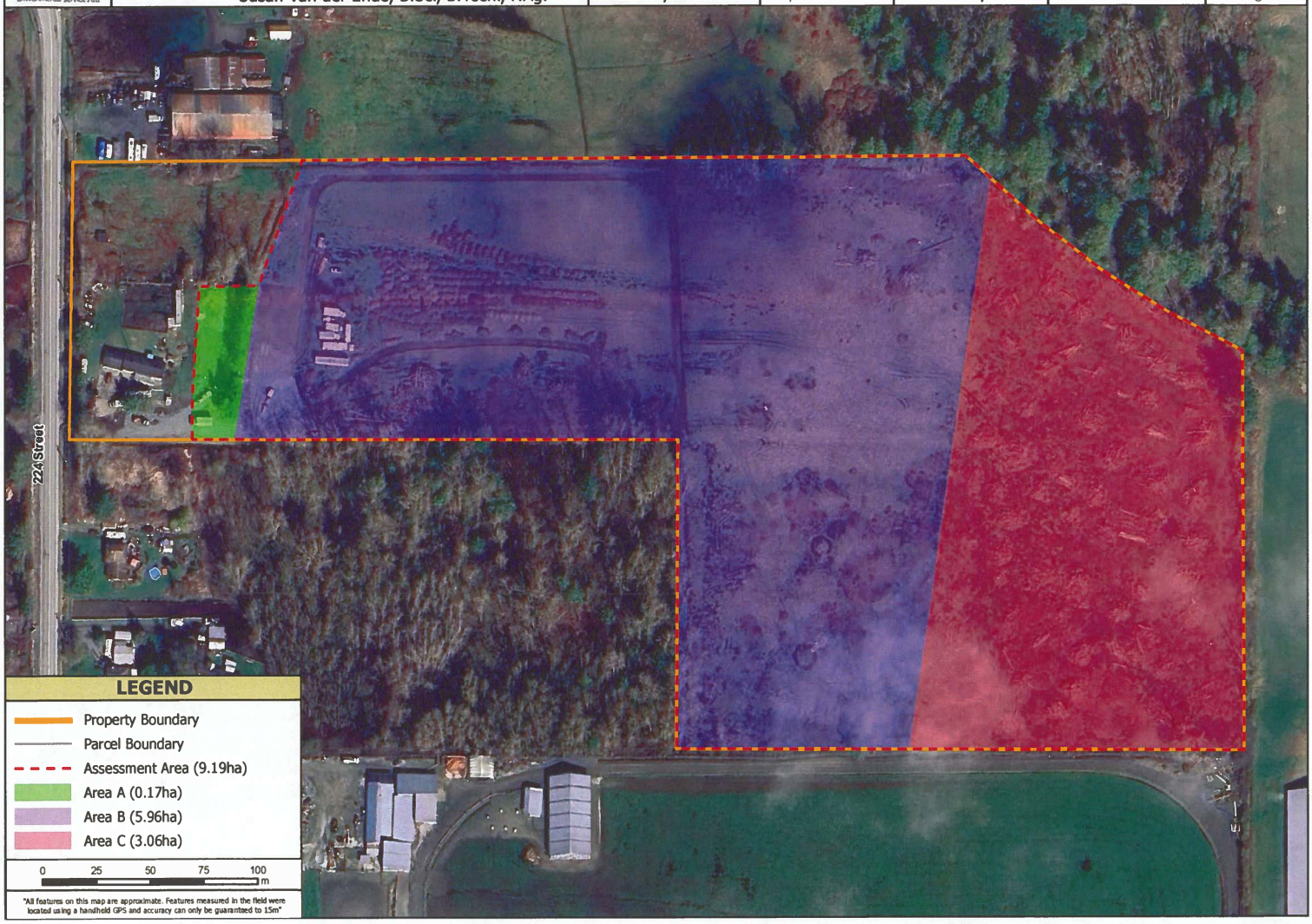
3.2.2 Area B

Area B is predominately a grass and herb dominated field in the middle of the Assessment Area. It is generally level with slight, local undulations, possibly caused by machinery operation over time and/or water pooling. Hardhack (*Spirea douglasii*) dominates the southern portion of Area B, near SP3, which is an indicator of frequently wetted soils. A barbed-wire fence (possibly for livestock) separates Area B and C within the Assessment Area. Area B has a slight concave shape towards the middle, contributing to saturated conditions. Localized soil piles exist southwest within Area B that are likely derived from soil movement activities in an attempt to alleviate saturated conditions. A man-made ditch has been constructed along the south property boundary (southwest corner) that drains to the west. A constructed farm road exists north, south, and west within Area B.

3.2.3 Area C

Area C is located east within the Assessment Area. It has been cleared of treed vegetation and has piles of woody material within. It is dominated by grasses and herbs and is separated from Area B by a barbed-wire livestock fence. A detailed investigation was not completed during the field assessment due to a lack of accessibility, however, conditions are comparable to that of Area B based on visual observations.

MADRONE environmental services ltd	**PROJECT:** Land Capability Assessment & Fill Placement Plan – 4262 224th Street, Langley, BC		**LOCATION:** Langley, BC	**CLIENT:** Navjot Uppal	**DOSSIER:** 24.0136
	ASSESSED BY: Austin Lymburner, B.Sc., R.P.Bio., A.T.Ag. Susan Van der Ende, B.Sc., B.Tech., P.Ag.	**FIELD VISIT:** March 22, 2024	**MAP SCALE:** 1:2,250	**MAPPING DATE:** October 17, 2024	**DRAWN BY:** Richard Tomkinson



3.3 Climate Capability and Soil Moisture Balance

Site-specific climatic capability for agriculture was determined using field observations from four (4) example test pits which were similar and assumed to be representative of the climatic influence on soils distributed throughout the Assessment Area. Soil texture from detailed soil pits, estimates for coarse fragment content, and soil moisture class were used in conjunction with regional climate data to calculate the available water storage capacity (AWSC) and soil moisture deficit (SMD) values for the upper 50 cm of each of these soil profiles. The results were used to determine site-specific climatic and soil capability ratings for agriculture which have been summarized in **Table 6**. A description of the agricultural/climatic capability classifications are found in *Appendix B*.

TABLE 6. SOIL MOISTURE BALANCE AND CLIMATIC CAPABILITY RATINGS (UPPER 50 CM).

SOIL MOISTURE BALANCE									CLIMATE CAPABILITY RATING	
Site and Soil Horizon	Total Depth	Matrix Texture	Matrix AWSC[1]	Matrix Fraction[2]	CF Adjusted AWSC[3]	Interval AWSC[4]	Climate Moisture Deficit[5]	Soil Moisture Balance[6]	Unimproved Moisture Balance Class[7]	Improved Moisture Balance Class[7]
SP1	cm	FIELD	mm/cm	FIELD	mm/cm	mm	mm	mm		
Ap	30	Loam	1.7	0.98	1.67	50.1				
Bg	20	Sandy loam	1.2	1.0	1.2	24.0				
						74.1	-98	-23.9	1	1
SP2										
Ap	25	Loam	1.7	0.98	1.67	41.8				
Bg	25	Silty clay	2.0	1.0	2.0	50.0				
						91.8	-98	-6.2	1	1
SP3										
Ap	25	Loam	1.7	0.98	1.67	41.8				
Bg	25	Silty clay	2.0	1.0	2.0	50.0				
						91.8	-98	-6.2	1	1
SP4										
Ap	35	Loamy sand	1.0	0.80	0.80	28.0				
Bg	15	Silty clay loam	2.0	1.0	2.0	30.0				
						58.0	-98	-40	2A	1

CF = Coarse Fragments > 2.0 mm diameter

1. Based on MOE Manual 1 Land Capability Classification for Agriculture in British Columbia, Section 9.4, pp. 46
2. Based on Field Estimation of Coarse Frags (%) (100%-Estimated% = Amount capable of storing H20)
3. AWSC of fraction <2.0 mm = Matrix AWSC x Matrix Fraction
4. AWSC of horizon/interval = Depth x Adjusted AWSC
5. Based on Climate Capability Classification for Agriculture in British Columbia; Abbotsford Airport data.[16] (P-PE) (similar proximity and elevation)
6. Upper 50 cm soil texture-based AWSC (Climate Moisture Balance) + (Interval AWSC) = Deficit (negative) or Surplus (positive)
7. Based on Land Capability Classification for Agriculture, MOE Manual 1, pp. 15

[16] Ministry of Environment (1981). Climate Capability Classification for Agriculture in British Columbia. Table 2. Retrieved October 23, 2024 from https://www.alc.gov.bc.ca/assets/alc/assets/library/agricultural-capability/climatic_capability_for_agriculture_in_bc_1981.pdf

3.4 Soil Characteristics

According to provincial mapping, a combination of Albion and Nicholson soils comprise the Assessment Area. Soil classification based on the field test pits (*Appendix A*) indicate that the field-verified soils conform to the description of the Albion soil series across the entire Assessment Area. Nicholson soils may occur within the Assessment Area but are likely mixed within the Albion soils if they exist. Regardless, agricultural capability of Albion and Nicholson soils is comparable.

3.4.1 Albion Soils

Soils of the Albion soil series are slightly depressional to very gently sloping or undulating with slopes between 1 and 5%.[17]. They usually occupy lower topographic positions compared to Nicholson soils and typically lie at elevations between 50 and 100 masl. This soil has developed from moderately fine to fine-textured glaciomarine deposits. The surface layer consists of silt loam to silty clay loam, which is dark gray to very dark gray and friable. This horizon is underlain by about 40 cm of dark gray, strongly structured, sticky clay soil containing many yellow or brownish mottles. This transitions at about 110 cm to unweathered, gray, claylike, massive soil parent material.

This soil is moderately poorly drained to poorly drained and has a high water holding capacity, slow surface runoff, and is subject to runoff and seepage from elevated areas. The water table is typically above the clay subsoils during the wet season. According to BC soils mapping, Albion soils are classified as Humic Luvic Gleysols.

Albion soils occur in close association with Nicholson soils, which are also mapped in the Assessment Area. Nicholson soils differ from Albion soils by being more well drained, reddish-brown in colour, and occur in topographically higher landscape positions.

3.5 Revised Land Capability for Agriculture

The revised LCA for the Assessment Area was determined by information collected from all four (4) test pits (SP1 to SP4; refer to *Appendix A* for full soil pit descriptions), assessment of local landforms, drainage, and vegetation. Descriptions of all LCA agricultural classes and limitations are defined in the provincially developed guide *Land Capability Classification for Agriculture in BC*.[18]. These classification and limitation definitions have been compared to field data collected on-site to assign ratings.

Albion soils were found to occur throughout the Assessment Area: the soil pits have generally gray to dark gray subsoils evident of Albion soils. The soils are poorly drained, rather than moderately well drained soils which are more typical of Nicholson soils.

While Area A contains native Albion subsoils comparable to those observed in Areas B and C, the surface layer is non-native and has an additional stoniness (P) limitation that negatively impacts agricultural capability.

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[17] British Columbia Ministry of Environment. (1981). *Soils of the Langley – Vancouver Map Area Volume 3 – MOE RAB Bulletin 18*. Retrieved October 15, 2024, from https://www.env.gov.bc.ca/esd/distdata/ecosystems/Soils_Reports/BC15/bc15-v3_report.pdf.

[18] BC Ministry of Environment and Ministry of Agriculture and Food (1983). Land Capability Classification for Agriculture in British Columbia MOE Manual 1. https://www.alc.gov.bc.ca/assets/alc/assets/about-the-alc/alr-and-maps/agricultural-land/land_capability_classification_for_agriculture_in_bc.pdf.

Similarly, the surface layer in Area B has been disturbed by anthropogenic activities, predominately through its historical use as a grazing pasture and via machine plowing. Although a soil pit was not dug in Area C, it is expected that surface and subsoils are native due to the recent existence of a terrestrial forest.

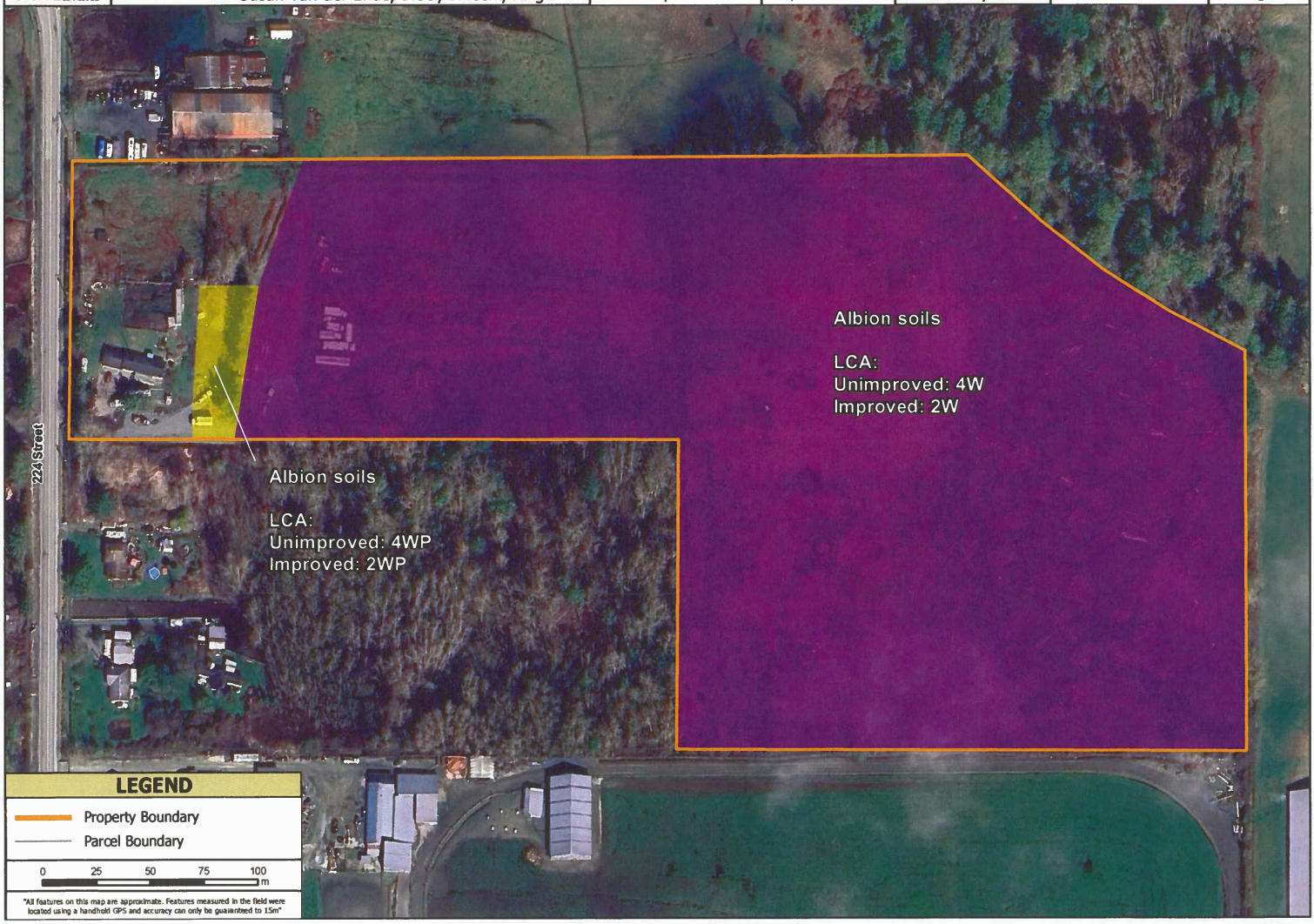
In total, ***two LCA polygons have been delineated for the Assessment Area*** which has been assigned unimproved and improved LCA ratings (**Table 7**). With regards to agricultural capability, the revised LCA polygon conforms to what has been previously mapped in the area by the province (See **Figure 5**). ***Based on our observations and conclusions pertaining to the soil and LCA ratings determined for the Property, excess water (W), undesirable soil structure (D), and stoniness (P) limitations exist in the Assessment Area.***

TABLE 7: OBSERVED SOIL CHARACTERISTICS AND REVISED LCA RATINGS BASED ON FIELD ASSESSMENT.

Soil polygon (~ha/% of total Assessment Area)	Predominant soil association	Soil classification (subgroup)	Texture and coarse fragment content* in upper 25 cm	Distinguishing characteristics and drainage	Unimproved LCA rating**	Best improved LCA rating
Polygon 1 9.02 ha; 98%	Albion	Humic Luvic Gleysol	Loam; 2%, rounded	Poorly drained, gray subsurface soils	**4W**	**2W**
Polygon 2 0.17 ha; 2%	Albion	Humic Luvic Gleysol	Loamy sand; 20%	High coarse fragment content; sandy	**4WP**	**2WP**
Total area of the Assessment Area: 9.19 ha; 100%						

* Coarse fragment content, as defined by the for the purpose of the BC Ministry of the Environment for LCA assessments, include coarse gravels, cobbles, and stones
** When reporting LCA ratings, the syntax only includes **the most severe limitation** reported which is **bolded** in this table for the purposes of the report.
Source: https://www.alc.gov.bc.ca/assets/alc/assets/library/agriculturalcapability/land_capability_classification_for_agriculture_in_bc_1983.pdf

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3.5.1 Excess Water (W)

The revised polygons contain Class 4 excess water (W) limitations (unimproved) across the Assessment Area. This limitation is defined based on the proportion of time during the growing season that the water table rises to the level of the rooting zone, thereby restricting crop growth. Class 4 lands have limitations that require special management practices or severely restrict the range of suitable crops, or both. Class 4W land is described as having frequent or continuous occurrence of excess water during the growing season causing moderate crop damage and occasional crop loss. Water control, such as ditching or subsurface drainage tile should generally improve this limitation by one class to a Class 3W. However, the ditches north and south of the Assessment Area have little freeboard/depth available to adequately receive this water. The ditch located west wasn't assessed as it was communicated to us that it is maintained by the Township. These ditches were communicated by Mr. Uppal to Madrone to be insufficient at draining water from the Assessment Area. Therefore, it is unlikely that installing drain tiles in the field will significantly improve the excess water limitation because the water has nowhere to flow into. Pumping water out of the ditches would improve this limitation, but that process may not be feasible based on the cost of pumping, size of the Assessment Area and location of the ditches.

Soil importation should greatly improve the excess water limitation by raising the crop rooting layer relative to the water table and improving the existing water limitation by one class. Further information on soil importation is discussed below.

3.5.2 Soil Moisture Deficiency (A)

Based on the calculated AWSC and SMD values for the upper 50 cm of soils in the Assessment Area, a Class 2 soil moisture deficiency (A) exists in Area A, while Area B is rated as a Class 1. Based on the assumption that Area C has native soils comparable to Area B, it is inferred that Area C also has Class 1 lands. The Class 2A limitation exists in Area A due to the higher sand and coarse fragment content in the non-native surface soils, decreasing the water holding capacity. Soil moisture deficiency limitations are primarily due the increasing trend in inconsistent precipitation causing drought during the growing season. This limitation is expected to be alleviated through irrigation to increase soil moisture.

3.5.3 Undesirable Soil Structure/Low Perviousness (D)

A Class 3 undesirable soil structure/low perviousness (D) exists in the soils throughout the Assessment Area. Silty clay loam and silty clay subsoils found within the Assessment Area contribute to slower permeability and restrict the rooting layer within 25 to 50 cm of the soil surface. As previously mentioned, lands with Class 3D limitations generally contain low-permeable soils based on soil structure, have insufficient aeration that absorb and distribute water slowly, and therefore require special management techniques to amend soil structure prior to seeding. The excess water may also decrease permeability and aeration of the soils. Deep plowing and tilling should alleviate this limitation by removing the horizons of low permeable soils and increase the aeration of the soil. However, surface soils are not responsible for the limitation; subsoils with a high clay content are the issue. As such, importation of suitable soils should further alleviate this limitation by adding appropriate subsoils and creating more separation between the excess water and crop roots.

3.5.4 Stoniness (P)

A Class 4 stoniness (P) limitation exists within Polygon 2 (Area A) due to the high coarse fragment content found in the soils (~20%). Surface soils within Area A are non-native and severely impact agricultural capability. The high coarse fragment content occupies potential rooting space for crops and restricts nutrient uptake. The stoniness limitation is improvable through mechanical stone picking or machine sifting to remove the coarse fragments. Generally, this limitation can be maximally improved by 2 classes (Class 2P), however, this depends on the method used and therefore, may only be able to be improved by 1 class (Class 3P).

3.5.5 Limitation Summary

Polygon 1 covers an area of 9.02 ha or 98% of the Assessment Area and is located within Areas B and C. ***Based on field observations, the best improved rating for Polygon 1 is Class 2W if additional soil is imported/placed onto the land and it has appropriate drainage***. Note that provincial mapping of agricultural capability rated the Assessment Area with an undesirable soil structure (D) limitation. This limitation is considered to be improvable to a Class 1 (no limitation) if soil is imported into the Polygon to raise the rooting depth above the clay-rich soils that are the source of this limitation. Importing 50 cm of appropriate textured soil (sandy loam, loam, or silt loam) will ensure that a root restricting layer does not occur with 75 cm of the soil surface, equivalent to Class 1[19].

Polygon 2 covers an area of 0.17 ha or 2% of the Assessment Area and is located within Area A. ***Based on field observations, the best improved rating for Polygon 2 is Class 2WP if soil is imported onto the land and it has appropriate drainage***. Soil importation should greatly improve the excess water limitation by raising the crop rooting layer relative to the water table, while also addressing the stoniness limitation if stone picking is done and additional stone-free soils are imported.

Polygons 1 and 2 have multiple limitations, the most limiting being excess water (W).

4 Discussion

4.1 Recommendations to Improve Land Capability

4.1.1 Drainage Management

The goal of this section is to provide guidance on options to improve drainage on the Property and in turn, improve the land capability from the present 4W to a 2W classification. Drainage is typically applied to soils with clay horizons, such as those present on the Property, as without drainage these soils may become waterlogged and remain waterlogged for a longer period of time. However, drainage infrastructure only works if the excess water has somewhere to flow towards. The surrounding watercourses/ditches need to have a certain amount of freeboard/depth to allow them to receive excess water. The ditches surrounding the Property have historically not been sufficient at providing adequate drainage for the Assessment Area.

[19] BC Ministry of Environment and Ministry of Agriculture and Food (1983). Land Capability Classification for Agriculture in British Columbia MOE Manual 1. Retrieved October 30, 2024 from https://www.alc.gov.bc.ca/assets/alc/assets/about-the-alc/alr-and-maps/agricultural-land/land_capability_classification_for_agriculture_in_bc.pdf.

Installing drain tiles and dredging these ditches, and/or digging them deeper, may increase the freeboard/depth needed to improve drainage in the Assessment Area.

The objectives of drainage management or installing drainage infrastructure typically include:

- rapid removal of excess water in the soil
- reduce waterlogging of soils
- return soils to their natural field capacity.

Installing drainage systems can be expensive but the benefits to plant performance are considerable including[20]:

- improved crop yields due to more rapid warming of soils,
- improved water percolation through the soil and to the roots of crops,
- better access to soil oxygen and nutrients.

Better drainage can result in

- improved trafficability (improved access to land)
- longer growing season
- earlier tilling and seeding/planting of crops
- better fuel efficiency via increased traction, and reduced wear and tear on machines
- improved soil structure which contributes to improved water infiltration and reduced soil erosion

4.1.2 Drainage Maintenance

The northern and southern ditches within the Assessment Area may require regular maintenance (depending on the time of year) to ensure they are functioning appropriately to remove water from the soils assuming there is enough freeboard to receive excess water. This may involve dredging and/or digging deeper to increase the available freeboard for water movement. The western ditch, parallel to 224th Street, is understood to be maintained by the Township.

4.1.3 Drain Tiles

Installing field drainage (drain tiles) to reduce the amount of water being held in the soils and to increase the availability of stormwater storage within the soil could improve drainage in the Assessment Area, provided that the receiving ditches have appropriate capacity. During a rainfall event, the water should percolate down through the soil into the drains, reducing the risk of standing water and saturated soil conditions in the fields as well as flooding and soil erosion. However, without enough freeboard in the surrounding ditches to receive the excess water, this is unlikely to significantly improve conditions.

[20] Field Drainage Guide (2024) Agriculture and Horticulture Development Board. Retrieved June 11, 2024. https://projectblue.blob.core.windows.net/media/Default/Imported%20Publication%20Docs/AHDB/GREATsoils/Field%20drainage%20guide%20(2024).pdf

4.1.4 Tillage

Drainage can further be improved by reducing any compaction of the soils through tilling, or by using a subsoiler plow that should allow more water and air to move down though the soil by increasing the pore space in the soils. Compacted soils may have poor structure over time, possibly forming into large dense blocks that offer poor penetration of water, air and roots. Compacted soils can be created by the weight of machinery, but can be minimized by using low pressure tires, minimum tillage, and controlling machine use. Another solution to address compacted soil is subsoil/topsoil loosening, referred to as subsoiling. Sub-soiling can help restore soil structure and improve soil permeability. However, the soil needs to be dry or friable for sub-soiling to be effective and this is likely not the case with the presence of excess water in the Assessment Area during planting season.

4.1.5 Topsoil/Fill

Raising the elevation of the Assessment Area should eliminate the excess water impacts to future cultivation in Areas B and C. This can be done by obtaining authorizations to import fill from the Township and the ALC. The fill can be applied selectively to raise the land and increase the rooting depth to create an even elevation across the Assessment Area.

An equestrian riding ring is proposed to be constructed in Area A of the Assessment Area, rather than using this land for cultivation. As such, it is recommended that a suitable, sandy texture soil be imported to create a suitable surface for equestrian use.

The topsoil within Areas B and C are high-quality and of a suitable texture (loam) for reasonable cultivation and should be conserved during soil importation activities. These soils should be stripped, stockpiled, and overlayed on imported subsoils. The imported subsoils for Areas B and C should be a loam, silty loam, or sandy loam that is free from construction debris, foreign material, contaminants, and contains less than 5% coarse fragments.

4.2 Soil Importation to Improve Agricultural Capability

Based on the field assessment and proposed land uses by the Client, the proposed fill placement area was delineated as the entire Assessment Area overlying Albion soils. It is the professional opinion of Madrone that the importation of soil to increase the rooting depth to a target of 50 cm across 9.19 ha (91,900 m^2) in the Assessment Area would improve the excess water (W) limitation by increasing the height of the soil above the maximum height of the water table (as per best practices in *ALC Policy L-23 Placement of Fill for Soil Bound Agricultural Activities*[21]). Increasing the soil depth by 50 cm will allow for deeper rooting, perennial crops to be grown and increase the operability of the land. As previously mentioned, the proposed importation of soil for Area A will be used to construct an equestrian riding ring, while the proposed soils for Areas B and C will be used for cultivation.

[21] Agricultural Land Commission Act. (2019). *Placement of Fill for Soil Bound Agricultural Activities*. Retrieved October 16, 2024 from https://www.alc.gov.bc.ca/assets/alc/assets/legislation-and-regulation/policies/alc_-_policy_l-23_-_placement_of_fill_for_soil_bound_agricultural_activities.pdf.

It is the professional opinion of Madrone that soil importation onto the Assessment Area should result in the following:

1. Facilitate the development of an equestrian riding ring (Area A) and farming area (Areas B and C) with the best improved LCA of Class 2W (water level is rarely, if ever, at the surface and excess water is within the upper 50 cm for only 2 weeks during the year);
2. Broaden options for agricultural activities for the Client including the production of garlic, strawberries, blueberries and grapes which would typically be unsuited for growth in the poorly drained native soils and naturally high seasonal water table;
3. Improve trafficability of farm machinery, including machinery used to seed and harvest crops during the months of high precipitation.

4.3 Quality and Source of Imported Soil

The land capability of the Assessment Area will be influenced by the characteristics of any imported and deposited soil. Since the proposed imported soil is intended to mitigate the excess water and improve the overall agricultural capability of the Assessment Area, imported soil should contain less than 5% coarse fragments (>2.5 cm diameter) and stones should occupy no more than 1% of the sieved soil by volume. The texture of the imported soil for Area A should be sandy, while textures for Areas B and C should be a loam, silty loam, or sandy loam. This texture and coarse fragment content should ensure the area does not exceed an LCA class of 2P (stoniness).

Contaminated soil, or soil that is suspected to be contaminated based on exceedance thresholds for agricultural lands under Contaminated Sites Regulation (CSR)[22], must not be used. Imported material to the Assessment Area should be free of foreign material and uncontaminated. Foreign material includes but is not limited to construction debris, concrete, asphalt, rubber and/or lumber. Reviewing existing environmental reports (Phase 1 or 2 Environmental Site Assessments) concerning potential contamination at the source site can aid in selecting the best soil source locations. The supplier of any imported material should certify that the source soil is free from contaminants.

[22] Province of British Columbia (2021). Environmental Management Act CONTAMINATED SITES REGULATION [Last amended March 1, 2023 by B.C. Reg. 179/2021]. Retrieved October 15, 2024 from https://www.bclaws.gov.bc.ca/civix/document/id/complete/statreg/375_96_00.

4.4 Fill Placement and Drainage

Soil importation should increase the water storage capacity of the Assessment Area. While existing drainage ditches exist onsite, it is recommended that further investigations are conducted to assess their effectiveness and capacity to drain excess water away from the Assessment Area.

Best management practices (BMPs) related to fill placement and drainage are as follows:

- **No works should occur below top of bank on any watercourses without authorizations through the *Water Sustainability Act*.**
- Prior to soil being imported, existing topsoil within Areas B and C should be stripped to a depth of 30 cm and retained on-site.
- Stripped topsoil should then be stockpiled in a safe location at least 10 m away from watercourses. The stockpiles should be no more than 5 m high, with 3:1 (horizontal to vertical) side slopes. They should be constructed such that water cannot accumulate on the surface (i.e. a cone).
- The surface of the stockpile(s) should be seeded with a suitable mixture of grass and/or grass/legumes (if left for six months or more) OR an erosion blanket or tarp should be placed over the stored topsoil for the duration of the deposit activities. Stripping and stockpiling of topsoil can proceed in stages in different areas over time, as judged by the owner or contractor.
- To ensure topsoil does not become compacted, it should be handled only with moisture contents equivalent to field capacity (the moisture content of a soil after free water drainage has ceased) or less.
- Madrone understands that the non-native soils in Area A will be stripped and moved to build/maintain the existing farm roads east on the Property. It is recommended that this occur prior to soil importation works to ensure stony, non-native soils are not accidently mixed with imported, quality soils. Area A should be backfilled with an appropriate sandy material for the proposed equestrian riding ring.
- At the source property: soil with excessive coarse fragments should be identified at the source property and separated from non-stony soils. Only non-stony soils should be delivered to the Assessment Area. Total course fragment material (2.5 cm diameter or larger) should not exceed 5% and stones should not occupy >1% of the sieved soil. ***The source of any fill must be confirmed to be contaminant-free and should be assessed by a Professional Agrologist.***
- Only clean soil (i.e., with no contaminants, foreign material, or stones) should be delivered to the Assessment Area, per the *Agricultural Land Commission Bylaw No 2*.
- The proposed fill areas will be accessed via 224th Street, which is capable of handling truck traffic and are well connected to appropriate transportation routes. Minor, residential roads should not be used; this should be communicated to all drivers prior to arriving on the Assessment Area with soil loads. Currently, the access is paved until you get onto the Property. Access into the Assessment Area is facilitated by a gravel road that extends east into the Property.
- **At the receiving Assessment Area entrance:** All fill that contains excessive coarse fragments (based on visual inspection) should be identified upon entry and dumped separately from the fill, for removal or processing later. If stony soils are suspected in a load, this must be communicated to the project supervisor.

- **At the dumping Assessment Area:** As fill is being dumped it must be inspected for stoniness, relative to the above standards. If the soil does not meet the standards, it must be removed from the fill and stockpiled separately for removal or screening on-site.
- All separated stockpiles of stony material must be inspected, and the decision to remove or process (screen) should be made by the project supervisor.
- All cobbles and stones greater than 7.5 cm (3-inch diameter) should be removed using the specially designed rake or screen. After processing, the cobbles and stones should occupy less than 5% of the volume of soil (fragments less than 7.5 cm cannot be removed by the rake).
- Coarse fragments between 2.5 to 7.5 cm (1 to 3 inches) should occupy less than 5% of the soil volume after removal of cobbles and stones. The imported fill for Areas B and C should only be used as a subsoil and should not be placed within 30 cm of the final grade of the fill.
- The final contour should be slightly concave and facilitate drainage down the slope into perimeter ditches.
- Fill should not be deposited outside of the Assessment Area; rather, soil should be tapered towards property boundaries and watercourses at a 3:1 slope.
- The surface of the fill should be tilled or otherwise worked before adding the topsoil back. This is to break up any compaction from heavy traffic, to enable root penetration and optimize drainage as to not create a root-restricting layer.
- Any imported stockpiles should be no more than 3 m high, with 5:1 (horizontal to vertical, or 20%) side slopes. They should be constructed such that water cannot accumulate on the surface (i.e., cone). Temporary polyethylene sheeting should be used for imported soil stockpiles. Covering the material should prevent it from being displaced by rain drops and/or surface flowing water. This is a short-term erosion control BMP and would be used in cases where stockpiles of material are to be moved.
- No instream works should be necessary. Construction activities should be undertaken during dry conditions to minimize soil erosion, compaction, and increase equipment operability.
- Once fill is placed, the stripped topsoil should be evenly spread on the surface of the fill and tilled into a depth of at least 30 cm.

4.5 Monitoring and Reporting

BMPs and considerations related to monitoring and reporting are as follows:

- The source of this fill must be confirmed to be contaminant-free and should be assessed by an Agrologist.
- The client should engage a Qualified Professional (QP)[23] with expertise in soils to perform regular inspections of operational progress (timing should be dependant on what is required by the Township and/or ALC), who should submit a short report that focuses attention to any problems or shortcomings in the operation. These should be corrected within 30 days or when operationally feasible.
- Once fill is placed and prior to placing topsoil, it should be inspected to ensure contouring, and drainage will support agricultural use.
- Upon satisfactory completion of the operation, a QP should provide a final inspection, that includes the collection of representative soil samples for lab analysis, photos, topsoil depths, slopes, drainage, and revegetation efforts. In the final report, the QP should assess the new agricultural capability to confirm that agricultural capability has improved.

4.6 Erosion and Sediment Control Plan

An Erosion and Sediment Control (ESC) Plan should be implemented prior to any soil importation to prevent the possible discharge of sediment-laden water to watercourses. ESC Plans are intended to be a dynamic working document and meant to be reviewed and if necessary, amended on a regular basis (including during regular monitoring of imported soils). Filling activities have the potential of creating areas that are prone to erosion and subsequent sediment transportation.

The following BMPs should be implemented prior to the commencement of topsoil stripping and soil filling:

- Install sediment fences property-side of any watercourses (northern, southern, and western ditches). The fencing must be installed by backfilling the material with soil and attaching it firmly to stakes located on the downslope side of the fabric. ***Fences should be inspected regularly to check for damage and to remove built up sediment (as necessary).***

The following BMPs should be implemented during topsoil stripping and soil filling:

- If dust is an issue, use water spray bars to emit a mist or reduce activities that would result in dust generation during extended periods of drought/limited precipitation.
- Stop land stripping and filling activities during significant rainfall events, which is defined here as an excess of 25 mm of rain in 24 hours.

[23] Qualified Professional (QP) is an applied scientist or technologist who is registered and in good standing with an appropriate B.C. professional association (e.g., BC Institute of Agrologists or Engineers and Geoscientists of BC)

5 Application and Permitting Process

Based on the proposed volume of soil importation, it is Madrone's suggestion that the Client pursue a Notice of Intent (NOI) application with the ALC[24]. For an NOI application, Madrone recommends that the Client submit this LCA and FPP report to provide rationale for soil importation on the Assessment Area. The following documents are typically also required for an NOI review:

- Site Plan; and
- Cross-sectional details

Figures in Madrone's LCA/FPP report may fulfil the Site Plan requirement by the ALC for an NOI application, however cross-sectional details will need to be informed by a site survey, completed by a qualified land surveyor registered with the Association of BC Land Surveyors.

Should an NOI be approved, the Township, as per *Township of Langley Soil Deposit and Removal Bylaw 2013 No. 4975*[25], may require the submission of the following:

1. A survey plan of the Property, prepared by a surveyor;
2. A report from a Professional Engineer describing potential impacts to hydrology, structures, and other factors;
3. The location of the Property from which soil or other material is to be removed from, in the case of soil or other material deposition;
4. Certification that the soil or other material to be deposited meets any and all criteria established by the Township for the intended land use;
5. A description of the haul route and schedule for trucking of soil or other material;
6. A plan describing maintenance requirements and inspection reports by the Applicant's consultant of any temporary works to prevent the deposit of soil or other material onto adjacent properties or into nearby watercourses;
7. An environmental assessment and independent monitoring of the operation;
8. A traffic and road impact assessment;
9. A plan showing sediment control works to be implemented to control the run-off of sediment laden water into nearby watercourses; and
10. Such other information as required by the Township to consider the application for a Permit pursuant to this Bylaw, in a form and substance acceptable to the Township.

[24] Agricultural Land Commission *Section 20.3(3) Soil and Fill Notice of Intent*. Retrieved October 16, 2024, from https://www.alc.gov.bc.ca/application-and-notice-process/soil-and-fill-notice-of-intent/.

[25] Township of Langley (2013), *Township of Langley Soil Deposit and Removal Bylaw 2013 No. 4975*. Retrieved October 16, 2024, from https://www.tol.ca/en/services/resources/bylaw-services/bylaws/Popular-Bylaws/Soil-Deposit-and-Removal-Bylaw-(No.-4975).pdf

Based on Madrone's experience, once all application requirements have been met, full approval for soil importation authorized by the Township and ALC is typically 1 to 2 years, however, it can be longer based on a variety of factors including capacity for regulatory approval and potential requests for additional information by decision-makers.

If there are any questions about the statements and/or recommendations contained in this report, please contact the undersigned authors.

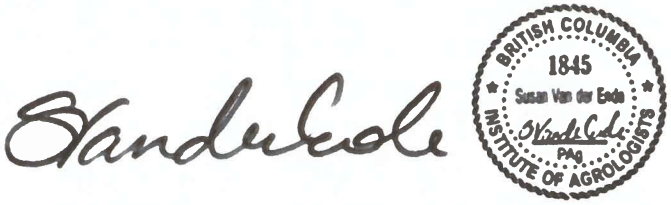
Sincerely,

MADRONE ENVIRONMENTAL SERVICES LTD.

Prepared by:



Austin Lymburner, B.Sc., R.P.Bio., A.T.Ag.



Susan Van der Ende, B.Sc., B.Tech., P.Ag.

APPENDIX A

SOIL PROFILE DESCRIPTIONS

Soil Pit 1. Humic Luvic Gleysol

Horizon	Depth (cm)	Description
Ap	0 to 30	Dark brown (7.5YR 3/2); loam; granular structure; friable; dry: loose consistence; moist: soft consistence; 2% coarse fragment content, rounded, <5 mm; moderately drained; no mottling; common fine roots; high organic matter; gradual smooth boundary
Bg	30 to 100	Brown (10YR 5/3); sandy loam; subangular blocky structure; no coarse fragments; imperfectly drained; many large distinct red/orange mottles; few fine roots; gradual smooth boundary
Cg	100 to 115+	Grayish brown (10YR 5/2); silty clay loam; firm massive structure; wet: sticky consistence; no coarse fragments; poorly drained; few diffuse orange mottles; no roots
Notes: Northwest in Area B.		



Soil Pit 2. Humic Luvic Gleysol

Horizon	Depth (cm)	Description
Ap	0 to 25	Dark brown (7.5YR 3/2); loam; granular structure; friable; dry: loose consistence; moist: soft consistence; 2% coarse fragment content, rounded, <5 mm; moderately drained; no mottling; common fine roots; high organic matter; gradual smooth boundary
Bg1	25 to 45	Gray (2.5Y 5/1); silty clay; firm, blocky structure; wet: sticky consistence; no coarse fragment content; poorly drained; many large distinct yellow/orange/red mottles; no roots
Bg2	45 to 95	Brown (10 YR 4/3); Clay loam; very firm, blocky structure; wet: sticky consistence; no coarse fragment content; poorly drained; many large distinct yellow/orange/red mottles; no roots
Cg	95 – 110+	Grayish brown (10YR 5/2); silty clay loam; firm massive structure; wet: sticky consistence; no coarse fragments; poorly drained; few diffuse orange mottles; no roots
Notes: Middle of Area B.		



Soil Pit 3. Humic Luvic Gleysol

Horizon	Depth (cm)	Description
Ap	0 to 30	Dark brown (7.5YR 3/2); loam; granular structure; friable; dry: loose consistence; moist: soft consistence; 2% coarse fragment content, rounded, <5 mm; moderately drained; no mottling; common fine roots; high organic matter; gradual smooth boundary
Bg	30 to 80	Gray (2.5Y 5/1); silty clay; firm, blocky structure; wet: sticky consistence; no coarse fragment content; poorly drained; many large distinct yellow/orange/red mottles; no roots
Cg	80 to 115+	Grayish brown (10YR 5/2); silty clay loam; firm massive structure; wet: sticky consistence; no coarse fragments; poorly drained; few diffuse orange mottles; no roots
Notes: South within Area B.		



Soil Pit 4. Humic Luvic Gleysol

Horizon	Depth (cm)	Description
Ap	0 to 35	Non-native soil; loamy sand; weak, medium granular structure; 20% coarse fragments; no mottling; abrupt boundary
Bg	35 to 75+	Gray (2.5Y 5/1); silty clay loam; firm, blocky structure; wet: sticky consistence; no coarse fragment content; poorly drained; many large distinct yellow/orange/red mottles; no roots
Notes: Within Area A.		



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environmental services ltd.

APPENDIX B

LAND CAPABILITY FOR AGRICULTURE, SOIL ASSOCIATIONS, & SOIL TYPES

Land Capability for Agriculture Overview

The *Land Capability Classification for Agriculture in BC*[26] is a classification system that groups agricultural land into classes that reflect potential and limitations to agriculture. The classes are differentiated based on soil properties and climate conditions. The system considers the range of possible crops and the type and intensity of management practices required to maintain soil resources, but it does not consider suitability of land for specific crops, crop productivity, specific management inputs or the feasibility of implementing improvements. There are two land capability hierarchies, one for mineral soils and one for organic soils. Each hierarchy groups the land into seven classes that describe the range of suited crops and required management inputs. The organic soil class definitions are equivalent in relative capabilities and limitations for agricultural use to those defined for mineral soils.

The range of suited crops decreases from Class 1 to Class 7 and/or the management inputs increase from Class 1 to Class 7. For example, Class 1 lands can support the broadest range of crops with minimal management units. Lands in Classes 1 to 4 are considered capable of sustained agricultural production of common crops. Class 5 lands are considered good for perennial forage or specially adapted crops. Class 6 lands are good for grazing livestock and Class 7 lands are not considered capable of supporting agricultural production.

LCA Classes are subdivided into subclasses based on the degree and kind of limitation to agriculture. Subclasses indicate the type and intensity of management input required to maintain sustained agricultural production and specify the limitation. For example, lands rated Class 2W have an excess water limitation that can be improved by managing water on the site. There are fewer subclasses for organic soils than for mineral soils (see below).

Most lands are rated for unimproved and improved conditions. Unimproved ratings are calculated based on site conditions at the time of the assessments, without irrigation. Past improvements are assessed as part of the unimproved rating. Forested lands are assessed assuming they are cleared. Improved ratings are assigned assuming that existing limitations have been alleviated. Generally, improvement practices considered are drainage, irrigation, diking, stone removal, salinity alleviation, intensive fertilization and adding soil amendments.

[26] BC Ministry of Environment and Ministry of Agriculture and Food (1983). Land Capability Classification for Agriculture in British Columbia MOE Manual 1. Retrieved October 16, 2024, from https://www.alc.gov.bc.ca/assets/alc/assets/about-the-alc/alr-and-maps/agricultural-land/land_capability_classification_for_agriculture_in_bc.pdf.

LCA Subclasses

LCA Classes, except Class 1 which has no limitations, can be divided into subclasses depending upon the type and degree of limitation to agricultural use. There are twelve LCA subclasses to describe mineral soils and nine LCA subclasses to describe organic soils, as summarized below. Mineral soils contain less than 17% organic carbon; except for an organic surface layer.[27].

LCA Subclasses for Mineral Soils

LCA Subclass	Map Symbol	Description	Improvement
Soil moisture deficiency	A	Crops are adversely affected by drought either through insufficient precipitation or low water holding capacity of the soil.	Improvable through irrigation.
Adverse climate	C	Used on a subregional or local basis, from climate maps, to indicate thermal limitations including freezing, insufficient heat units and/or extreme winter temperatures.	N/A
Undesirable soil structure and/or low perviousness.	D	This subclass is used for soils difficult to till, requiring special management for seedbed preparation and soils with trafficability problems for common farm implements. Also included are soils which have insufficient aeration, absorb and distribute water slowly, or have the depth of rooting zone restricted by conditions other than wetness (high water table) or consolidated bedrock or permafrost.	Can be improved to varying degrees by amelioration of soil texture, deep ploughing or blading to break-up root restricting layers. Soil can also be amended with compost to improve structure.
Erosion	E	Includes soils on which past damage from erosion limits agricultural use of the land because of the loss in productivity and the difficulty in farming land with gullies.	N/A; usually a continuing limitation.
Fertility	F	Limited by lack of available nutrients, low cation exchange capacity or nutrient holding ability, high or low pH, high amount of carbonates, presence of toxic elements or high fixation of plant nutrients.	Constant and careful use of fertilizers and/or other soil amendments
Inundation	I	Includes soils where flooding damages crops or restricts agricultural use.	Diking
Salinity	N	Includes soils adversely affected by soluble salts that restrict crop growth or the range of crops.	Specific to site and soil conditions
Stoniness	P	Applies to soils with sufficient coarse fragments, 2.5 cm diameter or larger, to significantly hinder tillage, planting and/or harvesting.	Remove cobbles and stones
Depth to bedrock and rockiness	R	Used for soils in which bedrock near the surface restricts rooting depth and tillage and/or the presence of rock outcrops restricts agricultural use.	N/A
Topography	T	Applies to soils where topography limits agricultural use, by slope steepness and/or complexity.	N/A
Excess Water	W	Applies to soils for which excess free water limits agricultural use.	Ditching, tilling, draining
Permafrost	Z	Applies to soils that have a cryic (permanently frozen) layer.	N/A

[27] Agriculture and Agri-Food Canada (1998). Canadian System of Soil Classification. Retrieved October 16, 2024, from http://sis.agr.gc.ca/cansis/publications/manuals/1998-cssc-ed3/cssc3_manual.pdf.

LCA Subclasses for Organic Soils

LCA Subclass	Map Symbol	Description	Improvement
Wood in the profile	B	Layers of wood in the form of trunks, stumps, and branches occur in many organic soils; wood located within 50 cm of the surface can interfere with cultivation; buried wood may be well-decomposed or solid and large.	The amount of wood present is variable and difficult to remove or manage. Therefore the improved rating is equivalent to the unimproved rating
Climate	C	Used on a subregional or local basis, from climate maps, to indicate thermal limitations including freezing, insufficient heat units and/or extreme winter temperatures.	N/A
Depth of organic soil over bedrock and/or rockiness	H	The presence of bedrock near the surface restricts the depth of rooting and the feasibility of subsurface drainage, and / or the presence of rock outcrops restricts agricultural use.	Improvement of limitations due to bedrock near the surface and/or rockiness is not considered practical; therefore the improved rating is equivalent to the unimproved rating
Fertility	F	Limited by lack of available nutrients, low cation exchange capacity or nutrient holding ability, high or low pH, high amount of carbonates, presence of toxic elements or high fixation of plant nutrients.	Constant and careful use of fertilizers and/or other soil amendments
Inundation	I	Includes soils where flooding damages crops or restricts agricultural use.	Diking
Degree of decomposition - permeability	L	Degree of decomposition of the rooting zone probably of less importance to the overall capability than the lower part of the soil. The degree of decomposition of lower layers is important because of its effect on drainage, permeability, capillary rise of water and rate of subsidence.	Improvement of this limitation is not considered practical; therefore the improved rating is equivalent to the unimproved rating
Salinity	N	Includes soils adversely affected by soluble salts that restrict crop growth or the range of crops.	Specific to site and soil conditions
Excess Water	W	Applies to soils for which excess free water limits agricultural use (applicable to both mineral and organic soil).	Ditching, tilling, draining
Permafrost	Z	Applies to soils that have a cryic (permanently frozen) layer.	N/A

Soil Associations

Soils in British Columbia (where soil mapping has taken place) are grouped into distinct soil associations based on typical characteristics associated with particular pedogenic (soil-forming) factors. These associations are typically spatially limited to certain areas of the province. In this report, using the collected soil data, the main soil association for the Assessment Area has been identified from, *Soils of the Langley-Vancouver Map Area*[28], as follows:

[28] British Columbia Ministry of Environment. (1981). *Soils of the Langley – Vancouver Map Area Volume 3 – MOE RAB Bulletin 18*. Retrieved October 16, 2024, from https://www.env.gov.bc.ca/esd/distdata/ecosystems/Soils_Reports/BC15/bc15-v3_report.pdf

ALBION SOILS

Location and Extent: Albion soils occur mainly south and east of Murrayville and in the vicinities of Haney, Albion and Webster's Corner with small, scattered areas elsewhere. There are about 280 ha of pure map units while soil complexes dominated by Albion soils total 2190 ha. The complexes are mostly with Scat, Whatcom and Nicholson soils.

Topography and Elevation: The topography is slightly depressional to very gently sloping or undulating with slopes between 1 and 5 percent. In complexes with Whatcom or Nicholson soils, Albion soils usually occupy the lower topographic landscape positions. The elevational range of Albion soils is mainly between 50 and 100m above sea level.

Parent Material and Texture: Albion soils have developed from moderately fine to fine-textured glaciomarine deposits. In some locations up to 20 cm of silty, eolian material either overlies or is mixed into the surface of the glaciomarine sediments. Surface textures range from silt loam to silty clay loam while subsurface and subsoil textures vary from silty clay loam to clay.

Soil Moisture Characteristics: Albion soils are moderately poorly to poorly drained. They are slowly pervious and have high water holding capacity and slow surface runoff. They are subject to runoff accumulation and seepage from adjacent, higher areas and perched watertables above the clayey subsoil are usual during the wet parts of the year.

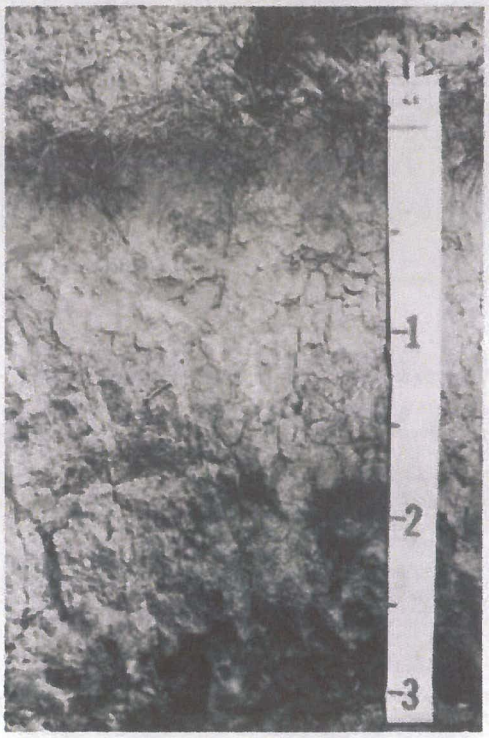


Plate 7 Albion soil profile (Humic Luvic Gleysol). These poorly drained soils have developed from clayey glaciomarine deposits. They have a prominent clay accumulation layer in the subsoil which, in the photo, begins at about 14 in. (35 cm) and extends to about 2.5 ft. (75 cm). A grayish, leached layer overlies it and starts at about 6 in. (15 cm). Scat soils are somewhat similar to Albion soils, however, the surface layer is usually deeper and darker coloured and the leached and clay accumulation layers are poorly defined.

(AB)

General Soil Description: Albion soils have a dark gray to very dark gray, friable, silty, surface layer, 10 to 25 cm thick, which overlies about 15 cm of gray, friable to firm, leached, silty material containing many reddish, brownish and yellowish mottles. Underlying this is about 40 cm of dark gray, strongly structured, sticky, clayey material containing common, yellowish or brownish mottles and enriched with clay eluviated from above. This layer gradually grades to unweathered, gray, clayey, massive, unweathered glaciomarine soil parent material at about 110 cm. Soil reaction varies from strongly or very strongly acid in the upper part to neutral in the subsoil. Soil classification is ***Humic Luvic Gleysol***.

Commonly Associated Soils: Whatcom, Nicholson and Scat soils usually occur in close association with Albion soils, either in soil complexes or adjacent map polygons. They differ from Albion soils in that Scat soils are more poorly drained and lack the clay accumulation layer in the subsurface. Whatcom and Nicholson soils are reddish-brown in colour, occupy topographically higher landscape positions and are well drained.

Vegetation: Most areas are cleared, cultivated and used mainly for forage and pasture. The remaining forested areas support western red cedar, western hemlock, red alder and some birch. Rooting is usually restricted below about 60 cm by dense, clayey subsoil layers.

General Land Use Comments: (1) Albion soils are moderately suited for agricultural crops, mainly for those that do not suffer excessively from prolonged wet conditions. Use could be improved through subsurface or surface drainage works to remove excess water. Power requirements for cultivation are relatively high due to the fine textures. (2) Albion soils are poorly suited for urban purposes because of poor drainage and the variable bearing capacity of the clayey material. Periodic high watertables and slow permeability severely limit operation of septic tank effluent disposal fields. (3) Limited plot data indicates that red alder produces relatively well on these soils, averaging about 9 to 11 m^3 of wood/ha/yr. Western red cedar appears to be the only conifer suited for growth on Albion soils.

NICHOLSON SOILS

Location and Extent: Nicholson soils occur throughout the uplands of the map area but are most common in Langley, Surrey and Matsqui Municipalities. About 640 ha of pure map units and 4820 ha of soil complexes dominated by Nicholson soils are mapped. The complexes are usually with Whatcom, Scat, Albion, Bose and Sunshine soils.

Topography and Elevation: The topography of Nicholson soils is mostly undulating to moderately rolling with slopes between 2 and 15 percent. Some steeply or very steeply sloping gullies and escarpments with slopes over 50 percent also occur. Nicholson soils are usually located on the tops and upper slopes of the ridges and knolls in the uneven landscape. Elevations range from 15 to 115 m above sea level.

Parent Material and Texture: Nicholson soils have developed from moderately fine and sometimes fine-textured, compact, glaciomarine deposits which contain a few pebbles and stones. In the eastern half of the map area, variable amounts of silty, eolian material, up to 25 cm thick, either overlies or is mixed into the surface of the glaciomarine deposits. Surface textures are usually silt loam, with some variation to loam or silty clay loam. Subsurface textures are silt loam or silty clay loam while the subsoil ranges from silty clay loam to silty clay or, occasionally, clay.

Soil Moisture Characteristics: Nicholson soils are generally moderately well drained although some imperfectly drained areas are also included. They are moderately pervious in the surface and subsurface layers but this decreases to slowly pervious in the compact subsoil. They have high soil moisture holding capacity and moderate to slow surface runoff, depending on steepness of the slopes. A temporary, perched watertable usually develops above the compact subsoil during periods of heavy rain and lateral seepage along the surface of the compact material occurs at this time.

General Soil Description: Nicholson soils, when cultivated, have a dark reddish brown, weakly structured, friable, silty surface about 15 cm thick. This is underlain by a yellowish-red to reddish-brown, friable, weakly structured zone about 20 cm thick that contains variable amounts of small, sherical, hard, reddish-brown concretions (these somtimes occur in the surface also). Under this, in turn, is a firm, subangular blocky, yellowish-brown to pale brown, silty, partially leached zone about 10 cm thick which contains few to common, reddish mottles. The leached zone grades to gray or dark grayish brown, clayey material about 50 cm thick that is very firm when moist, extremely hard when dry, cracks into coarse, prismatic peds, and contains numerous clay flows on ped surfaces. This clay enriched zone grades to dark grayish brown or brown, compact, clayey, unweathered glaciomarine sediments below about 100 cm. The unweathered material fractures conchoidally and has black castings on fracture faces. Soil reaction gradually increases from very strongly acid in the surface to slightly acid or neutral below about 100 cm. The unweathered material fractures conchoidally and has black coatings on fracture faces. Soil reaction gradually increases from very strongly acid in the surface to slightly acid or neutral below about 100 cm. Soil classification is mainly ***Podzolic Gray Luvisol*** although some Orthic Humo-Ferric Podzol areas are also included where the clay enrichment in the subsoil is not sufficient to meet the criteria of Luvisolic soils.

Commonly Associated Soils: Whatcom, Scat, Albion, Sunshine and Bose soils are usually closely associated with Nicholson soils, either as components of soil complexes or occupying adjacent map polygons. Whatcom soils are similar to Nicholson soils except that the clay enriched subsoil layer occurs at greater depth. Scat and Albion soils both differ from Nicholson soils by being poorly drained; they also have black surfaces. Sunshine and Bose soils differ by respectively having sandy and gravelly surface and subsurface layers over clayey deposits similar to those of Nicholson soils.

Vegetation: Substantial areas of Nicholson soils are cleared and cultivated. The remaining, uncleared areas support a variable second-growth forest including coast Douglas-fir, western red cedar, red alder, vine maple, cascara and some western hemlock. The understory contains a variety of species including thimbleberry, salmonberry, bracken, blackberry, and moss. Rooting is mainly restricted to the upper 50 to 60 cm by the dense, compact, clayey subsoil.

(N)

General Land Use Comments: (1) Except where severely limited by adverse topography, Nicholson soils are generally moderately to well suited for most agricultural crops. Annual crops usually do well although rooting restrictions due to the dense subsoil may sometimes be somewhat limiting. Perennial crops very susceptible to temporary, perched watertables will suffer during the winter months and artificial drainage may be beneficial for these crops. Land levelling which exposes the dense, clayey subsoil is discouraged. Not only will several years of intensive soil management such as substantial manuring and deep plowing be required to return the soil to its previous productivity, trafficability will also be reduced because of the clayey nature of the new surface soil. Nicholson soils are usually intimately intermingled with other soils which often makes them difficult to manage as discrete areas. (2) Nicholson soils are moderately to poorly suited for urban or similar uses. Soil bearing strengths are variable and excavation is difficult due to high clay contents. Sediment yield from runoff is high. Excavations are likely to contain water through parts of the year and septic tank disposal fields will function inefficiently due to the low soil permeability. (3) Trees grow well although rooting depth is somewhat restricted by the dense subsoil. Data from a limited number of plots indicates potential annual wood production by Douglas-fir to be between 9 and 12 m^3/ha. Wood-lots or similar uses should be considered in areas where adverse topography limits agricultural uses.

APPENDIX C

SITE PHOTOS



PHOTO 1: LOOKING EAST AT AREA A, NON-NATIVE SOILS, AND PROPOSED HORSE-RIDING RING AREA.



PHOTO 2: LOOKING EAST AT AREA B FROM WEST ON THE PROPERTY.



PHOTO 3: LOOKING SOUTHEAST AT AREA B FROM NORTH ON THE PROPERTY.



PHOTO 4: LOOKING WEST AT AREA B FROM SOUTH ON THE PROPERTY.



PHOTO 5: LOOKING EAST AT AREA C AND WOODY DEBRIS PILES FROM AREA B.



PHOTO 6: LOOKING EAST AT CHANNEL OF NORTHERN DRAINAGE DITCH, NORTH ON THE PROPERTY.

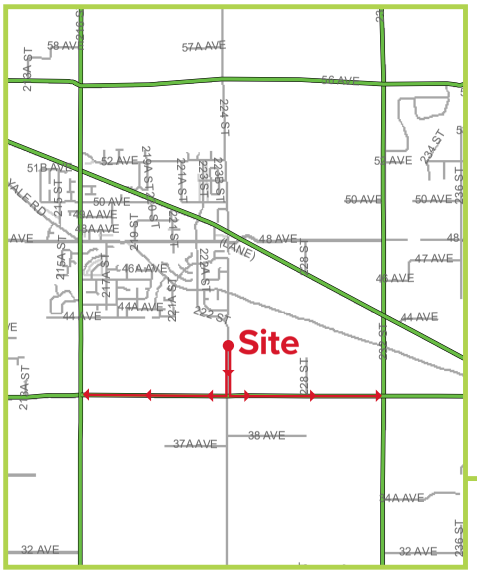


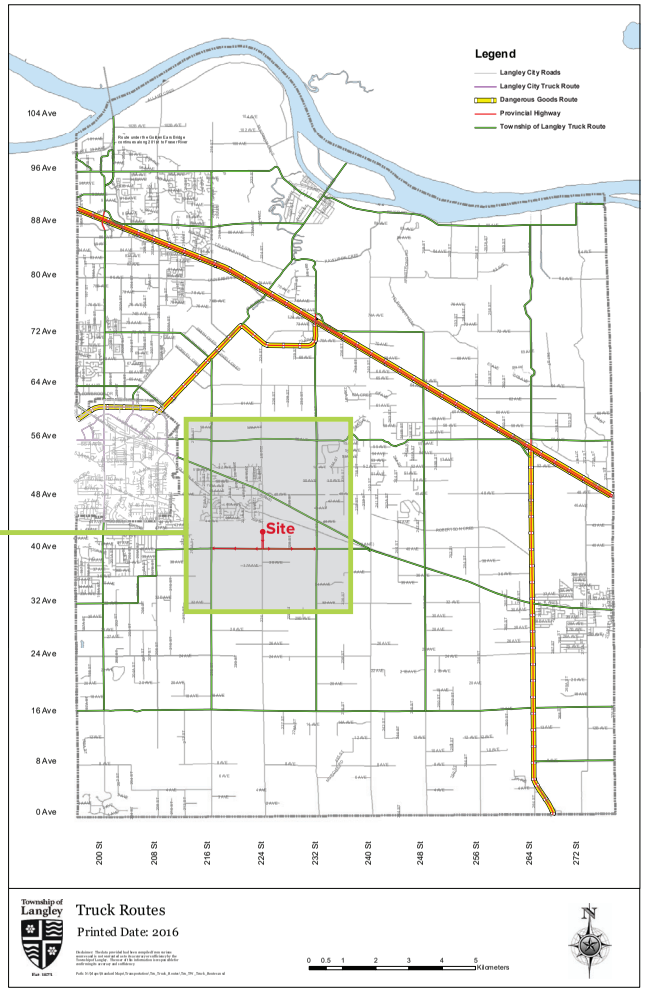
PHOTO 7: LOOKING WEST AT SOUTHERN DRAINAGE DITCH, SOUTH ON THE PROPERTY.

Proposed Routing for Truck Traffic

Proposed Routing

- Trucks must enter and exit the site only using approved truck routes:
  224 Street ➔ 40 Avenue, either west onto 216 Street or east onto 232 Street.
- Trucks may only use 224 Street north of 40 Avenue to access the property.
- No trucks are permitted on any residential streets, including Old Yale Road
- No trucks are permitted on 224 Street south of 40 Avenue.





Close Proximity

- The site is in close proximity to several major truck routes, including 216 Street, 40 Avenue, Fraser Highway, and 232 Street, providing direct access to Highway 1.

Township of Langley

Est. 1873

REPORT TO MAYOR AND COUNCIL

PRESENTED:	FEBRUARY 23, 2026 - REGULAR MEETING	**REPORT:**	26-13
FROM:	COMMUNITY DEVELOPMENT DIVISION	**FILE:**	07-26-0131
SUBJECT:	REZONING APPLICATION NO. 100777 (4250079 CANADA INC. / JIM PATTISON DEVELOPMENTS / 3228 AND 3258 – 200 STREET)		

PROPOSAL:

Application to rezone approximately 3.67 ha (9.08 ac) of land located at 3228 and 3258 – 200 Street to Comprehensive Development Zone CD-184 to facilitate development of approximately 452 apartments and 12,476.88 m² (134,300 ft²) of commercial and office space.

RECOMMENDATION SUMMARY:

That Council give first, second and third reading to Bylaw No. 6185 subject to 11 development prerequisites being satisfied prior to final reading.

RATIONALE:

The proposed development is consistent with the overall objectives of the Brookswood-Fernridge Community Plan and Booth Neighbourhood Plan.

RECOMMENDATIONS:

That Council give first, second and third reading to Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (4250079 Canada Inc.) Bylaw No. 6185 rezoning 3.67 ha (9.08 ac) of land located at 3228 and 3258 – 200 Street to Comprehensive Development Zone CD-184 to facilitate the development of approximately 452 apartments and 12,476.88 m² (134,300 ft²) of commercial and office space, subject to the following development prerequisites being satisfied to the acceptance of the Township prior to final reading:

1. In accordance with the Booth Neighbourhood Plan requirements:
    a. provision of confirmation from the School District that there is sufficient school capacity for the Booth Neighbourhood or at least the Brookswood-Fernridge community
    b. secure a community stormwater detention site to serve the storm catchment area
    c. accommodate one local-serving grocery store in the Commercial Village designation with a maximum size of 4,500 m² within a mixed-use commercial/residential building, provided that at least half of the minimum total floor area for office uses are built in advance of or in conjunction with the grocery store use
    d. provide a “shell” space for a satellite Recreation Centre to the acceptance of the Township of Langley, subject to other provisions of this Plan, along with the rezoning of any lands designated as Commercial Village, before any development may occur in this Phasing Area

   e. provide a public square of a minimum size of 4,050 m² (43,593.84 ft²) that is central to the Commercial Village at the northeast corner of the new intersection at 201 Street and the new "Main Street" road.

2. A Servicing Agreement being entered into with the Township to secure required road, greenway, utility upgrades and extensions, pedestrian connections and tie-ins extended to the nearest road intersection(s) or road improvement and groundwater protection and management information in accordance with the Township's Subdivision and Development Servicing Bylaw, Brookswood-Fernridge Community Plan, Booth Neighbourhood Plan and Brookswood-Fernridge Engineering Services Plan.
3. Completion of a subdivision to create the lots.
4. Provision of road dedications, widenings and necessary traffic improvements including dedication along 200 Street (including greenway), 201 Street, 32 Avenue (including greenway) and internal "Main Street" in accordance with the Township's Master Transportation Plan, Subdivision and Development Servicing Bylaw and Booth Neighbourhood Plan.
5. Dedication and construction of a 4.5 metre wide street greenway on the east side of 200 Street and north side of 32 Avenue, including final acceptance of the greenway landscape design plans, sidewalk/trail alignment, signage, landscape details and security.
6. Submission of an erosion and sediment control plan in accordance with the Erosion and Sediment Control Bylaw.
7. Provision of a final tree management plan incorporating tree retention, replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection).
8. Registration of restrictive covenants acceptable to the Township:
   a. restricting development and subdivision until a Development Permit is issued for development Permit Areas 'B' – Commercial and Mixed Use and 'D' – Neighbourhood Forest Fire Hazard Conditions and policies for the Booth Town Centre included in the Booth Neighbourhood Plan have been satisfied
   b. prohibiting clearing of the site (with the exception of servicing access areas) until such time as a final tree management plan incorporating tree retention replacement, protection details and security in compliance with the Subdivision and Development Servicing Bylaw (Schedule I – Tree Protection) is accepted by the Township
   c. identifying the units (10% of apartment units) required in accordance with the Schedule 2 – Adaptable Housing Requirements of the Township's Official Community Plan
   d. restricting construction of the grocery store until 2,115 m² (22,765.67 ft²) of office space is constructed or is developed in conjunction with the grocery store.
9. Compliance with the requirements of the Brookswood-Fernridge Greenway Amenity Policy, Brookswood-Fernridge Arterial Road Completion Policy and the Township's 5% Neighbourhood Park Land Acquisition Policy.
10. As per the applicant's proposal in support of the proposed rezoning application, provision of $4,721,798 as a voluntary amenity contribution.
11. Payment of applicable Neighbourhood Planning Administration fees, supplemental Rezoning fees, Development Engineering and Green Infrastructure Services administration fees, Development Works Agreement (DWA) and Latecomer charges.

EXECUTIVE SUMMARY:

Jim Pattison Developments has applied to rezone 3.67 ha (9.08 ac) of land located at 3228 and 3258 – 200 Street to Comprehensive Development Zone CD-184 to facilitate the development of approximately 452 apartments and 134,300 ft² (12,476.88 m²) of commercial and office space.

The site is located in Development Permit Areas 'B' – Commercial and Mixed Use and 'D' – Neighbourhood Forest Fire Hazard Conditions. Should the subject rezoning be granted approval by Council, prior to construction, development permits are required to be submitted for Council's consideration.

The proposal is the first development in the Booth Town Centre to advance for Council consideration and includes development prerequisites specific to the Booth Town Centre as indicated in the Booth Neighbourhood Plan.

As the proposed development complies with the Brookswood-Fernridge Community Plan and Booth Neighbourhood Plan, staff recommend Council consider the rezoning bylaw, subject to the completion of 11 development prerequisites.

PURPOSE:

The purpose of this report is to advise and make recommendations to Council with respect to Rezoning Bylaw No. 6185.

REFERENCE:

Agent:	Jim Pattison Developments 200, 879 Marine Drive North Vancouver, BC V7P 1R7
Owner:	4250079 Canada Inc. 200, 879 Marine Drive North Vancouver, BC V7P 1R7
Legal Description:	North Half of the West Half of the South Half of the South West Quarter of the South West Quarter Section 26 Township 7 New Westminster District South Half of the West Half of the South Half of the South West Quarter of the South West Quarter Section 26 Township 7 New Westminster District Except: Part Road On Plan BCP2960
Location:	3228 and 3258 – 200 Street
Area:	3.67 ha (9.08 ac)
Existing Zoning:	Suburban Residential Zone SR-2
Proposed Zoning:	Comprehensive Development Zone CD-184
Brookswood-Fernridge Community Plan:	Commercial Village
Booth Neighbourhood Plan:	Commercial Village

BACKGROUND/HISTORY:

- The site is zoned Suburban Residential Zone SR-2 and designated Commercial Village in the Brookswood-Fernridge Community Plan and Booth Neighbourhood Plan.
- The site is located in Development Permit Areas 'B' – Commercial and Mixed Use and 'D' – Neighbourhood Forest Fire Hazard Conditions in the Brookswood-Fernridge Community Plan.
- The site consists of two properties, both of which are currently vacant.

DISCUSSION/ANALYSIS:

- Jim Pattison Developments has applied to rezone approximately 3.67 ha (9.08 ac) of land located at 3228 and 3258 – 200 Street to Comprehensive Development Zone CD-184 to facilitate development of approximately 452 apartments and 12,476.88 m² (134,300 ft²) of commercial and office space.
- The site is designated Commercial Village and is the first development application in the 'Booth Town Centre' to advance for Council consideration and includes an overall illustrative plan for the Town Centre (Attachment B).
- The overall illustrative plan includes mixed use buildings including commercial, office and residential uses, a new "main street", a public square, community police office space and a municipal recreation/cultural facility.

- The Booth Neighbourhood Plan indicates a street greenway on 200 Street and 32 Avenue.

Adjacent Uses:

	Existing Use	Booth Neighbourhood Plan Designation	Existing Zoning
North:	Vacant and residential properties	Commercial Village	Suburban Residential Zone SR-2
South:	32 Avenue, beyond which are residential properties	Rowhouse/Townhouse	Suburban Residential Zone SR-2
East:	Residential properties, one of which is currently under application (ToL Project No. 07-26-0161)	Commercial Village	Suburban Residential Zone SR-2
West:	200 Street, beyond which are residential properties, some of which are under development application (ToL Projects No. 07-27-0081 and 07-27-0083)	Apartment and SSMUH 3 (Minimum 5,000 ft²)	Suburban Residential Zone SR-2

General Development Prerequisites:

- The subject development application is one of the first developments in the Booth Neighbourhood. Section 9.1 of the Booth Neighbourhood Plan includes General Prerequisites, the status of each provided below:

Prerequisite	Status
Provide a School/Park site on each side of 200 Street before any development may occur. For example, a School/Park site east of 200 Street must be provided before any development east of 200 Street may occur. This prerequisite does not apply to lands designated Employment.	A School/Park Site has been designated south of 32 Avenue. Consistent with Council's resolution of July 21, 2025, *"Be it resolved that Council hereby confirms that the open designation of the School and Park sites in the Neighborhood Plans constitutes the securing of these sites for the purposes of development…"* Accordingly, this constitutes the securing of this site for the purposes of development. Consistent with the Booth Neighbourhood Plan (Section 4.8.2), a condition of rezoning is to receive confirmation from the Langley School District *"that there is sufficient school capacity, preferably in the neighbourhood or at least in the Brookswood-Fernridge community before final reading of the zoning amendment bylaw."*
Construct community stormwater or rainwater detention sites and facilities for an entire	A community stormwater detention site and facility has not been secured for the subject

drainage catchment area, to the acceptance of the Township of Langley, in advance of any development. Drainage catchment areas are defined in the Engineering Services Plan (ESP). While options for long-term on-site detention are being explored for the ESP, interim on-site detention will not be permitted.	drainage catchment area and has been included as a prerequisite to be completed prior to final reading of the rezoning bylaw.
Require all development applications adjacent to a designated Arterial Road as delineated on Map 5, including the 32 Avenue Extension from 204 to 208 Street, to dedicate land measuring a minimum of 100 metres for road widening. The required works and services for the construction of the Arterial Road, as defined by this Plan, the associated Engineering Services Plan, the Subdivision and Development Servicing Bylaw and other relevant bylaws, must be completed as part of the development or as part of the first phase of any multi-phased development, except for the 32 Avenue Arterial Road Extension (east of 204 Street). Non-Arterial fronting development applications could proceed at that time.	The subject site is adjacent to two arterial roads (200 Street and 32 Avenue per Map 5) and includes frontages of approximately 190 m on each.
Prioritize development applications, as guided by Policy #7, Section 9.1 in Brookswood-Fernridge Community Plan, on lands within approximately 800 metres of the northern plan boundary (see Development Prioritization Area 1 in Figure 9.1). Continue this until one-half of the developable land has completed construction, is in the process of construction, or is approved for construction; then the prioritization area can be expanded by an additional 800 metres as shown in Figure 9.1. This prerequisite does not apply to lands designated Employment.	The subject site is located within 800 m of the northern plan boundary
Provide temporary transportation infrastructure connections and “tie-ins” for all modes of travel between new and existing transportation infrastructure. Pedestrian “connections” and “tie-ins” will need to be extended to the nearest road intersection(s) or road improvement.	The subject application proposes vehicular and pedestrian connections to the nearest road intersection (200 Street and 32 Avenue) to be secured via a servicing agreement to be completed prior to final reading of the rezoning bylaw.
Provide major roads and extend engineering services (at no cost to the Township) to accommodate the proposed development.	Provision of major roads and extension of engineering services to be secured via a

Various means of recovering servicing costs, such as Latecomer Agreements, Development Works Agreements (DWA), DCC rebates/credits and Development Cost Charges Front Ender Agreements (DCCFA) may be considered, where applicable.	servicing agreement to be completed prior to final reading of the rezoning bylaw.

- The Booth Neighbourhood Plan (adopted June 10, 2024) currently includes (Appendix A) the submission of development approval information related to groundwater protection and management to be submitted with a rezoning application. Subsequent to this provision, the Brookswood–Fernridge Engineering Services Plan (ESP), completed on June 30, 2025, provides additional stormwater management information for the Township to inform development application reviews. Staff currently anticipate advancing updating amendments to the Plan in Q1 2026 to reflect this and other information updates.

Booth Town Centre Development Prerequisites:

- The subject development application is the first in the Booth Town Centre. In accordance with the Booth Neighbourhood Plan, the following items have been included as development prerequisites that must be satisfied prior to the adoption of the rezoning bylaw the status of each provided below:

Prerequisite	**Status**
Prepare a Comprehensive Development Plan including an illustrative plan detailing the spatial structure and design features of the Booth Town Centre.	A Comprehensive Development Plan for the Booth Town Centre is included as Attachment B.
Provide a “shell” space for a satellite Recreation Centre in the West Commercial Village Phasing Area in accordance with Section 4.7 Policy #8 of this Plan, to the acceptance of the Township of Langley, subject to other provisions of this Plan, along with the rezoning of any lands designated as Commercial Village, before any development may occur in this Phasing Area.	The proponent indicates a “shell” space for a satellite Recreation Centre to be included in the subject application (currently indicated on “Site 2”) in the Comprehensive Development Plan.
Provide a site of 4,050 m² (~43,590 ft²) for a public square, in accordance with Section 4.7 Policy #7 of this Plan, to the acceptance of the Township of Langley. The location of this site should be in the proximity of the proposed new intersection at 201 Street and the new Main Street. The site should be provided to the acceptance of the Township of Langley before any development in the Booth Town Centre.	The proponent indicates a public square located at the proposed new intersection at 201 Street and the new Main Street consistent with the Booth Neighbourhood Plan on an adjacent site.

Zoning Amendment:

- Bylaw No. 6185 proposes to rezone the site to new Comprehensive Development Zone CD-184 to facilitate development of approximately 452 apartments and 12,476.88 m² (134,300 ft²) of commercial and office space.
- Proposed Comprehensive Development Zone CD-184 permits apartments, commercial and office space with a density of up to 2.3 FSR and maximum height of 6-storeys.
- The preliminary site plan currently indicates compliance with the provisions of the proposed zone in terms of siting, lot coverage, parking, height, use and density which will be confirmed at time of future development permit applications.

Development Permits:

- The site is located in Development Permit Areas 'B' – Commercial and Mixed Use and 'D' – Neighbourhood Forest Fire Hazard Conditions.
- The project will be further reviewed as part of the development permit application process to ensure compliance with, including but not limited to, provisions of the site's proposed CD-184 zoning, grading, landscaping, tree retention, age-friendly amenity area requirements, fire truck turning radius requirements and alignment with Development Permit Area 'B' – Commercial and Mixed Use and 'D' – Neighbourhood Forest Fire Hazard Conditions guidelines.
- Staff note the current site plan is conceptual and resolution of the above-mentioned items may result in changes to the site layout and proposed number of units.

Voluntary Amenity Contributions:

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

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

The applicant has proposed a $4,721,798 voluntary amenity contribution in support of the proposed rezoning application.

Tree Protection / Replacement:

The applicant has submitted preliminary tree management plans indicating the following:

Significant Trees on Site	Significant Trees Retained	Replacement Trees Required	Replacement Trees Provided	Street Trees Provided	Total Trees Post Development
20	2	266	266	60	328

Detailed Tree Management and Landscape plans will be provided in conjunction with a future development permit application.

Policy Considerations:

The proposed rezoning application facilitates the development of approximately 452 apartments and 12,476.88 m² (134,300 ft²) of commercial and office space. Prior to any future development of the site, development permits for Development Permit Areas 'B' – Commercial and Mixed Use and 'D' – Neighbourhood Forest Fire Hazard Conditions must be issued.

Staff recommend that Council give first, second and third reading to Bylaw No. 6185 (subject to 11 development prerequisites).

Respectfully submitted,

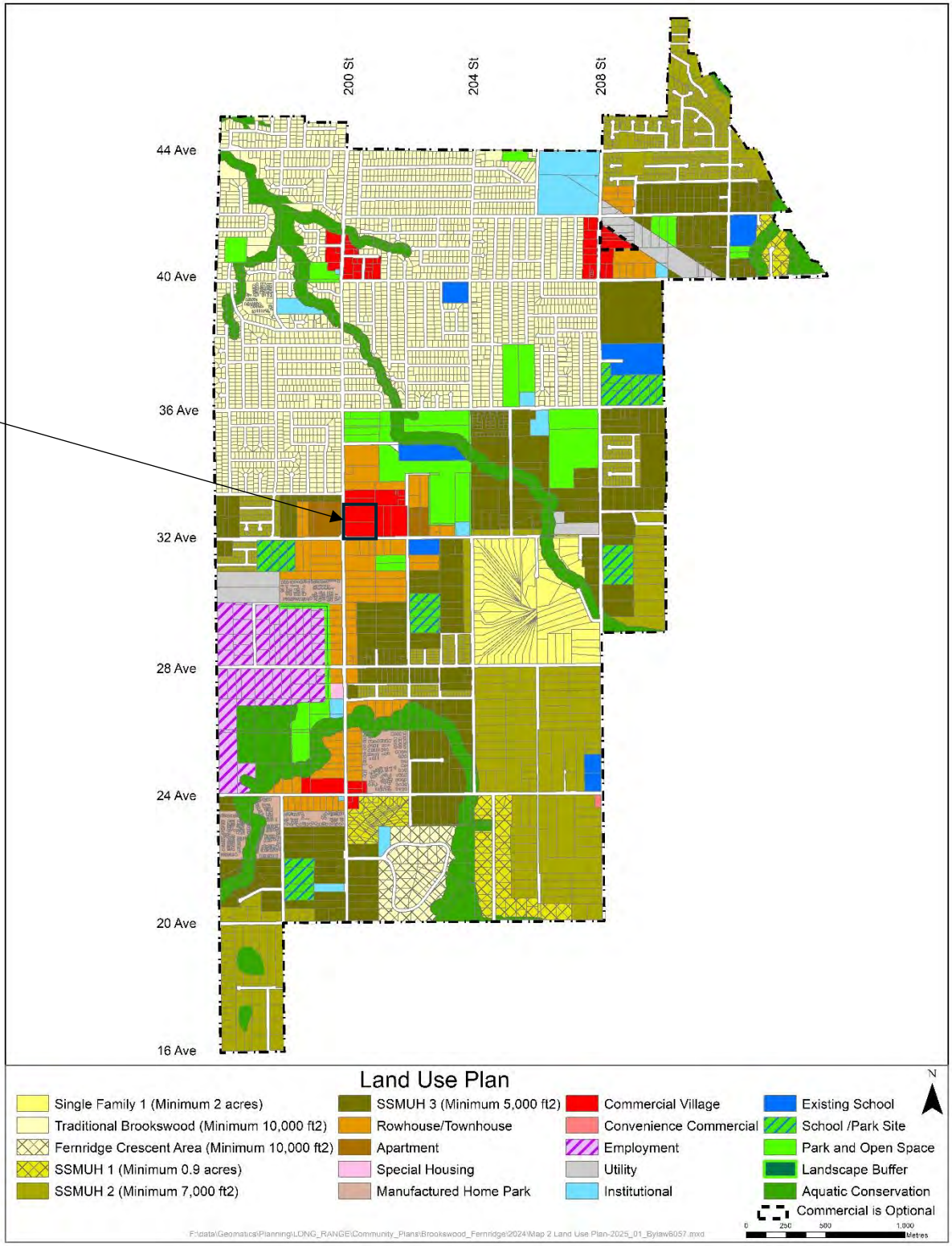
Joel Nagtegaal
MAJOR PROJECT PLANNER
for
COMMUNITY DEVELOPMENT DIVISION

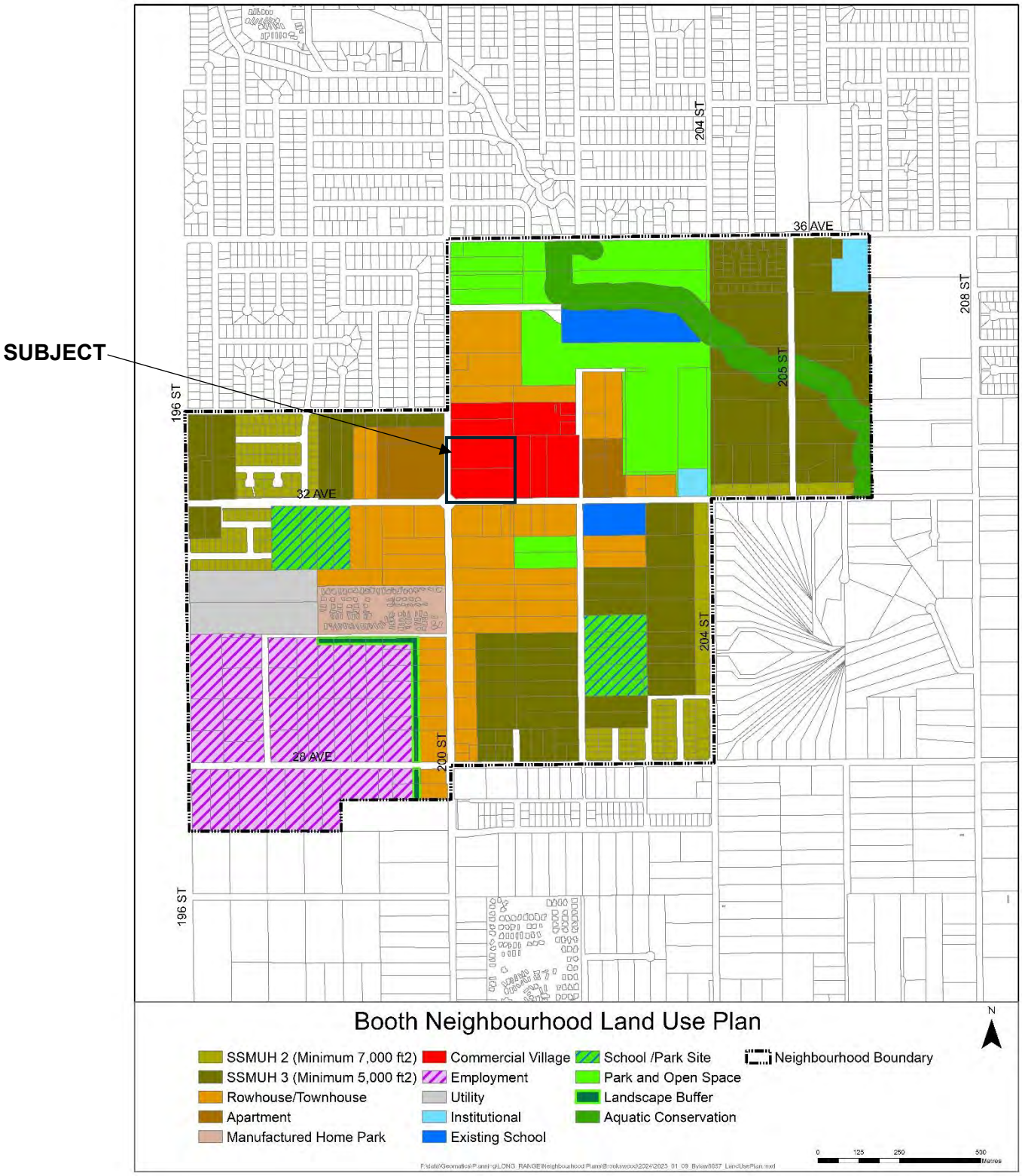
ATTACHMENT A	Maps and Graphics
ATTACHMENT B	Overall Concept Plan for Booth Town Centre

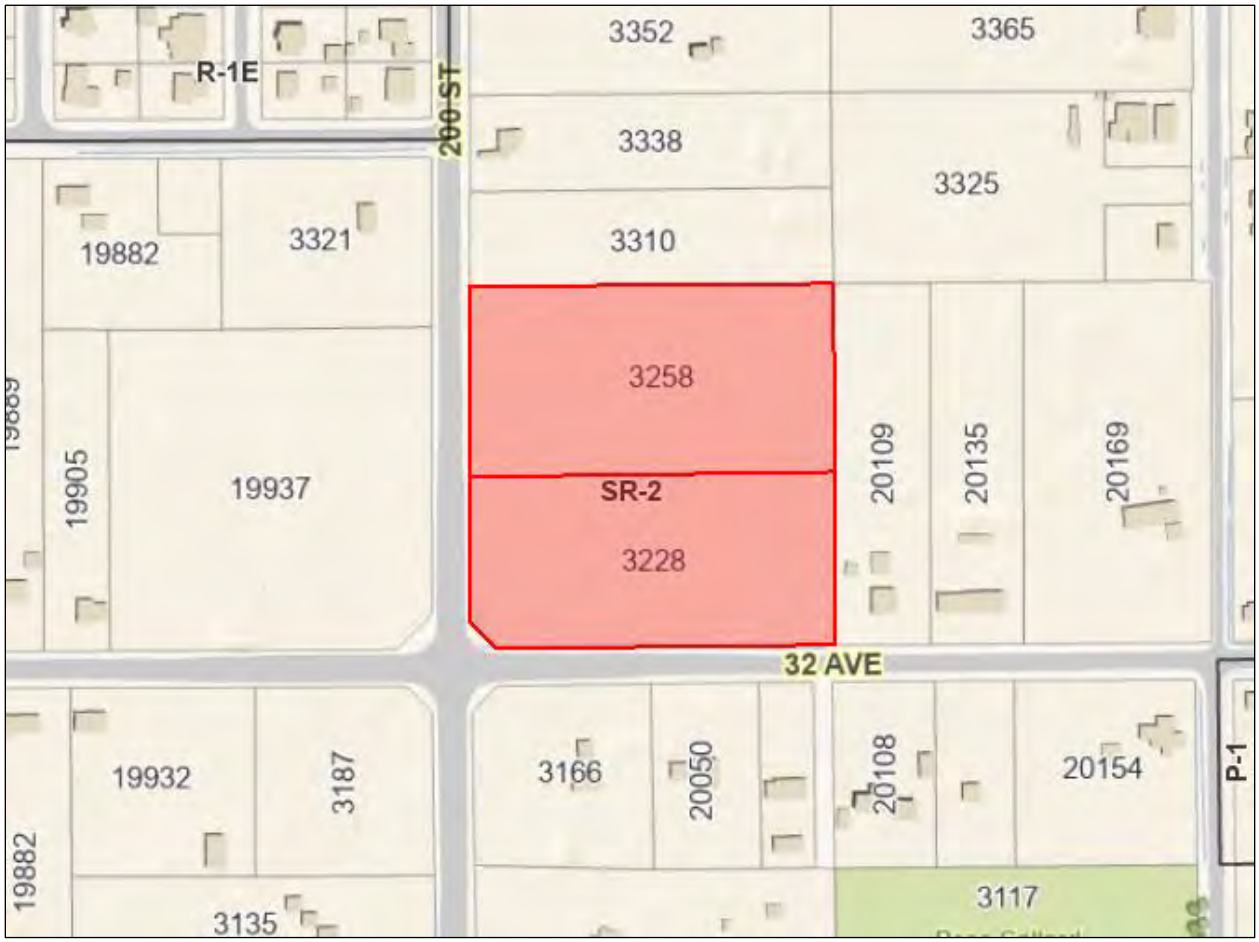
ATTACHMENT A



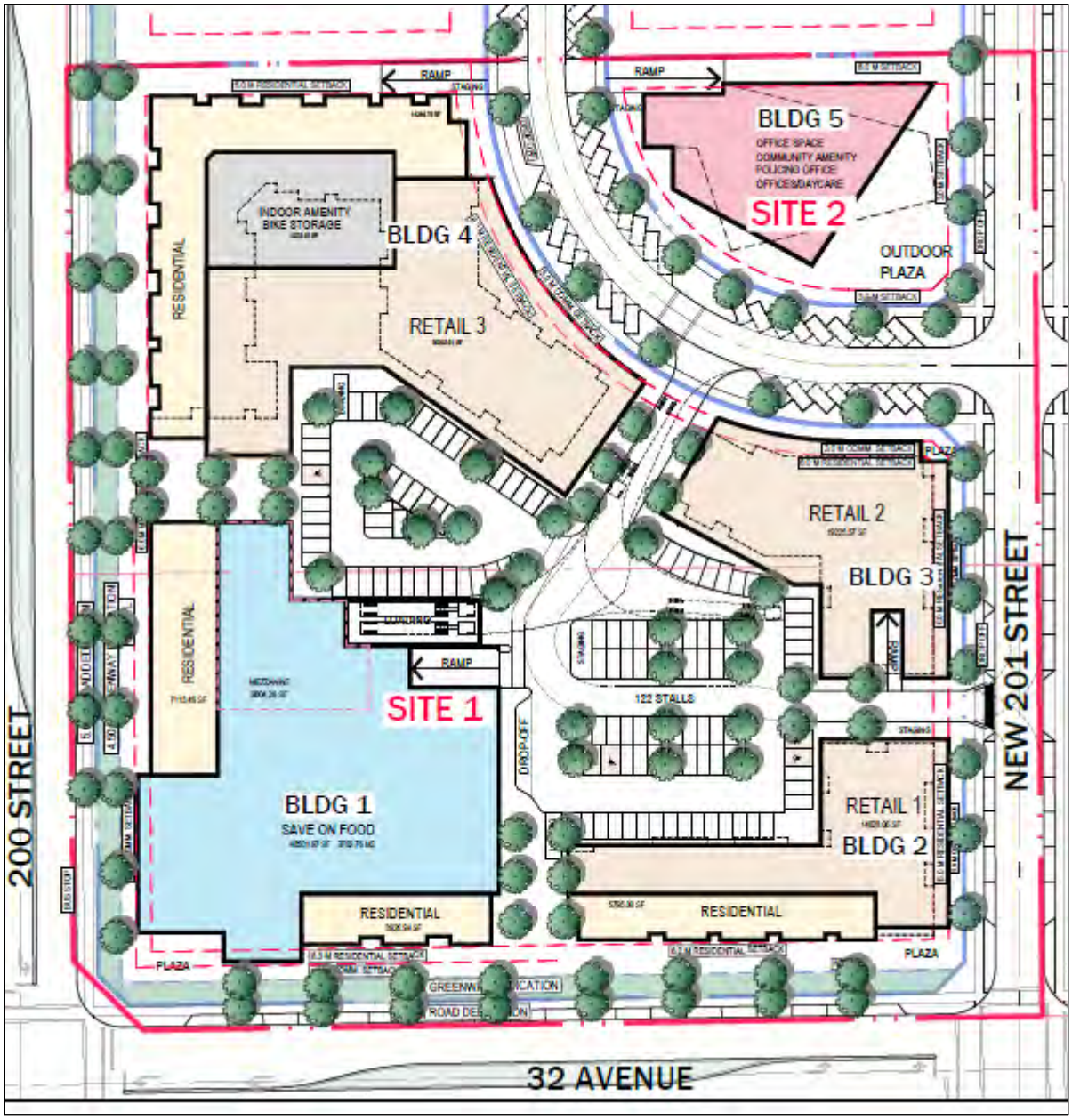
AERIAL CONTEXT MAP


SUBJECT
200 St
204 St
208 St
44 Ave
40 Ave
36 Ave
32 Ave
28 Ave
24 Ave
20 Ave
16 Ave
Land Use Plan
Single Family 1 (Minimum 2 acres)
Traditional Brookswood (Minimum 10,000 ft2)
Fernridge Crescent Area (Minimum 10,000 ft2)
SSMUH 1 (Minimum 0.9 acres)
SSMUH 2 (Minimum 7,000 ft2)
SSMUH 3 (Minimum 5,000 ft2)
Rowhouse/Townhouse
Apartment
Special Housing
Manufactured Home Park
Commercial Village
Convenience Commercial
Employment
Utility
Institutional
Existing School
School /Park Site
Park and Open Space
Landscape Buffer
Aquatic Conservation
Commercial is Optional
N
0
250
500
1,000
Metres
F:\data\Geomatics\Planning\LONG_RANGE\Community_Plans\Brookswood_Fernridge\2024\Map 2 Land Use Plan-2025_01_Bylaw6057.mxd

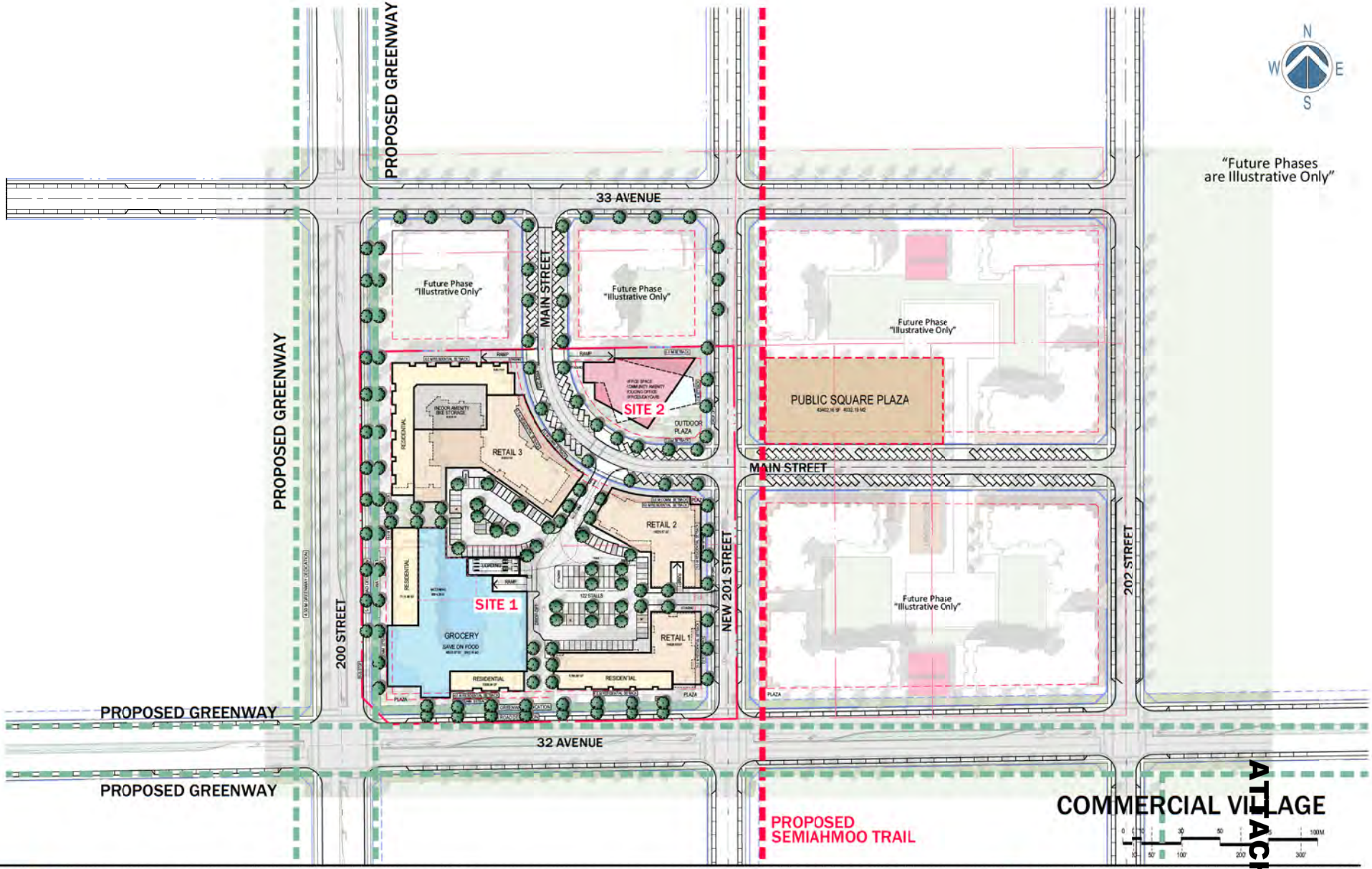

SUBJECT
204 ST
36 AVE
208 ST
205 ST
196 ST
32 AVE
204 ST
28 AVE
200 ST
196 ST
Booth Neighbourhood Land Use Plan
N
SSMUH 2 (Minimum 7,000 ft2)
SSMUH 3 (Minimum 5,000 ft2)
Rowhouse/Townhouse
Apartment
Manufactured Home Park
Commercial Village
Employment
Utility
Institutional
Existing School
School /Park Site
Park and Open Space
Landscape Buffer
Aquatic Conservation
Neighbourhood Boundary
0
125
250
500
Metres



ZONING BYLAW NO. 2500



PRELIMINARY SITE PLAN – PROVIDED BY APPLICANT



RH Architects Inc.
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
MIXED-USE RESIDENTIAL
200th St & 32nd Ave, Township of Langley

DRAWING TITLE :
SITEPLAN LEVEL 1

JIM PATTISON DEVELOPMENTS

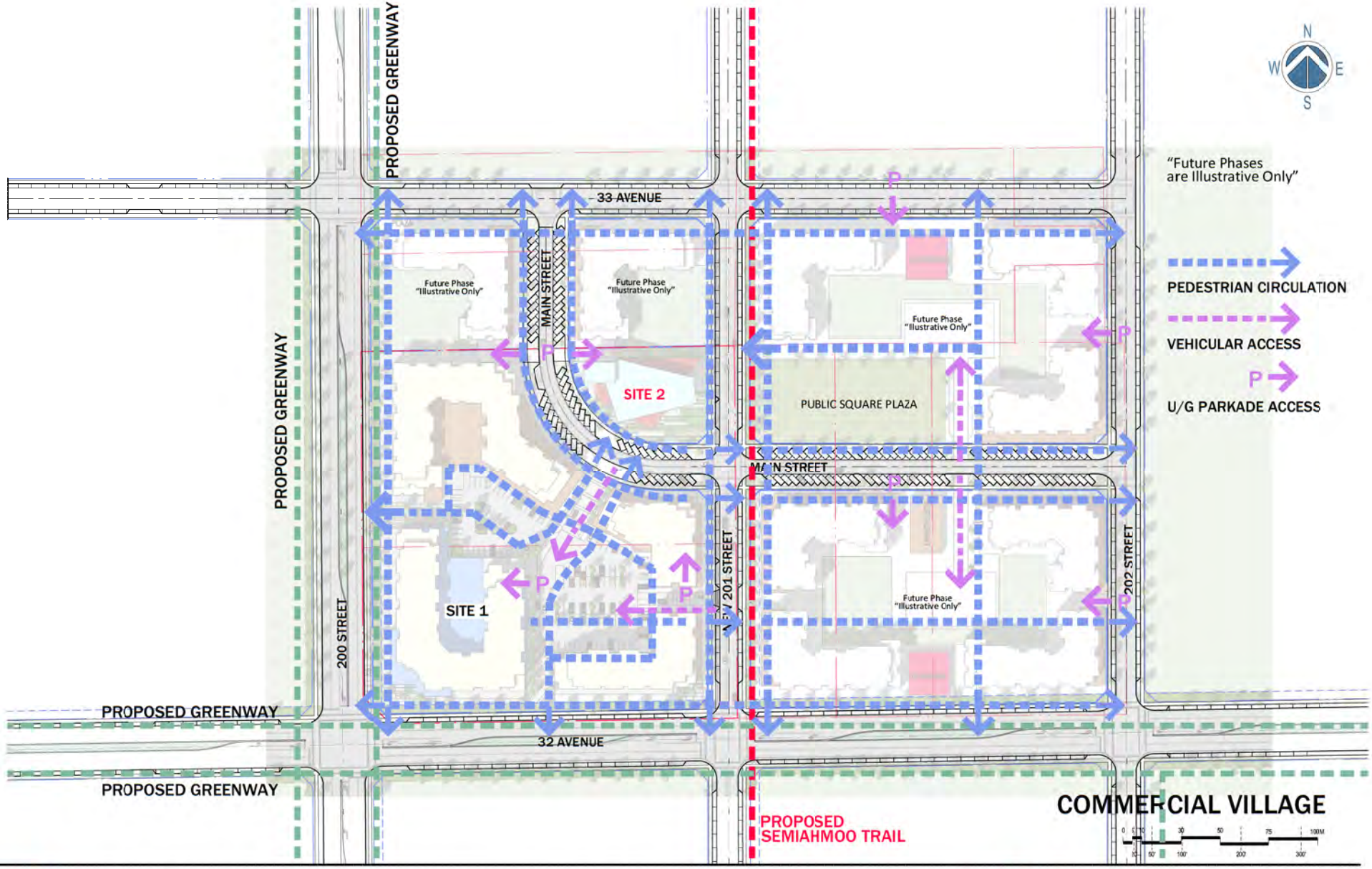
DATABASE: 231 SITEPLAN
PROJECT NO: 2319
DATE: 04 MAY 2025
SCALE: 1:800 M

7

G.1

OVERALL ILLUSTRATIVE PLAN

ATTACHMENT B



RH Architects Inc.
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
MIXED-USE RESIDENTIAL
200th St & 32nd Ave, Township of Langley

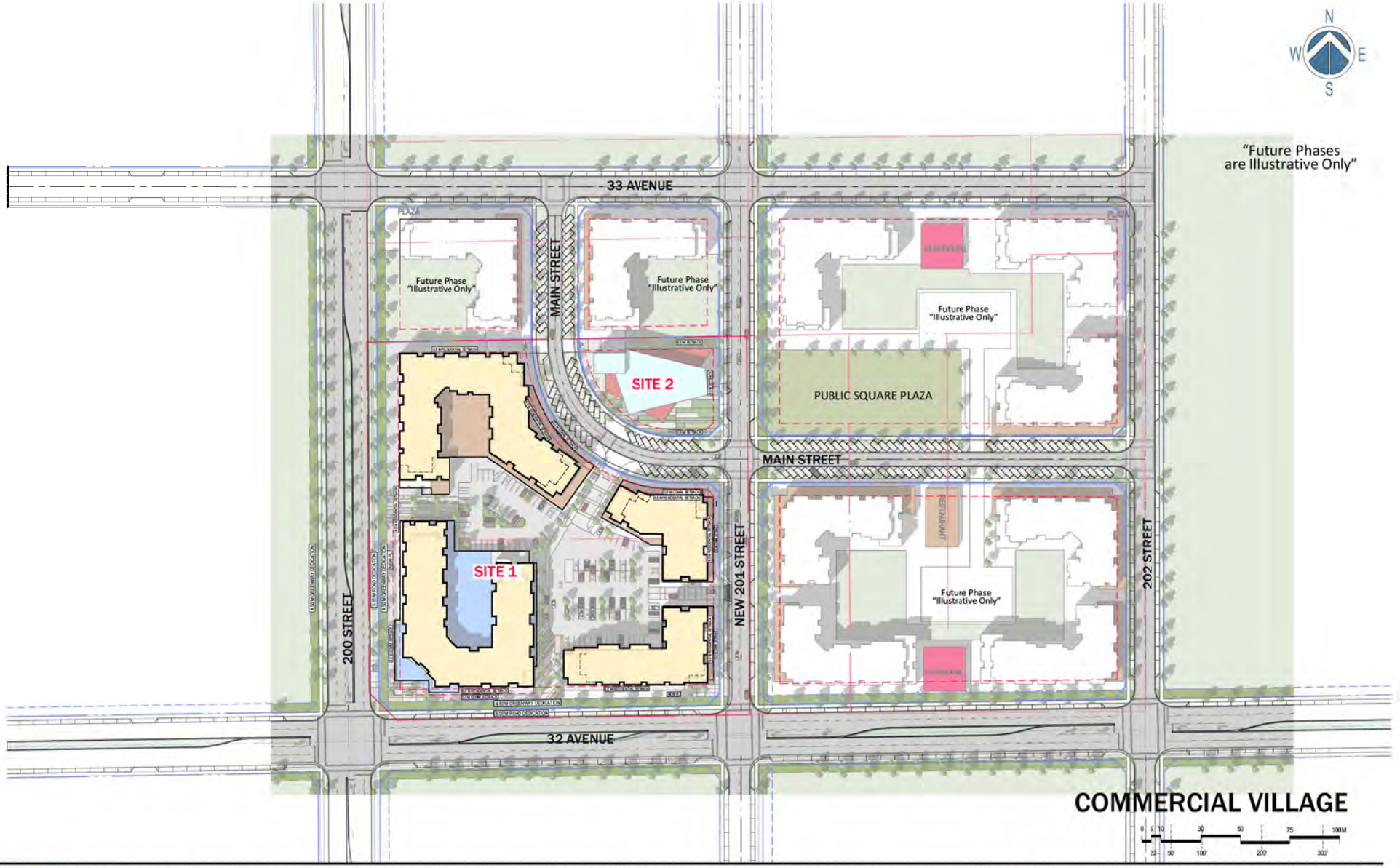
DRAWING TITLE :
ACCESS AND MOVEMENT

JIM PATTISON DEVELOPMENTS

DATABASE: 2319 SITEPLAN
PROJECT NO: 2319
DATE: 04 NOV 2025
SCALE: 1:1800 M

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8

OVERALL ILLUSTRATIVE PLAN



RH Architects Inc.
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
MIXED-USE RESIDENTIAL
200th St & 32nd Ave, Township of Langley

DRAWING TITLE :
SITEPLAN LEVEL 2

JIM PATTISON DEVELOPMENTS

DATABASE: 2319 SITEPLAN
PROJECT NO: 2319
DATE: 04 NOV 2025
SCALE: 1:1800 M

G.1
9

OVERALL ILLUSTRATIVE PLAN



"Future Phases are Illustrative Only"

AERIAL NW CORNER



AERIAL SW CORNER

RH Architects Inc.
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
MIXED-USE RESIDENTIAL
200th St & 32nd Ave, Township of Langley

DRAWING TITLE :
JPD SITE - 3D MASSING

JIM PATTISON DEVELOPMENTS

DATABASE: 2319 SITEPLAN
PROJECT NO: 2319
DATE: 04 NOV 2025
SCALE:

OVERALL ILLUSTRATIVE PLAN



AERIAL NE CORNER

"Future Phases are Illustrative Only"



AERIAL SE CORNER

RH Architects Inc.
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
MIXED-USE RESIDENTIAL
200th St & 32nd Ave, Township of Langley

DRAWING TITLE :
JPD SITE - 3D MASSING

JIM PATTISON DEVELOPMENTS

DATABASE: 2215 SITEPLAN
PROJECT NO: 2319
DATE: 04 NOV 2025
SCALE:

OVERALL ILLUSTRATIVE PLAN

"Future Phases
are Illustrative Only"



AERIAL VIEW - LOOKING NORTH

RH Architects Inc.
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
MIXED-USE RESIDENTIAL
200th St & 32nd Ave, Township of Langley

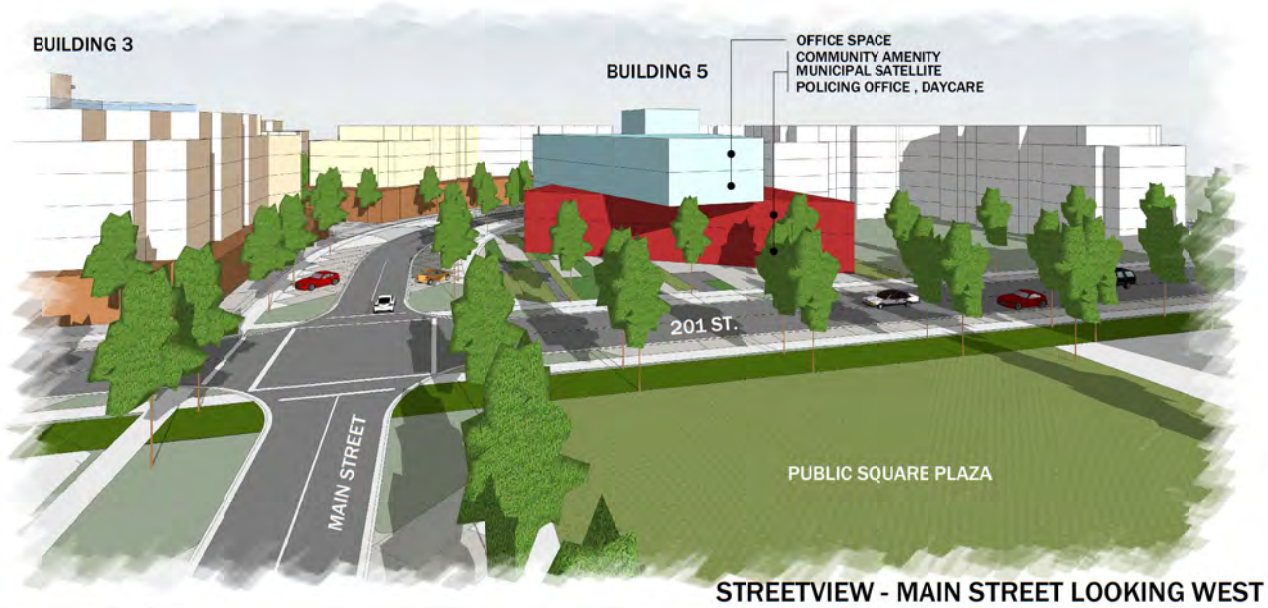
DRAWING TITLE :
JPD SITE - 3D MASSING

JIM PATTISON DEVELOPMENTS

DATABASE: 2215 SITEPLAN
PROJECT NO: 2319
DATE: 04 NOV 2025
SCALE:

17 G.1

OVERALL ILLUSTRATIVE PLAN



STREETVIEW - MAIN STREET LOOKING WEST



STREETVIEW - SW CORNER PLAZA (200 ST & 32 AVE.)

CONCEPTUAL 3D MASSING

RH Architects Inc.
120 Powell Street, Unit 10 Vancouver, BC Canada V6A 1G1
t 604.669.6002 f 604.669.1091 www.rharchitects.ca

PROJECT:
MIXED-USE RESIDENTIAL
200th St & 32nd Ave, Township of Langley

DRAWING TITLE :
JPD SITE - 3D MASSING

JIM PATTISON DEVELOPMENTS

DATABASE: 2215 SITEPLAN
PROJECT NO: 2319
DATE: 04 NOV 2025
SCALE:

OVERALL ILLUSTRATIVE PLAN

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500
AMENDMENT (4250079 CANADA INC.) BYLAW NO. 6185

EXPLANATORY NOTE

Bylaw No. 6185 rezones land located at 3228 and 3258 – 200 Street to Comprehensive Development Zone CD-184 to facilitate development of apartments and commercial space.

THE CORPORATION OF THE TOWNSHIP OF LANGLEY

TOWNSHIP OF LANGLEY ZONING BYLAW 1987 NO. 2500

AMENDMENT (4250079 CANADA INC.) BYLAW NO. 6185

A Bylaw to amend Township of Langley Zoning Bylaw 1987 No. 2500

The Municipal Council of the Corporation of the Township of Langley, in Open Meeting Assembled, ENACTS AS FOLLOWS:

1. This Bylaw may be cited for all purposes as "Township of Langley Zoning Bylaw 1987 No. 2500 Amendment (4250079 Canada Inc.) Bylaw No. 6185".

2. The "Township of Langley Zoning Bylaw 1987 No. 2500" as amended is further amended:

   (1) Adding to the Table of Contents and Section 104.1 – Zones the words "Comprehensive Development Zone CD-184" after the words "Comprehensive Development Zone CD-183"
   (2) Adding to Section 110.1 after the words "CD-183" the words "CD-184 – In accordance with Section 1084.8"
   (3) Adding after Section 1083 "Comprehensive Development Zone CD-183" the following as Section 1084 "Comprehensive Development Zone CD-184"

1084 **COMPREHENSIVE DEVELOPMENT ZONE CD-184**

Uses Permitted

1084.1 In the CD-184 Zone, only the following *uses* are permitted and all other *uses* are prohibited:

1) *accessory buildings* and *uses*
2) *accessory home occupations* subject to Section 104.3
3) *apartments* subject to Section 1084.3
4) *group children's day care*
5) *commercial uses* subject to Section 1084.4
6) offices subject to 1084.4
7) *licensee retail store* subject to Section 1084.4

Density

1084.2 The maximum *floor space ratio* of all *buildings* located on lands zoned CD-184 shall not exceed 2.3 FSR.

Residential Uses

1084.3 *Apartment* units are only permitted in the upper five (5) *storeys* of mixed-use *buildings* except where indicated on the ground floor in Section 1084.13

Commercial / Office Uses

1084.4 1) *Commercial uses* and *licensee retail store uses* are only permitted on the ground floor subject to 1084.4(2). Drive-thru *uses* are not permitted.

2) Business, medical, dental and professional offices are only permitted to be located on the second *storey* of mixed-use *buildings* or in standalone commercial / office *buildings*.
3) With the exception of office *uses*, a pharmacy and a fitness centre, individual *commercial uses* may not exceed 1,000 m² of *gross floor area*.
4) A total of one (1) grocery store with a maximum size of 4,500 m² *gross floor area* is permitted on lands zoned CD-184 and must be located within a mixed-use commercial / residential *building*.

Lot Coverage

1084.5 *Buildings* and *structures* shall not cover more than 50% of the *lot area*, except where the following applies:

Maximum *Lot Coverage*	Requirement
60%	a minimum 75% of the off-street vehicle parking associated with retail and service *commercial* and recreational *uses* is concealed parking
80%	100% of the off-street vehicle parking (including visitor), is concealed parking

Siting of Buildings and Structures

1084.6 *Buildings* and *structures* shall be sited in accordance with the provisions of the Development Permit. *Buildings* shall be separated from other *buildings* by a minimum distance of 12 metres.

Height of Buildings and Structures

1084.7 The *height* of *buildings* and structures shall be a minimum of four (4) *storeys* and shall not exceed a maximum of six (6) *storeys*, plus a roof-top enclosure to access rooftop amenity. The *height* of *accessory buildings* and *structures* shall not exceed 3.75 metres or one *storey*, whichever is lesser.

Subdivision Requirements

1084.8 All *lots* created by *subdivision* shall comply with Section 110 of this Bylaw and the Subdivision and Development Servicing Bylaw 2019 No. 5382 as amended and the following:

Parcel (1)	Minimum *Lot Area*
Parcel 1	1.5 ha
Parcel 2	0.2 ha

(1) As indicated in Section 1084.13

Landscaping, Screening and Fencing

1084.9 Landscaping areas, landscaping screens and fencing shall be provided in accordance with Section 111 and in accordance with the Development Permit.

Parking and Loading

1084.10 Parking and loading shall be provided in accordance with Section 107.

Age-Friendly Amenity

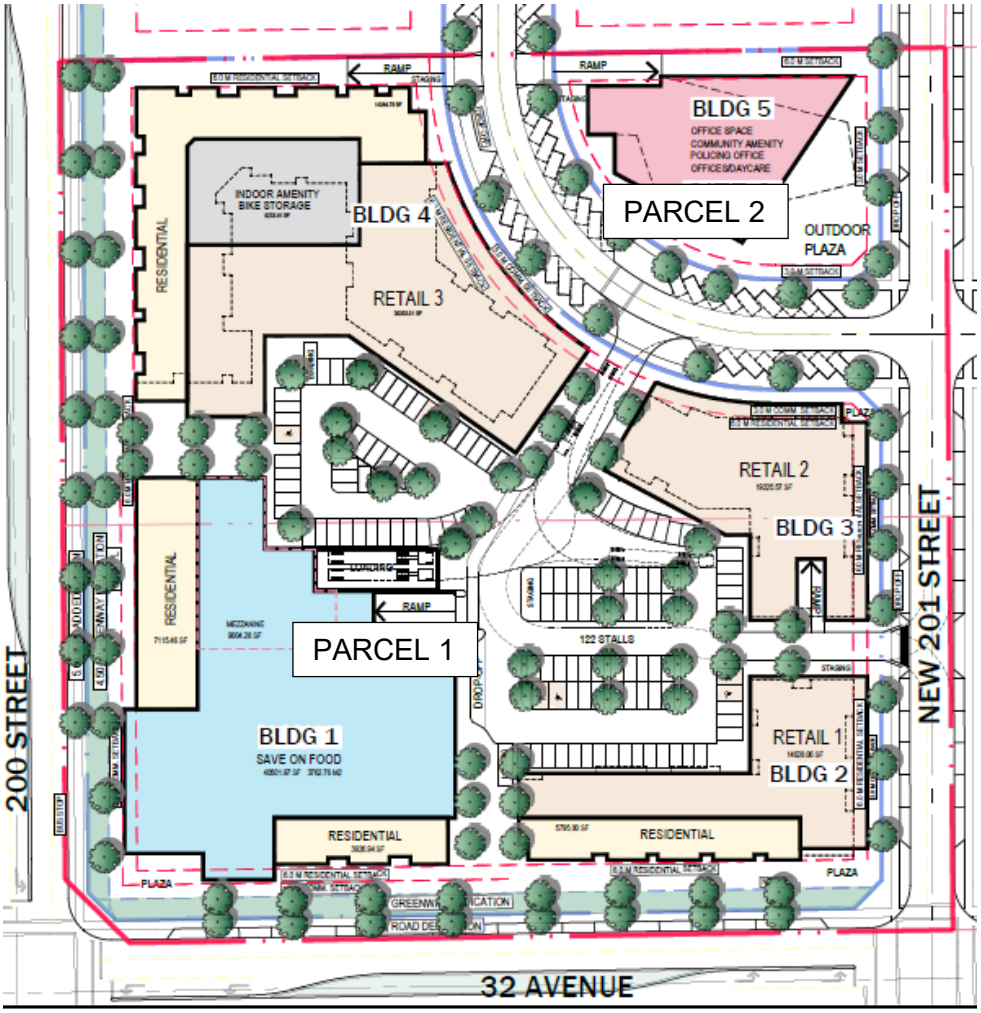
1084.11 *Age-Friendly Amenity areas* shall be provided in accordance with Section 111.5 and in accordance with the Development Permit.

Development Permit Requirements

1084.12 A Development Permit shall be issued by Council prior to issuance of a Building Permit.

Site Plan

1084.13 Development in this zone shall conform substantially with the site plan as shown below:



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

North Half of the West Half of the South Half of the South West Quarter of the South West Quarter Section 26 Township 7 New Westminster District; and

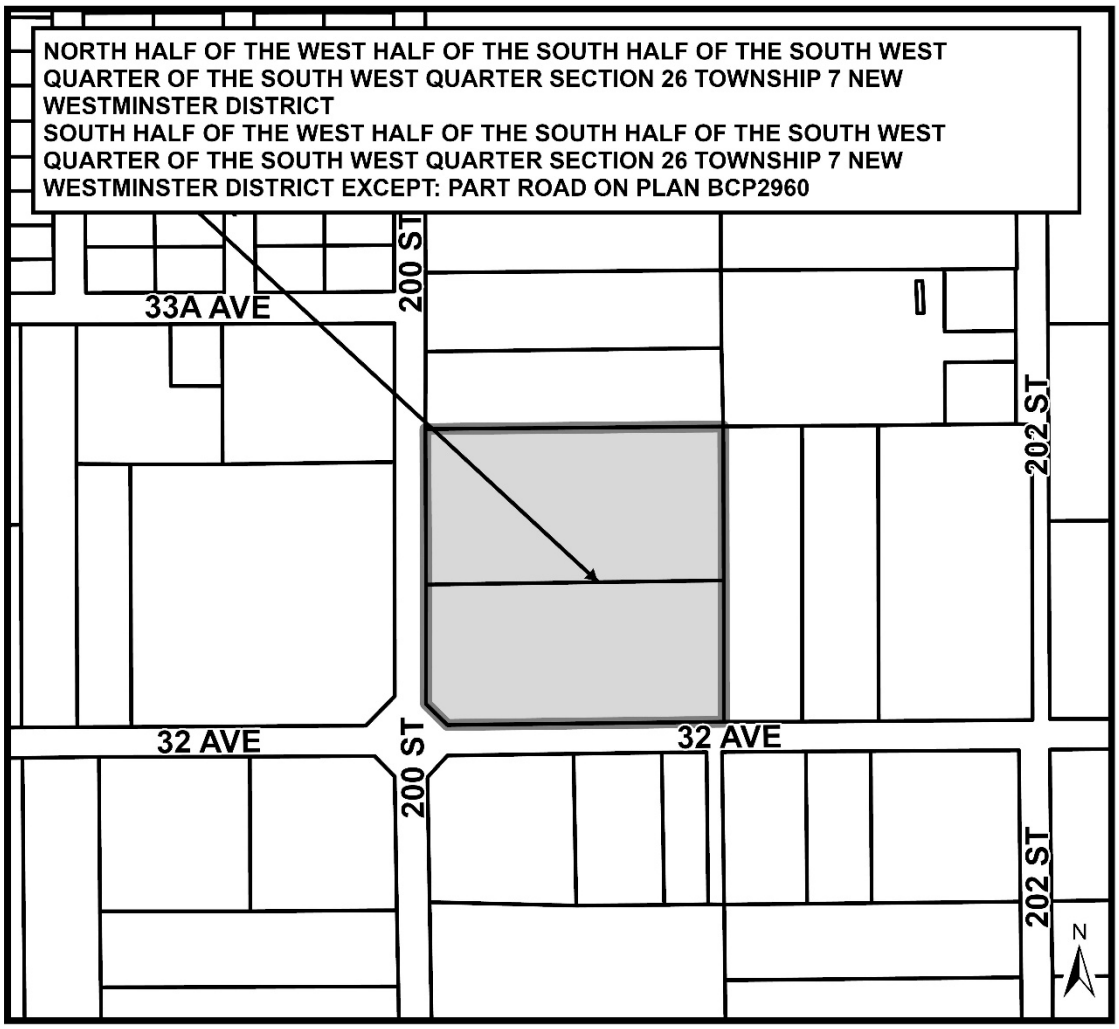
South Half of the West Half of the South Half of the South West Quarter of the South West Quarter Section 26 Township 7 New Westminster District Except: Part Road On Plan BCP2960

as shown delineated on Schedule “A” attached to and forming part of this Bylaw to Comprehensive Development Zone CD-184.

NOTICE WAS ADVERTISED THE	13	day of	February	, 2026
READ A FIRST TIME the		day of		, 2026
READ A SECOND TIME the		day of		, 2026
READ A THIRD TIME the		day of		, 2026
ADOPTED the		day of		, 2026

_____ Mayor _____ Township Clerk

SCHEDULE 'A'
BYLAW NO. 6185



Township of Langley
Est. 1873

M E M O R A N D U M

TO:	MAYOR AND COUNCIL	**DATE:**	FEBRUARY 23, 2026
FROM:	PROTECTIVE SERVICES DIVISION - FIRE	**FILE NO:**	7200-01
SUBJECT:	SERVICE LEVEL IMPROVEMENTS WITH REPLACEMENT FIRE HALL No. 5		

At the Council Meeting held on December 15, 2025, Council directed staff to report on the following:

- Response performance improvements within Fire Hall No. 5's response zone and Township-wide public safety, including MESA calls for service
- The predicted number of properties that may qualify for new or increased insurance discounts due to STSS coverage
- Current and future modeled coverage maps to assist Council and affected residents

The current Fire Hall No. 5, located at 20355 – 32 Avenue, opened in 1992 and operates under a paid call response model. The new Fire Hall No. 5, scheduled to open in 2026, will be located at 19950 – 27 Avenue and will operate under a composite response model consisting of career and paid call firefighters. This will be the first purpose built composite fire hall in the Township of Langley and the first new fire hall constructed in 20 years.

In 2024, the TLFD acquired the ADAM predictive modeling software from Deccan International. This software allows TLFD to analyze alternate deployment scenarios, model response times, assess community risk, and evaluate future growth, roadway changes, and call volume increases. ADAM has been instrumental in validating the location and service impacts of the new Fire Hall No. 5.

1. Response Performance Improvements and Public Safety

The new Fire Hall No. 5 has been strategically located within the Brookswood/Fernridge service area to optimize response times and improve coverage across the Township. Its proximity to major roadways reduces travel distances and enhances access to high-demand areas, including MESA calls for service. An analysis conducted by ADAM shows a significant reduction in the average response time for the following response zones by adding a career staffed engine with four (4) personnel at the new Fire Hall No. 5:

- Fire Hall No. 5's response zone - 3:36
- All over the Township of Langley - 00:21

The facility's design further enhances response efficiency through:

- Four drive-through apparatus bays with quick-release door systems
- Direct and efficient routes from living quarters to apparatus bays
- Advanced alerting systems that reduce turnout time
- A site orientation that minimizes vehicle wear and allows for rapid, safe egress.

Collectively, these features are expected to result in measurable improvements in first-due response times within the Fire Hall No. 5 response area and improved overall system resiliency for the Township.

2. Superior Tanker Shuttle Service (STSS) and Insurance Impacts

A significant portion of the Township's 316 km² service area is not serviced by municipal fire hydrants. To address this challenge, TLFD has worked closely with the Fire Underwriters Survey (FUS) to implement and maintain STSS accreditation. TLFD is currently accredited until January 2029.

STSS accreditation allows non-hydranted areas to be rated by FUS as equivalent to hydranted areas for fire protection purposes, resulting in potentially significant residential insurance savings. To qualify for STSS-based insurance discounts, properties must be:

- Within 8 km travel distance of a fire hall
- Within 5 km travel distance of a fire hydrant, measured by roadway distance

The relocation of Fire Hall No. 5 expands the geographic area that meets these criteria. As a result, a substantial number of properties that were previously outside qualifying distances are now predicted to become eligible for new or increased insurance discounts. Based on mapping provided by TOL Geographic Information System (GIS) staff, over 100 additional properties have been identified that meet the criteria established by FUS.

3. Modeled Coverage Maps and Property Impacts

As part of this memo, five (5) maps have been prepared and provided:

- Map #1: Predicted response performance for all response zones in the TOL
- Map #2: Predicted response performance for Fire Hall No. 5 response zone
- Map #3: Current Fire Hall No. 5 location at 32 Avenue and 204 Street
- Map #4: Future Fire Hall No. 5 location at 19950 - 27 Avenue; and
- Map #5: Municipal fire hydrant locations.

Maps #3 and #4 identify properties that are covered and not covered by STSS under both the current and future fire hall locations. These modeled scenarios clearly demonstrate expanded STSS coverage resulting from the new fire hall, allowing Council and residents to better understand service improvements and potential insurance benefits.

4. Facility Design and Future Readiness

The new Fire Hall No. 5 has been designed to meet modern operational, safety, and sustainability standards, including:

- Compliance with 2024 BC Building Code post-disaster requirements
- Full emergency power capability via onsite generator
- Dedicated decontamination areas to reduce firefighter exposure to carcinogens
- Inclusive, gender-neutral facilities
- Health and wellness spaces addressing physical and mental well-being
- Energy-efficient design targeting 25% better performance than National Energy Code Buildings (NECB) 2020
- Flexibility for future expansion to meet community growth

At approximately 18,000-square-feet, the facility is designed to accommodate 2.5 crews and provides secure access for staff and apparatus.

The new Fire Hall No. 5 has been strategically designed and oriented to optimize response times. The building is located within the Brookswood/Fernridge service area, providing easy access to arterial roads and minimizing travel distance to various parts of the community. Apparatus bays are designed with drive-through capabilities and quick-release door mechanisms, allowing fire trucks and emergency vehicles to deploy rapidly. The layout of the fire hall prioritizes direct routes from living quarters and workspaces to the apparatus bays, reducing the time it takes for firefighters to mobilize. Additionally, advanced alerting systems and strategically placed equipment ensure that firefighters can gear up and respond to emergencies with minimal delay, ultimately enhancing their ability to save lives and protect property.

The fire hall's design incorporates flexibility and scalability to accommodate future growth and meet the evolving community needs. The site layout includes space for potential expansion, allowing for additional apparatus bays and support facilities as the fleet and personnel increase. Modular construction techniques and adaptable interior spaces facilitate reconfiguration or extension without significant disruption. By integrating these forward-thinking elements, the fire hall remains a sustainable and functional facility capable of adapting to the demands of a growing and changing community.

Based on the extensive work undertaken, the following are some of the key design components for the new Fire Hall No. 5:

- Location: The situating of a new fire hall is one of the most critical elements due to ensuring rapid emergency response. This fire hall location is ideal because of its central position and proximity to the major roads within the Brookswood/Fernridge community.

- Post-Disaster Standard: The facility will meet the latest post-disaster requirements (2024 BC Building Code) to ensure that the fire hall structure is usable after an earthquake. This is achieved through increasing the design forces by 50% and limiting the allowable movement to 40% of what a typical structure might experience so that non-structural components such as windows, partitions, and mechanical/electrical experience limited damage.

- Emergency Power: To ensure the fire hall is fully operational (beyond just life safety systems) and self-sufficient during a power failure, an onsite generator has been incorporated into the design.

- Apparatus Bays: There are four drive through bays. Drive through capability in a fire hall design minimizes the risk of accidents and damage associated with backing-up fire apparatuses, and apparatuses and vehicles can respond from the rear exit if parked behind a front-line apparatus or the primary door is obstructed for whatever reason. The apparatus bays are perpendicular to 200 Street so that the wear and tear on the vehicles is not extensive upon exiting, and response time is as quick as possible. Further, the establishment of a 20m front apron located on the property is critical for allowing the apparatus to exit the hall safely before entering onto the public sidewalk or roadway.

- Energy and Emissions: The Firehall is aiming for a high level of energy efficiency and Greenhouse Gas (GHG) reduction, with a target of exceeding the National Energy Code for Buildings (NECB) 2020 by 25%. This not only reduces the firehall's environmental footprint but also translates to long-term operational cost savings. To achieve this, the project will explore innovative design strategies, high-performance building materials, and energy-efficient building systems.

- Decontamination Areas: The design of fire halls plays a crucial role in ensuring the health and well-being of firefighters. Modern fire halls are equipped with dedicated decontamination areas to remove hazardous substances from gear and equipment, minimizing exposure to toxic materials. For this hall a dedicated washdown area and washrooms are positioned directly off the apparatus bay to allow for the firefighters to perform a first stage decontamination when returning from a fire. WorkSafeBC requirements regarding worker safety have also evolved. The new fire hall must reflect current understandings of firefighter cancer exposures.

- Space: The size of the new fire hall building is approximately 18,000 square feet and has been designed to accommodate 2.5 crews.

- Vehicle and Truck Access: Secure staff parking is available both south and west of the building. The secure gate on the north-west is for both staff’s personal vehicles and fire trucks.

- Gender Neutrality: The design is focused on being inclusive and equitable through providing individual washrooms and sleeping quarters.

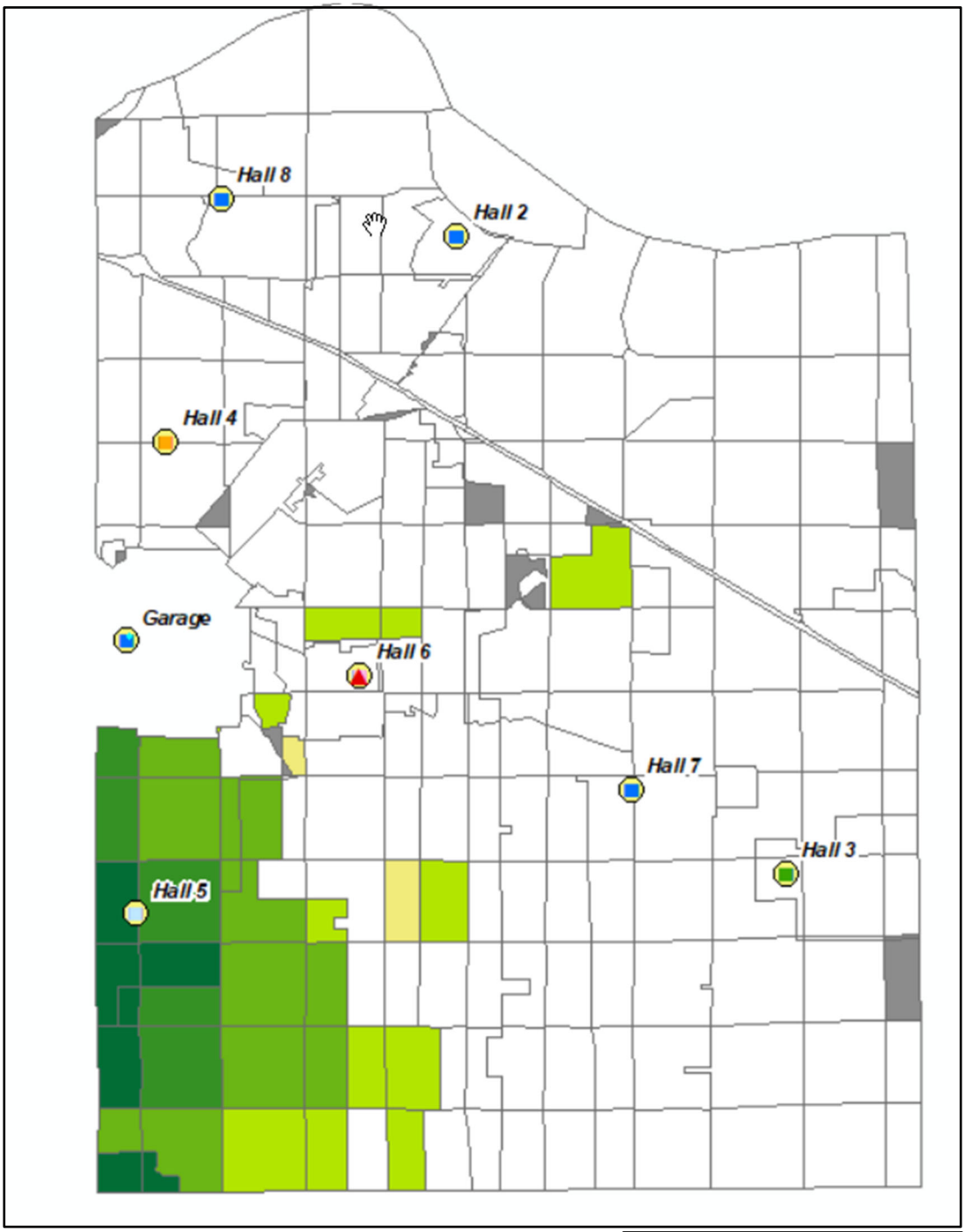
- Health and Wellness: Increased cancer rates and the risk of heart disease due to diet, sleep deprivation, and other factors are now better understood. Health and lifestyle considerations, including physical fitness areas, will be part of the Fire Hall design. Science has shown that health and wellness are not just related to physical health. Mental health challenges require facility spaces that can be used to support quiet and reflective areas for members to gather. Spaces for health and wellness have been incorporated into the design of the firehall.

- The new Fire Hall No. 5 represents a significant advancement in emergency response capability, public safety coverage, and community resilience for the Township of Langley. Beyond improved response times and operational effectiveness, the relocation and enhanced staffing model are expected to positively impact residential insurance costs for many Township residents through expanded STSS coverage.

Staff will continue to utilize predictive modeling and performance data to refine deployment strategies and ensure the Township's fire protection services evolve in alignment with community growth and risk.

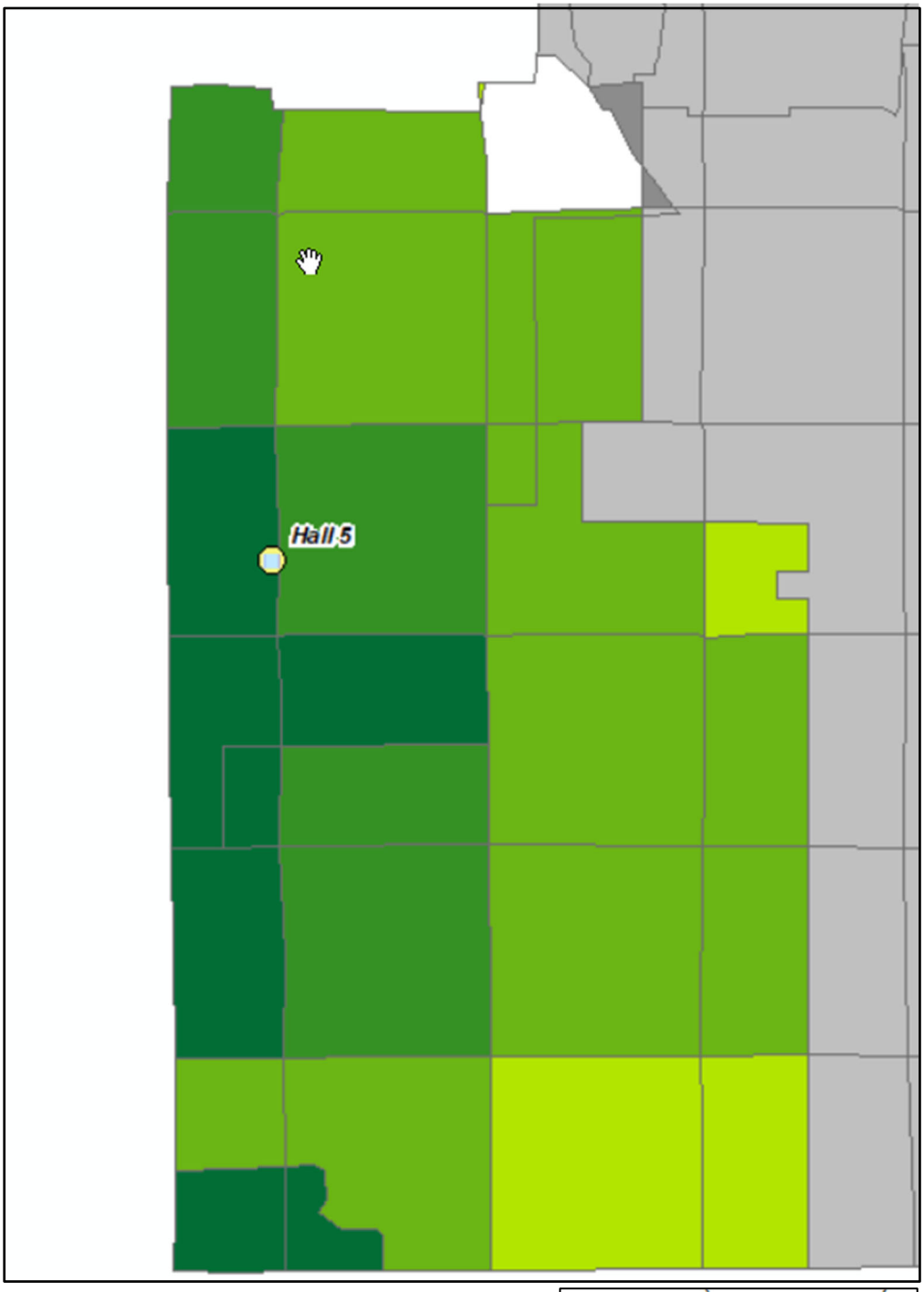
ATTACHMENT A	Predicted response performance for all response zones in the TOL
ATTACHMENT B	Predicted response performance for Fire Hall No. 5 response zone
ATTACHMENT C	Current Fire Hall No. 5 location at 32 Avenue and 2024 Street
ATTACHMENT D	Future Fire Hall No. 5 location at 19950-27 Avenue
ATTACHMENT E	Municipal fire hydrant locations

Map #1



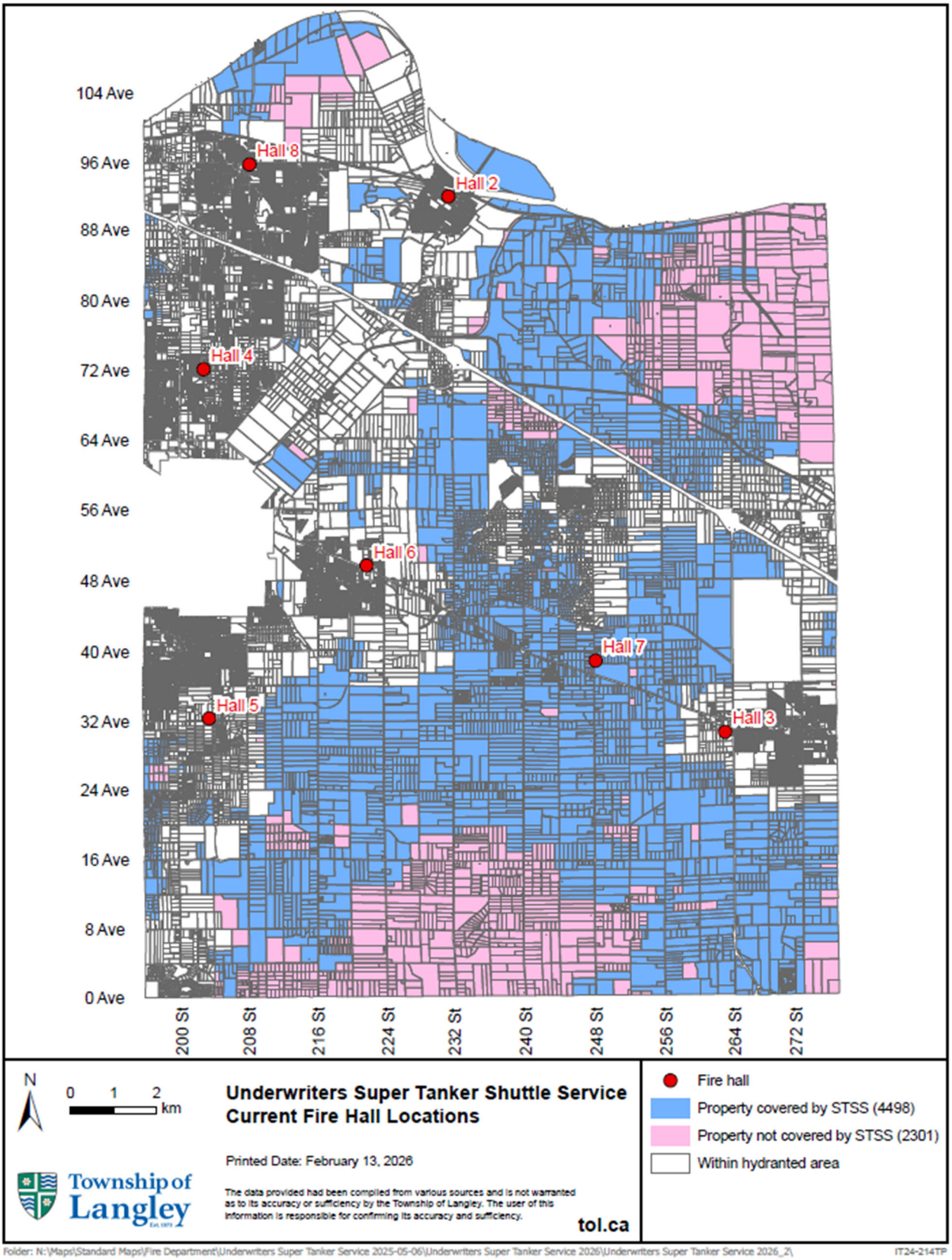
Predicted response performance for all response zones in the TOL

Map #2

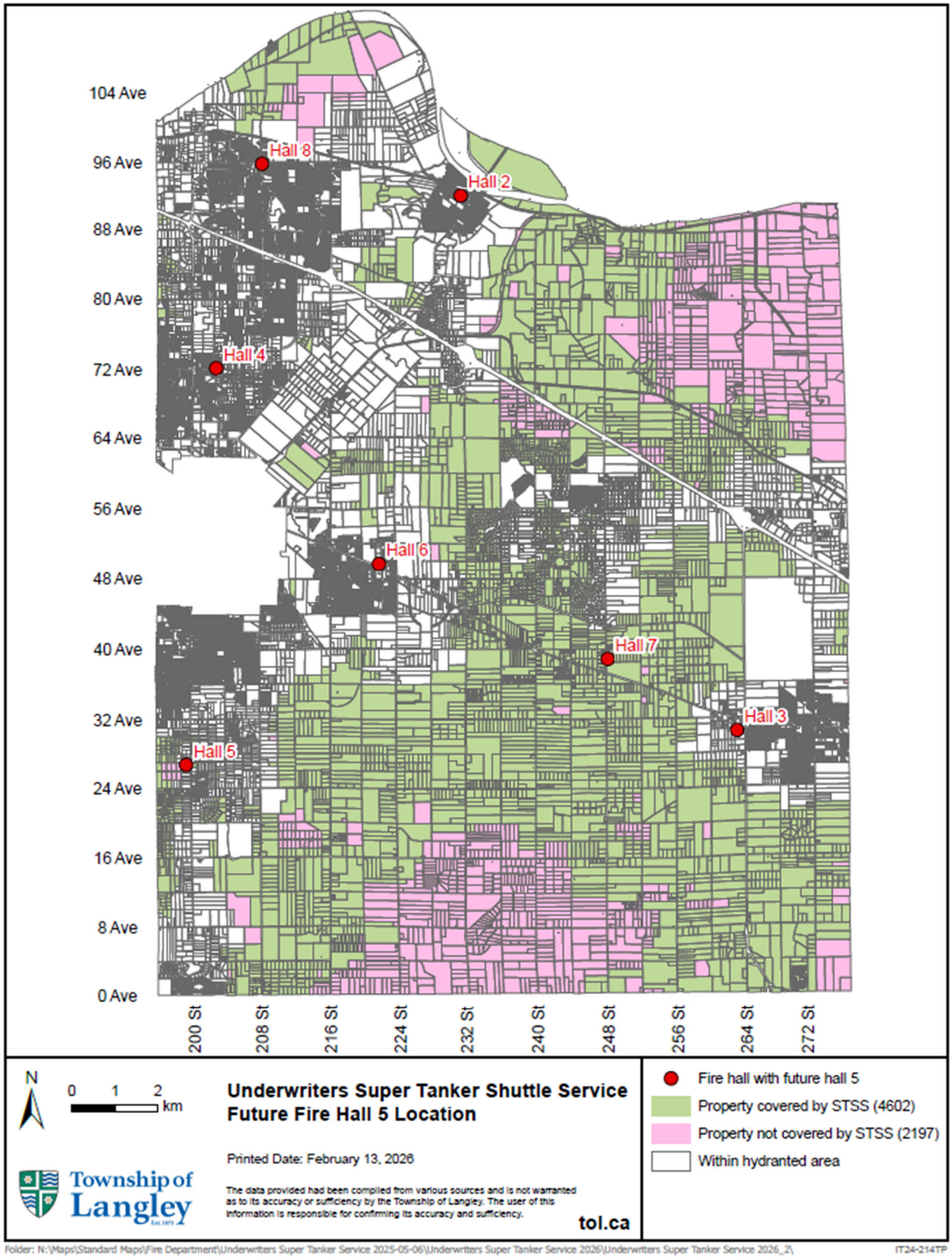


Predicted response performance for Fire Hall No. 5 response zone

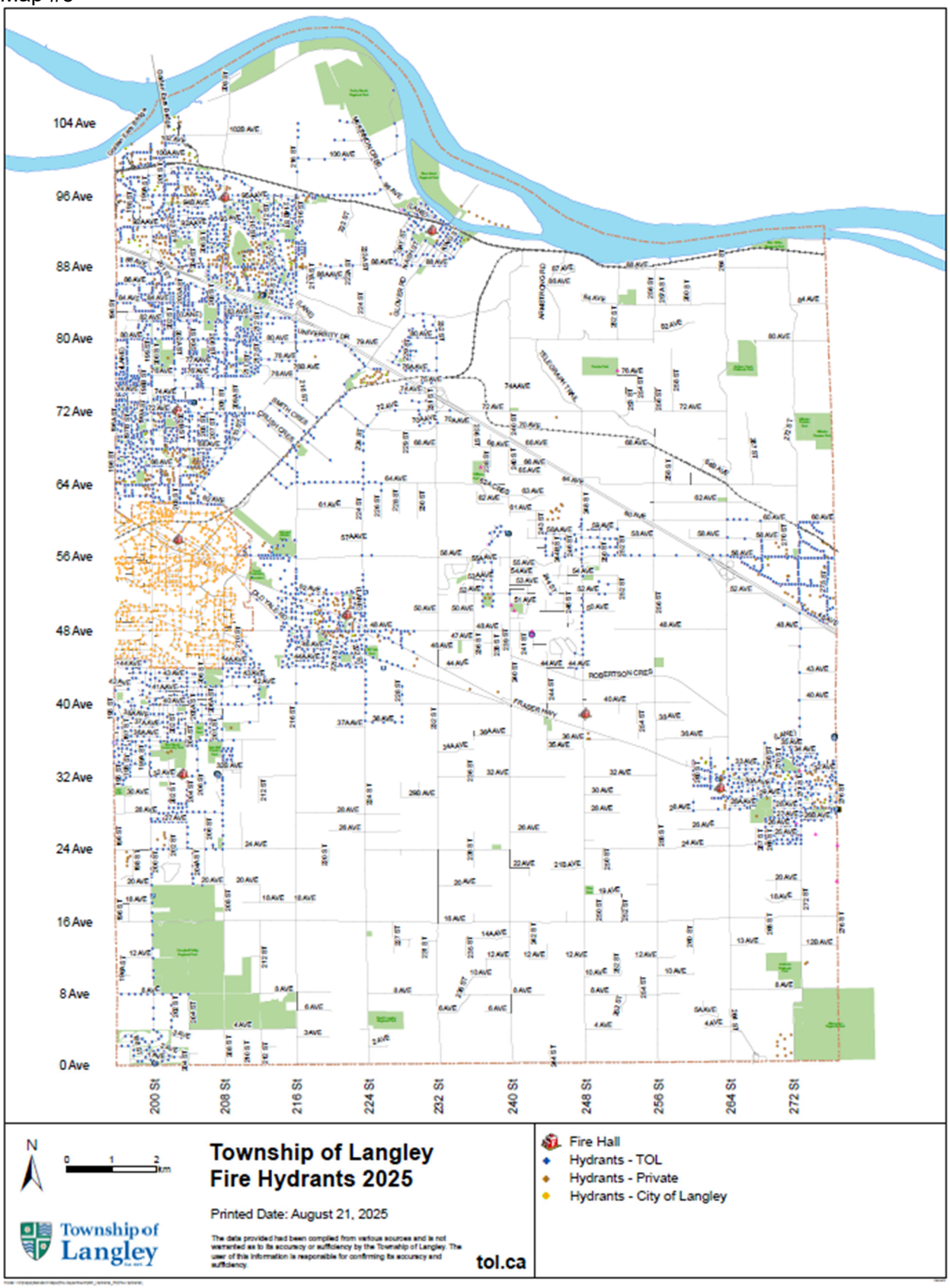
Map #3


104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Hall 8
Hall 2
Hall 4
Hall 6
Hall 7
Hall 5
Hall 3
N
0 1 2 km
Underwriters Super Tanker Shuttle Service
Current Fire Hall Locations
Printed Date: February 13, 2026
Township of Langley
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
Fire hall
Property covered by STSS (4498)
Property not covered by STSS (2301)
Within hydranted area
Folder: N:\Maps\Standard Maps\Fire Department\Underwriters Super Tanker Service 2025-05-06\Underwriters Super Tanker Service 2026\Underwriters Super Tanker Service 2026_2\
IT24-214TP

Map #4


104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
Hall 8
Hall 2
Hall 4
Hall 6
Hall 7
Hall 3
Hall 5
N
0 1 2 km
Underwriters Super Tanker Shuttle Service
Future Fire Hall 5 Location
Printed Date: February 13, 2026
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
Township of Langley
tol.ca
Fire hall with future hall 5
Property covered by STSS (4602)
Property not covered by STSS (2197)
Within hydranted area
Folder: N:\Maps\Standard Maps\Fire Department\Underwriters Super Tanker Service 2025-05-06\Underwriters Super Tanker Service 2026\Underwriters Super Tanker Service 2026_2\
IT24-214TP

Map #5


104 Ave
96 Ave
88 Ave
80 Ave
72 Ave
64 Ave
56 Ave
48 Ave
40 Ave
32 Ave
24 Ave
16 Ave
8 Ave
0 Ave
200 St
208 St
216 St
224 St
232 St
240 St
248 St
256 St
264 St
272 St
N
0 1 2 km
Township of Langley
Fire Hydrants 2025
Printed Date: August 21, 2025
The data provided had been compiled from various sources and is not warranted as to its accuracy or sufficiency by the Township of Langley. The user of this information is responsible for confirming its accuracy and sufficiency.
tol.ca
Township of Langley
Fire Hall
Hydrants - TOL
Hydrants - Private
Hydrants - City of Langley

Township of Langley

Est. 1873

HERITAGE ADVISORY COMMITTEE

Wednesday, February 4, 2026 at 7:00pm
Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC

MINUTES

Present:
T. Quiring, Community Co-Chair
Councillor B. Martens, Council Co-Chair
Councillor M. Kunst, Council Co-Chair

R. Camparmo, L. Chalus, R. Genberg, B. Mason, F. Pepin, and T. Taylor

Staff
A. Reeve, Planner II
K. Christian, Arts and Heritage Curator
V. Burnett, Council and Committee Clerk
K. Stepto, Deputy Township Clerk

ACKNOWLEDGEMENT OF THE TRADITIONAL TERRITORIES OF THE COAST SALISH PEOPLES

T. Quiring acknowledged the Traditional Territories of the Coast Salish Peoples.

A. APPROVAL AND RECEIPT OF AGENDA ITEMS

1. Heritage Advisory Committee
February 4, 2026

Moved by R. Genberg,
Seconded by L. Chalus,
That the Heritage Advisory Committee approve the agenda and receive the agenda items of the February 4, 2026 meeting, as amended.
CARRIED

Clerks Note: Item B.2 to be moved to the end of the meeting.

B. ADOPTION OF MINUTES

1. Heritage Advisory Committee January 7, 2026

Moved by L. Chalus,
Seconded by T. Taylor,
That the Heritage Advisory Committee adopt the minutes of the January 7, 2026 meeting.
CARRIED

2. Heritage Advisory Committee Closed Meeting January 7, 2026

Item B.2 was moved to the end of the meeting.

C. DELEGATIONS AND PRESENTATIONS

D. REPORTS

1. Co-Chair Reports

Councillor Martens reported that the International Women's Day event put on by the Langley Rotary Club will be held at Murrayville Hall on March 8, 2026.

2. Report from Staff Liaison

A. Reeve provided an update for the following heritage sites:

- Old Yale Barn –22495 Old Yale Road – Following the Committee's recommendations from December 3, 2025, Council added this barn to the Township's Community Heritage Register at its Regular Meeting on December 15, 2025, and directed staff to pursue heritage designation. These actions are in progress, and related interpretive signage will be prepared.

- Monahan Residence – 21493 48 Avenue – The proposed subdivision of this property, including conservation of the house through a Heritage Revitalization Agreement, is under further review.

  Hope Carriage House – 23155 96 Avenue –An application to amend the Official Community Plan (OCP) and rezone the manufactured home park property has been received. The proposed redevelopment of this property includes conservation of the Hope Carriage House and moving it to another location on the property.

D. REPORTS

3. Heritage Curator's Report

K. Christian reported the following:

- A Family Day event will be held on February 16, 2026 at the museum.
- A Museum Advisory Group seat is available.
- New exhibition cases are being installed on site, with anticipated completion by March.

5. Langley Pioneer Recognition Committee Report

R. Genberg reported that this year's Pioneer luncheon will be held on June 6, 2026. A brief history of Douglas Day and the Pioneer recognition event in the Township of Langley was shared.

6. Museum Advisory Group Report

B. Mason reported that modifications on the main gallery are being considered to accommodate future exhibitions. Temporary exhibition work continues. Proposals for the permanent exhibition are being reviewed.

E. CORRESPONDENCE

F. 2026 WORK PROGRAM

1. Heritage Tour 2026

A. Reeve reported the following:

- The Heritage Review Panel requires an additional Murrayville community representative according to the Committee's Terms of Reference. Interested community members may contact A. Reeve for more information: areeve@tol.ca.
- Staff are reviewing the Heritage Strategy to identify policies that are out of date or inconsistent with the current OCP.
- Updates are being made to the website; staff will be seeking input on developing new mapping to improve access to heritage information.

Bus Tour

Discussion ensued regarding the proposed bus tour, including participants, tour locations and themes. A. Reeve reported:

F. 2026 WORK PROGRAM

- The Committee could use the Township's bus, which has a capacity of 21 passengers plus a Class 4 qualified driver
- More sites can be visited if located in proximity to each other

The following suggestions were provided by the Committee:

- Township bus is a good size for this year
- Half a day
- Informational material for each location
- Activities such as an interactive place to stop, a speaker over lunch
- Locations in Aldergrove, potentially with additional locations to south or north
- In June after the Committee meeting
- Further development of ideas by a work group: Councillor Kunst, T. Quiring and K. Christian

G. COUNCIL REFERRALS

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

1. Langley Heritage Society Update

F. Pepin made a statement regarding the passing of Alice Johnson, Langley resident and Freeperson of the Township.

The CN Station Museum will be open with events planned for Family Day on February 16, 2026.

Information was provided about St. Alban's Anglican Church and its potential usage.

H. OTHER BUSINESS AND ITEMS FOR INFORMATION

2. Alder Grove Heritage Society Update

T. Quiring reported the following:

- The Aldergrove Community Museum and Archives will be reopening on February 8, 2026. BC Heritage Week will be celebrated with an exhibit.
- The Society is currently working with the Legion to install a flagpole and to collaborate on upcoming events.
- Updates to the museum are taking place including a new scanning station and changes to exhibits.

3. HAC Photo

A photo was taken for the Township website.

I. NEXT MEETING

Date: Wednesday, March 4, 2026
Location: Salmon River Committee Room
4th Floor, 20338-65 Avenue, Langley, BC
Time: 7:00pm

The agenda order was varied.

B. ADOPTION OF MINUTES

2. Heritage Advisory Committee Closed Meeting January 7, 2026

Moved by L. Chalus,
Seconded by R. Camparmo,
That the Heritage Advisory Committee adopt the minutes of the January 7, 2026 Closed Meeting.
CARRIED

J. TERMINATE

Moved by B. Mason,
Seconded by R. Genberg,
That the meeting terminate at 8:52pm.
CARRIED

CERTIFIED CORRECT:

Community Representative Co-Chair

Council Representative Co-Chair

From: Anna Nemeth
To: legservicesinfo
Subject: World Primary Immunodeficiency Week April 22-29th, 2026. Proclamation request
Date: Tuesday, February 10, 2026 12:44:59 PM

External email. Verify sender and confirm content is safe.

Hello,

I am inquiring about submitting a proclamation request for World Primary Immunodeficiency week April 22-29th, 2026.

Primary immunodeficiencies (PIs) are inherited, genetic conditions that affect immune system development, and/or how it functions. World PI Week is a global campaign held every year on April 22-29, aimed at raising awareness for primary immunodeficiencies (PI) and increasing public understanding of these conditions. In 2026, the focus is on the impact of early diagnosis and support on the success of treatment outcomes. By letting the public know about World PI Week, this will help people to understand that patients and families affected by primary immunodeficiency deserve recognition, empowerment and support. We ask you to join us and support World Primary Immunodeficiency Week this year.

Here is our proclamation:

WHEREAS: Primary immunodeficiencies (PIs) are inherited, genetic conditions that affect immune system development, and/or how it functions. There are over 500 types, which widely range in their severity, and 70-90% of people with a PI are still undiagnosed worldwide; and

WHEREAS: World Primary Immunodeficiency Week, celebrated April 22-April 29 2026, allows patients to connect and educate the general public about what it is like to be immune compromised on a daily basis; and

WHEREAS: The World PI Week theme for 2026 is “We can’t wait: Calling for early diagnosis and timely treatment and support”. This acknowledges the importance of and benefits to patients, caregivers and the healthcare system of early diagnosis and treatment, and that awareness-raising through sharing stories and and embodied knowledge is vital to achieving this goal; and

WHEREAS: ImmUnity Canada will unite its supporters across Langley during World PI Week by providing online awareness events for patients and their families, and helping patients and caregivers to share their stories with the public; and

THEREFORE: I, Mayor [FULL NAME], do hereby proclaim World Primary Immunodeficiency Week April 22-April 29, 2026, as a special occasion in the Township of Langley.

Please advise what further information you require.

Sincerely,

Anna Nemeth
Membership volunteer, ImmUnity Canada