



ENVIRONMENTAL SUSTAINABILITY COMMITTEE

THURSDAY, JUNE 11, 2026 AT 6:00 p.m.
Langley City Hall
20399 Douglas Crescent, Langley, BC

A G E N D A

- 1) **LAND ACKNOWLEDGEMENT**
- 2) **AGENDA**
Adoption of June 11, 2026 agenda
- 3) **MINUTES**
Adoption of the minutes of the Environmental Sustainability Committee meeting held May 14, 2026
- 4) **DISCUSSION**
 1. Walking the Roadmap Exercise (approx. 45min-1hr)
 2. Strategic Sustainability Alignment Framework Presentation (time permitting)
 3. Urban Green Corridors Initiatives Presentation (time permitting)
- 5) **STANDING ITEMS**
Work Plan 2026
 - Bee Friendly City Update (moved from Potential Items to Action Plan Items)
- 6) **ROUND TABLE**

ADJOURNMENT

FUTURE MEETING DATES

- July 9, 2026; September 10, 2026; October 8, 2026; November 12, 2026;
December 10, 2026

Please notify Natasha Loewen at nloewen@langleycity.ca of your **confirmed attendance** to be able to meet the quorum requirements to hold the meetings.



MINUTES OF THE ENVIRONMENTAL SUSTAINABILITY COMMITTEE

Langley City Hall – CKF Room
20399 Douglas Crescent, Langley, BC

THURSDAY, MAY 14, 2026 AT 6:02 P.M.

Present: Councillor Paul Albrecht, Chair
Councillor Rosemary Wallace, Vice Chair
Ellen Hall, Senior Representative
Lisa Dreves, Langley Field Naturalists
Mallory Palliyaguru, Member at Large
Nichole Marples, Langley Environmental Partners Society
Owen MacGregor, Post-secondary Institution Rep
Thiago Larangeira, Member at Large

Staff: Rachel Ollenberger, Manager, Engineering Services
Perry Browne, Environmental Sustainability Coordinator
Natasha Loewen, Clerk, Engineering, Parks & Environment

Absent: Amika Watari, Youth Representative, with regrets
Navneet Sandu, Member at Large, with regrets
Rainer Fehrenbacher, Member at Large, with regrets
David Pollock, Director, Engineering, Parks & Environment, with regrets

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

1. AGENDA

It was MOVED and SECONDED

THAT the May 14, 2026 Agenda for the Environmental Sustainability Committee be adopted.

CARRIED

2. MINUTES

It was MOVED and SECONDED

THAT the March 12, 2026 Minutes of the Environmental Sustainability Committee meeting be adopted.

CARRIED

3. DISCUSSION

1. Presentation on the Citizens Assembly Initiative to Inform Discussion on 2026 Work Plan Goals
 - 1.1. Dena Kae Beno, Manager of Strategic Initiatives & Social Planning, City of Langley, provided a PDF presentation to the committee on the Citizens' Assembly on Community Safety and Well-Being.
 - 1.2. There was consensus on the presenter returning to provide a roadmap workshop.
2. Finalization of the 2026 Committee Work Plan
 - 2.1. The Committee discussed the action items and finalized the work plan. Committee member Ellen Hall exited the meeting at 7:33pm.
3. Earth Day 2026 Debrief
 - 3.1. Committee member Nichole Marples provided a debrief on Earth Day, and was requested to provide a brief summary and related statistics by email.

4. STANDING ITEMS

N/A

5. ROUND TABLE

1. Nicomekl Trail Waste Disposal Report
 - 1.1. The Committee expressed support for the report. Staff advised the report had been forwarded to the Engineering Operations Department for information.
2. Staff provided an update of the council endorsed Zero Waste Strategy, and members provided updates from other task groups.

6. ADJOURNMENT

It was MOVED and SECONDED

THAT the meeting adjourn at 8:18 pm.

CARRIED

CHAIR

Certified Correct:

Environmental & Sustainability Coord.



Strategic Sustainability Alignment Framework

Why This Matters for Langley City



- ▶ Municipal governments increasingly operate within interconnected environmental, social, economic, and infrastructure systems shaped by regional, provincial, federal, and global policy frameworks.
- ▶ Climate resilience, ecological health, infrastructure funding, housing, transportation, and community well-being are no longer addressed independently. Increasingly, funding programs, regional planning strategies, and government priorities are being structured through integrated sustainability and resilience frameworks.
- ▶ Langley City already advances many initiatives aligned with these objectives through its Official Community Plan, Urban Forest Management Strategy, transportation planning, and environmental initiatives.
- ▶ **The opportunity is not to create entirely new policies, but to strategically align, measure, communicate, and strengthen existing municipal initiatives within a broader governance framework.**

Overall



SUSTAINABLE DEVELOPMENT GOALS

- ▶ The Sustainable Development Goals (SDGs) provide a globally recognized framework increasingly used by governments, institutions, investors, and municipalities to align long-term planning, climate resilience, economic development, and community well-being objectives.
- ▶ Although established at the international level, the SDGs were intentionally designed to support implementation through local action. Municipal governments play a critical role in advancing many of these objectives through land-use planning, infrastructure investment, transportation systems, housing policy, environmental stewardship, and community development.
- ▶ For municipalities, SDG alignment is not primarily symbolic. It is increasingly connected to governance integration, performance measurement, infrastructure funding, resilience planning, and long-term strategic coordination.



SUSTAINABLE DEVELOPMENT GOALS

There are 17 goals and 169 targets. Many SDGs directly relate to core municipal responsibilities.



Municipal governments are increasingly recognized as essential implementation partners in achieving these objectives.

Canada and the SDG's



- ▶ The Government of Canada works with partners and stakeholders to advance the 2030 Agenda through concrete actions on the 17 Sustainable Development Goals. These actions include **reducing poverty, building sustainable economic growth, supporting reconciliation with Indigenous peoples, advancing gender equality and taking action on climate change and clean energy.**
- ▶ The 17 Sustainable Development Goals are not just a global checklist—they are Canada's roadmap to a stronger, safer, and more inclusive future. **True progress cannot happen in isolation. It demands a whole-of-government and whole-of-society commitment.**
- ▶ The Canadian Indicator Framework (CIF) provides measurable indicators used to track progress toward sustainability, resilience, environmental protection, equity, economic inclusion, and quality of life objectives across the country.

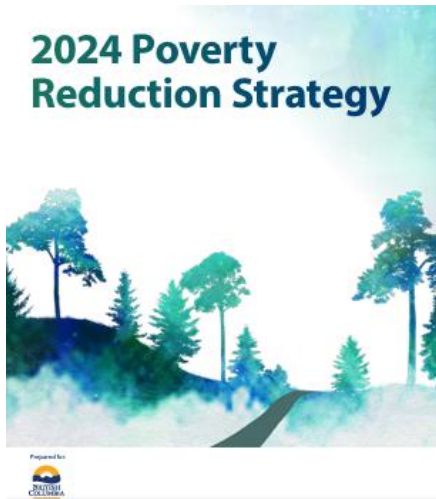
Strategic Alignment and Funding Opportunities



- ▶ **Federal funding programs** increasingly prioritize projects that demonstrate measurable contributions to climate resilience, sustainability, infrastructure modernization, ecological restoration, housing, accessibility, and community well-being objectives.
- ▶ **Strategic alignment frameworks help municipalities** to strengthen grant competitiveness; improve project justification; demonstrate measurable outcomes; support intergovernmental coordination; and align capital planning with senior government priorities.
- ▶ To ensure the project's **financial viability and long-term success**, we will leverage a diverse capital stack of federal and institutional grants. The initiative aligns directly with the strategic criteria of the SDG Funding Program, Infrastructure Canada, and the Green Municipal Fund (GMF).
- ▶ Furthermore, by addressing critical resilience gaps, **the alignment qualifies for specialized risk-reduction resources**, including the Disaster Mitigation and Adaptation Fund (DMAF), Climate Investment Funds (CIF), and targeted climate adaptation grants



British Columbia and the SDG's



- ▶ The Province of British Columbia is committed to supporting an economy where business and people are mutually successful, and where our diverse, well-educated people, rich endowment of natural resources and exceptional location **provide the foundation for sustainable prosperity** that is shared by all British Columbians.
- ▶ CleanBC is government's plan to lower climate-changing emissions by 40% by 2030.
- ▶ BC's Poverty Reduction Strategy, setting out a long-term strategic vision to break the cycle of poverty and ensure all people living in B.C. are fully included and have equitable access to opportunity.

Implementation and Municipal Support Networks



**British Columbia
Assembly of First Nations**

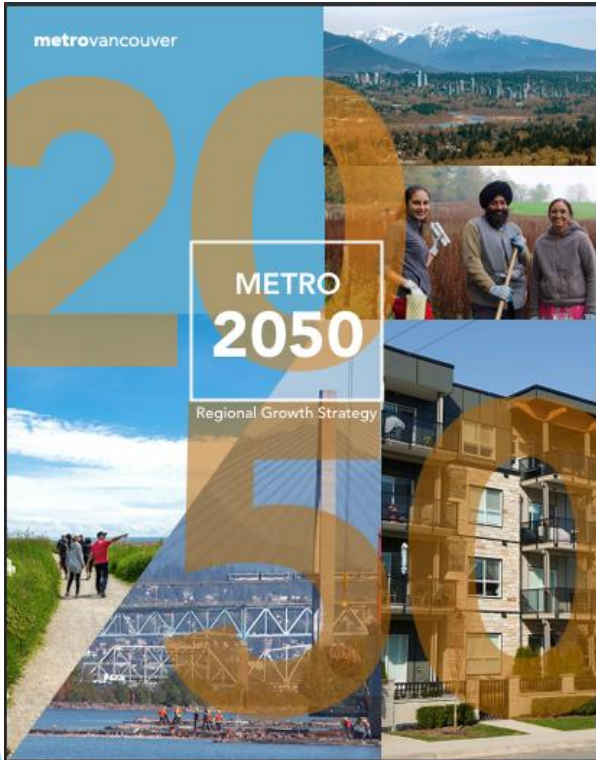


- ▶ **The BC Assembly of First Nations (BCAFN)** drives a First Nations-led pathway to the SDGs, ensuring that local environmental and economic initiatives fully respect Indigenous sovereignty and legal rights. Through comprehensive frameworks like the BC First Nations Climate Strategy and Action Plan, BCAFN champions SDG 13 (Climate Action) and SDG 15 (Life on Land) via Indigenous-led Guardian programs, while advancing low-carbon transportation and sustainable economic equity for 204 First Nations across the province.
- ▶ **The Union of BC Municipalities (UBCM)** serves as the primary funding channel and policy advocate for local governments, driving SDG 11 (Sustainable Cities and Communities) and SDG 13 (Climate Action) by funneling provincial grants into local infrastructure projects. It ensures municipal viewpoints shape provincial sustainability legislation while providing local councils with the operational funding and toolkits needed to implement green infrastructure, transit solutions, and climate resilience initiatives.
- ▶ **The BC Council for International Cooperation (BCCIC)** acts as the specialized data engine and research bridge that translates high-level UN metrics into practical, ground-level actions for communities and local politicians.

Metro Vancouver Regional Growth Strategies



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION



- ▶ Metro Vancouver embraces collaboration and innovation in providing sustainable regional services that contribute to a livable and resilient region and a healthy natural environment for current and future generations.
- ▶ **Metro Vancouver's Regional Growth Strategy, Metro 2050**, is a long-range vision for how the region will manage population, dwelling unit, and employment growth forecasted to come to this region over the next 30 years. It **contains goals, strategies, and policies** to shape and accommodate growth in a way that supports the development of a compact urban area and complete communities, and which protects important lands such as Conservation and Recreation, Agricultural, Industrial, and Rural lands.

Metro Vancouver Climate 2050



metrovancouver
SERVICES AND SOLUTIONS FOR A LIVABLE REGION



Accelerate Energy Transition

The energy transition is the shift from fossil fuels to cleaner, renewable energy sources. It is about building a more sustainable, resilient energy system to power our homes, businesses, and day-to-day lives.



Reduce GHG Emissions from Buildings

Buildings are one of the largest sources of emissions, but also one of our greatest opportunities for climate solutions. Upgrading buildings for energy efficiency can protect human health, improve affordability, and keep people safe during extreme weather.



Grow Transit-Oriented Communities

When we grow communities around transit, we make it easier for people to live, work and play. This creates vibrant, connected neighbourhoods and supports a more sustainable transportation system in our region.



Protect Nature; Manage Stormwater

Natural areas play a key role in stormwater management by absorbing and filtering rainwater. Protecting forests, wetlands, and green spaces helps reduce flooding and supports healthier ecosystems.



Turn Food into New Resources

Food scraps aren't garbage. By separating food scraps and compostable materials, we can turn them into valuable resources. It's a simple action that supports our food systems in Metro Vancouver.



Reduce Your Impact as a Consumer

We can reduce our impact by consuming less, choosing better, and reusing more. These small choices help build a circular economy where materials stay in use and out of our landfills.

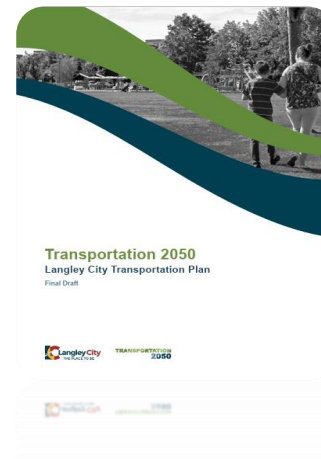
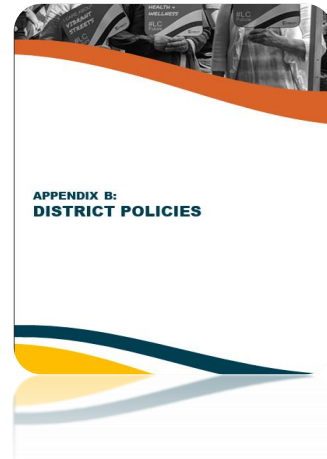
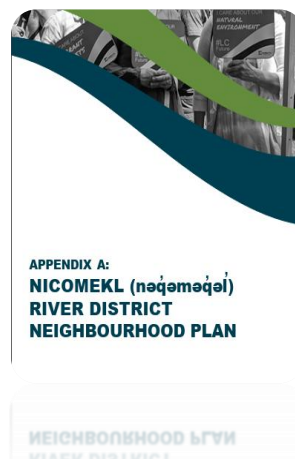
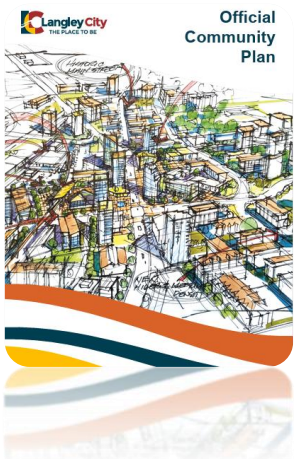


- ▶ Metro Vancouver's Climate 2050 is a strategy that will guide climate change policy and action for Metro Vancouver for the next 30 years. The strategy addresses adaptation (responding to climate impacts) and mitigation (reducing GHG emissions), both of which are necessary complements in addressing climate change.
- ▶ These regional frameworks increasingly shape infrastructure planning, transportation integration, ecological restoration, growth management, and climate resilience priorities across Metro Vancouver municipalities

What Does This Mean for...



- ▶ **Langley City** already advances key initiatives aligned with regional and global sustainability objectives through its existing municipal policies and programs. This is demonstrated by our ongoing progress in transit-oriented growth planning, urban forest management, active transportation improvements, and ecological restoration.
- ▶ The City prioritizes climate resilience policies, accessible community planning, and sustainable infrastructure investments.
- ▶ The next strategic opportunity is to formally integrate and communicate these initiatives within a cohesive municipal sustainability alignment framework.



UFMS as a Practical Example of SDG Alignment

- ▶ **Langley City's Urban Forest Management Strategy (UFMS)** is a strong example of how local initiatives directly contribute to multiple Sustainable Development Goals.
- ▶ The UFMS recognizes the urban forest as critical infrastructure that enhances ecological health, community well-being, climate resilience, and the livability of Langley City. **It aligns with both municipal priorities and broader regional, provincial, national, and global sustainability objectives.**
- ▶ Through urban forest protection, canopy expansion, biodiversity conservation, stewardship, and equitable access to green spaces, Langley City is advancing several SDGs while also supporting key outcomes identified in Metro Vancouver, BC, and Canadian sustainability frameworks.

Key SDGs Advanced by the UFMS



Enhances livability, creates greener, more resilient neighbourhoods, and supports sustainable urban growth.



Trees store carbon, reduce urban heat, and strengthen community resilience to climate impacts.



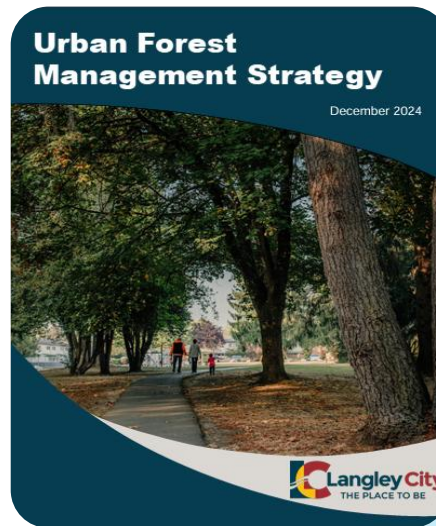
Protects biodiversity, supports habitat connectivity, and conserves natural ecosystems.



Improves air quality, reduces heat stress, promotes physical activity, and supports mental well-being.



Supports stormwater management, reduces flooding risk, and improves water quality.



The UFMS demonstrates how a municipal strategy can deliver measurable environmental, social, and economic benefits while contributing to local, regional, and global sustainability priorities.

Langley City SDG's Alignment Framework

A Cascading Framework Connecting Global Goals to Local Action



Alignment ensures that Langley City's actions contribute to broader priorities, strengthen funding readiness, improve resilience, and create lasting community well-being.

Takeaways

- ▶ Langley City already possesses many of the policies, strategies, and initiatives necessary to support a resilient and sustainable future.
- ▶ The opportunity moving forward is not to create entirely new policy directions, but to improve strategic integration, alignment, measurement, reporting, and coordination across all levels of governance.
- ▶ Canada is driving the transition to **sustainable finance** by embedding strict climate-aligned frameworks into its financial systems. Emerging federal sustainability reporting standards and **green taxonomy initiatives** are now rewriting the rules for infrastructure planning—shaping funding evaluations, resilience policies, and sustainable economic development nationwide.
- ▶ A municipal sustainability alignment framework can help:
 - 🌍 strengthen long-term planning;
 - 🌍 support grant readiness;
 - 🌍 improve accountability;
 - 🌍 reinforce resilience objectives;
 - 🌍 support interdepartmental coordination;
 - 🌍 better position Langley City within evolving regional and federal policy environments.
 - 🌍 support integration of future key performance indicators (KPIs) into planning and reporting processes; and
 - 🌍 better position Langley City within evolving regional, provincial, and federal policy environments.

“

Sustainable development is based on the principle that environmentally and economically sound decisions will support social well-being.”

(Government of Canada, Federal Sustainable Development Act)

*Conceived and Prepared by
Thiago Larangeira - Member at Large,
Environmental Sustainability Committee
City of Langley
May 2026*

Urban Green Corridors Initiatives

PURPOSE

The purpose of this report is to present a concept for the Urban Green Corridors Initiatives that supports implementation of the City's Urban Forest Management Strategy, Official Community Plan, and Transportation 2050 objectives through the development of an interconnected green infrastructure network.

The proposed program would support tree canopy expansion, ecological restoration, biodiversity protection, climate adaptation, urban heat island mitigation, and stormwater management, while also enhancing walkability, pedestrian comfort, active transportation connectivity, and access to daily destinations within complete and compact neighbourhoods.

The Green Corridor Program is intended to strengthen the relationship between environmental systems and urban mobility by integrating ecological infrastructure with pedestrian-oriented design principles and healthy community planning approaches, including concepts associated with complete communities and "15-minute city" frameworks.

POLICY

The Official Community Plan establishes a vision for Langley City as a highly connected, walkable, transit-oriented, and climate-resilient community. The OCP specifically supports pedestrian-oriented neighbourhoods, complete communities, ecological restoration, active transportation, environmental protection, and the integration of green infrastructure into urban development patterns. The OCP also identifies the importance of providing neighbourhood commercial nodes, safe and comfortable walking and cycling environments, and improved community connectivity aligned with rapid transit investments.

Transportation 2050 further identifies the importance of creating a compact, walkable, and cycling-friendly city with safe and convenient transportation options that improve access to daily needs while reducing dependency on private automobiles. The plan emphasizes active transportation, complete transportation systems, and integrated land use and mobility planning as key components of future growth management.

The Urban Forest Management Strategy identifies the need to expand and strengthen Langley City's urban forest as a critical component of climate adaptation, ecosystem service delivery, urban cooling, biodiversity support, and community well-being. The Strategy also recognizes the importance of addressing areas with low canopy coverage and integrating tree canopy objectives into broader city-building initiatives.

At the regional scale, the proposed program is also consistent with Metro Vancouver's Ecological Health Framework and Climate 2050 Nature and Ecosystems Roadmap, which emphasize green infrastructure connectivity, ecosystem resilience, urban forest enhancement, and nature-based solutions to climate change.

COMMENTS / ANALYSIS

Program Rationale

The current approach to implementing environmental, mobility, and urban forestry objectives is often fragmented and undertaken on a project-by-project basis. This limits the City's ability to achieve long-term ecological connectivity, coordinated active transportation improvements, and equitable access to comfortable pedestrian environments.









A connected green corridor system would provide a city-wide framework capable of integrating ecological systems, urban forestry, public realm improvements, and active transportation infrastructure into a unified spatial network. In addition to improving ecological performance, this approach would support more walkable neighbourhoods, increase pedestrian comfort through shading and cooling, improve access to parks and services, and strengthen connections to transit and community amenities.

The proposed program aligns with emerging planning principles associated with "15-minute cities" and pedestrian-oriented development by improving the ability for residents to safely and comfortably access daily destinations through walking, cycling, and other forms of active transportation. Green corridors may also contribute to improved public health outcomes, increased social connectivity, and enhanced economic vibrancy in commercial and mixed-use areas.

Program Framework

The proposed Green Corridor Program would establish an interconnected network of ecological and mobility corridors throughout Langley City using policy guidance and spatial analysis derived from the Urban Forest Management Strategy, Official Community Plan, Transportation 2050, and environmental mapping initiatives.

Potential corridor identification criteria may include:

-  Tributary systems and riparian corridors;
-  Existing and future active transportation routes;
-  Areas with low tree canopy coverage and high urban heat vulnerability;
-  Frequent pedestrian movement corridors;
-  Transit station access routes;
-  Redevelopment and intensification areas;
-  Utility and transportation corridors;
-  Opportunities for ecological restoration and green infrastructure retrofits.

The framework could also support the development of measurable performance indicators associated with walkability and environmental performance. This may include metrics such as canopy coverage, pedestrian comfort, active transportation connectivity, shade access, proximity to parks and daily services, biodiversity indicators, and potential "walking index" methodologies used to evaluate pedestrian accessibility and urban livability.

IMPLEMENTATION APPROACH

The implementation approach would vary according to the urban and ecological context of each corridor.

In Langley’s Centre and transit-oriented areas, implementation would focus on pedestrian-oriented development principles, including expanded street tree planting, shaded sidewalks, green streets, public realm enhancements, traffic calming measures, and integration with cycling and transit infrastructure. These interventions would support improved walkability, thermal comfort, and active transportation use within higher-density urban environments.

In residential neighbourhoods, green corridors could improve neighbourhood-scale walkability and support “15-minute neighbourhood” objectives by strengthening safe and comfortable pedestrian connections to schools, parks, commercial nodes, transit, and community amenities.

In industrial and commercial areas, implementation would focus on retrofitting underutilized spaces and rights-of-way with green infrastructure elements such as bioswales, urban tree planting, permeable surfaces, and linear ecological connections to improve environmental performance and employee mobility options.

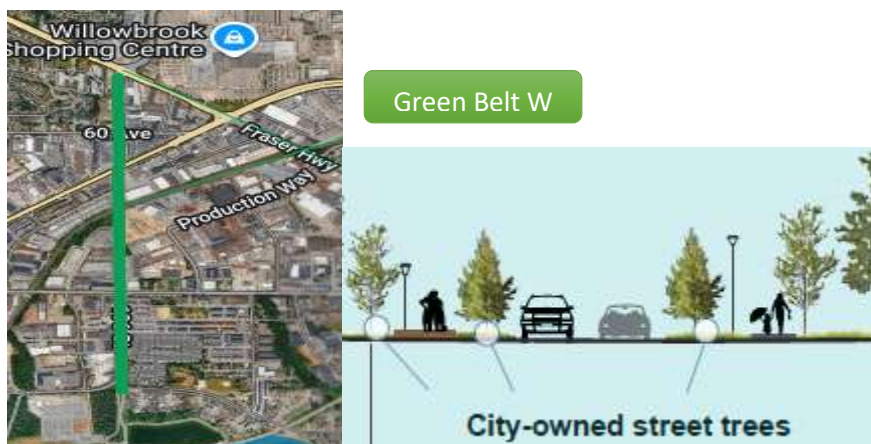
In riparian and tributary areas, the emphasis would remain on ecological restoration, biodiversity enhancement, flood resilience, invasive species management, and habitat connectivity.

The program may also prioritize universal accessibility and age-friendly design principles to ensure corridors are inclusive, safe, and comfortable for users of all ages and abilities.

The potential opportunities suggested for green corridors are summarized thus:

1. 196 Street (Green Belt West)

To support our urban forest, the idea is a new boulevard tree planting connecting Brydon Lagoon to Willowbrook new transit core. Enhancing the canopy north of the Nicomekl River is challenging due to dense development, but critical. This area has a documented canopy deficit, and targeted planting will advance UFMS expansion goals. Additionally, a partnership with BC Hydro could be pursued to compensate for recent vegetation clearing in this sector.



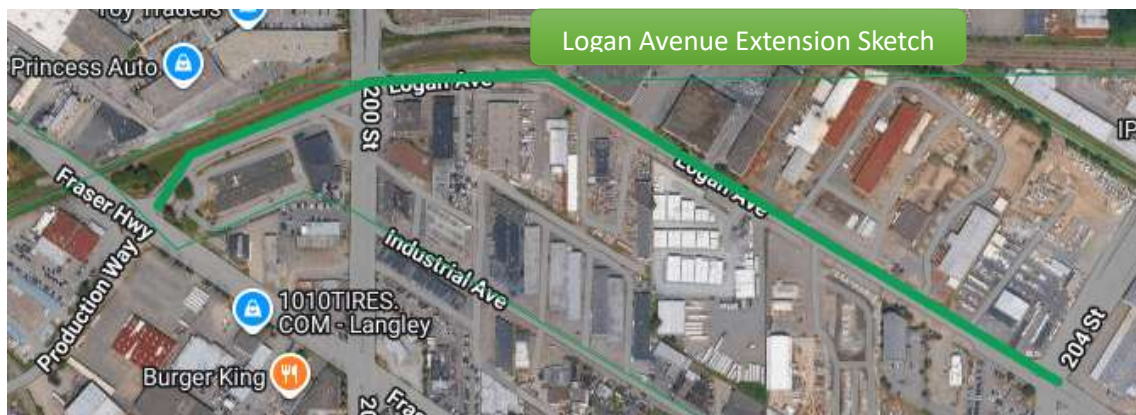
2. Brydon Lagoon – Muckle Creek Corridor.

This is approximately 1km extension corridor with low canopy suitable for habitat replanting. Because this area sits beneath a transmission line and service access for BC Hydro corridor, all work must adhere strictly to BC Hydro's planting standards and requirements. Additionally, a partnership with BC Hydro could be pursued to compensate for recent vegetation clearing in this sector.

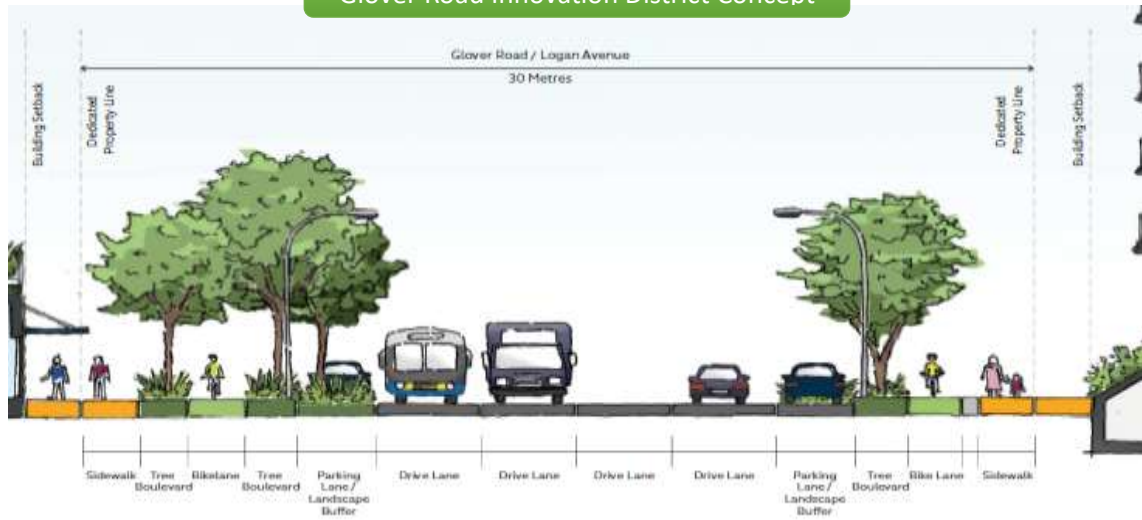


3. Logan Avenue

To maximize regional connectivity, it is proposed to extend the active transportation and revitalization concept of Innovation District Plan to Logan Avenue beyond its current terminus at Glover Road intersection. Continuing this high-quality pedestrian and cycling corridor further southwest to the intersection of Fraser Highway and Production Way will bridge a critical canopy gap. This extension creates a continuous, liveable spine that seamlessly links Langley Centre and the Innovation District directly to the Willowbrook service commercial core.



Glover Road Innovation District Concept



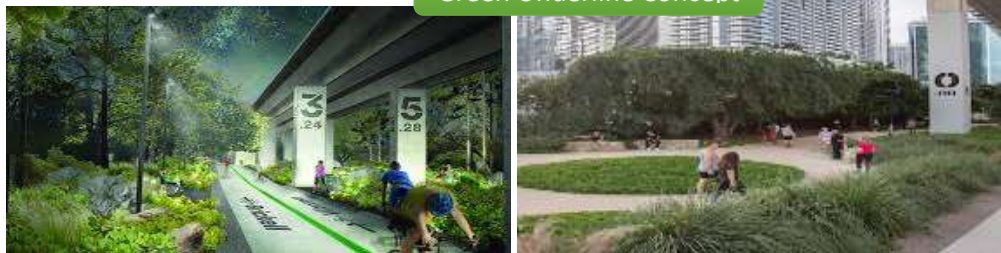
4. Langley Underline

This initiative proposes a resilient ecological corridor and linear park inspired by the habitat-driven urbanism of the Miami Underline and the regional green connectivity of the Metro Vancouver’s Central Valley Greenway. Extending from 196 Street to Langley Centre, the project leverages the Surrey Langley SkyTrain footprint to create a continuous green infrastructure spine. By prioritizing the expansion of the urban tree canopy, the corridor will provide vital stormwater remediation and mitigate the urban heat-island effect, directly advancing the goals of the Langley UFMS and OCP.

This vision transforms the transit guideway into a high-performance green connector from the Willowbrook service commercial core and the Langley Centre. With a potential partnership with Translink and Metro Vancouver the project ensures that transit expansion serves as a catalyst for environmental stewardship. This 'green ribbon' approach establishes a sustainable model for urban forest management within a densifying municipal core.



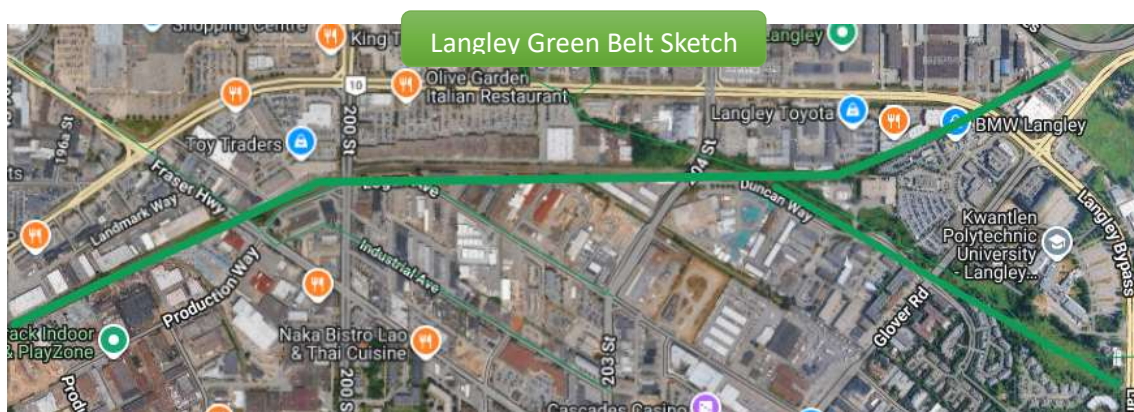
Green Underline Concept



5. Langley Interurban Green Belt

This initiative envisions a transformative multi-modal greenway and ecological buffer flanking the existing rail corridor. Drawing technical inspiration from the Atlanta BeltLine’s model of rail-side revitalization and the Metro Vancouver’s Central Valley Greenway regional connectivity, the project establishes a continuous active transportation spine from 196 Street to KPU and Innovation District proceeding in a Y-split from Duncan Way, the network diverges into two distinct pathways: one route extends alongside the railway until the intersection with and Langley Bypass, while the other flanks the banks of Logan Creek until the intersection with the Langley Bypass. By securing the rail right-of-way for public use, the corridor transforms industrial infrastructure into a high-performance landscape designed for carbon sequestration and regional habitat connectivity.

From an environmental standpoint, the project serves as a critical riparian and biodiversity link, utilizing the rail's dual-sided buffer to expand the urban tree canopy and implement large-scale green infrastructure. With a potential partnership with the BC Ministry of Transportation the proposal integrates native reforestation and remediation and mitigate the urban heat-island effect. This 'rail-with-trail' strategy aligns with the Langley UFMS to create a resilient microclimate regulator, protecting the Nicomekl watershed while fostering a sustainable, zero-emission transportation alternative that reconnects fragmented urban ecosystems



6. Willowbrook Village and Fraser Hwy Village

Inspired by the UBC Master of Urban Design framework, this proposal advocates for the strategic repurposing of underutilized parking infrastructure and low-intensity commercial parcels within

the Service Commercial zone into high-performance green spaces, urban forest clusters, and mixed-use Transit-Oriented Development (TOD) districts. The proposal reimagines these areas as complete Urban Villages, transforming fragmented auto-oriented gray infrastructure into vibrant, pedestrian-first neighbourhood anchors that align with Langley City's OCP vision for compact, walkable, transit-supportive growth.

By integrating affordable Missing Middle and multi-family housing above active ground-floor retail, service, and employment uses, the proposal unlocks substantial residential and economic capacity within the existing urban footprint while strengthening housing diversity, local business activity, and employment opportunities. The introduction of a permeable "green lattice" network — composed of urban forests, bioswales, landscaped pedestrian corridors, and climate-adaptive public spaces — would mitigate the urban heat-island effect, improve stormwater performance, enhance biodiversity, and contribute to a healthier and more resilient public realm.

In addition to its environmental and urban design benefits, the proposal represents a significant long-term municipal revenue opportunity. By converting low-yield surface parking lots and single-storey commercial uses into higher-density mixed-use development, the City can substantially increase property assessment values, expand its commercial and residential tax base, generate higher Development Cost Charges (DCCs) and Community Amenity Contributions (CACs), and stimulate stronger retail and service-sector productivity. Increased residential density and pedestrian activity around the SkyTrain corridor would also support greater private-sector investment, higher land values, and increased economic output per hectare.

The proposal further improves fiscal efficiency by leveraging existing infrastructure and reducing the long-term costs associated with dispersed suburban growth, extensive road expansion, stormwater infrastructure upgrades, and climate adaptation measures. Through the integration of green infrastructure and urban forestry, the initiative also contributes measurable ecosystem-service value, including urban cooling, runoff reduction, air-quality improvement, and carbon sequestration, helping reduce future municipal liabilities related to flooding, heat events, and environmental degradation.

These TOD Urban Villages model maximizes land-use efficiency around the future SkyTrain corridor while supporting Langley City's broader goals for housing affordability, economic intensification, environmental resilience, and sustainable mobility. The result is a walkable, 15-minute neighbourhood with a shade-dense urban realm that prioritizes active transportation, climate resilience, social equity, and economic vitality near the Langley Centre and Willowbrook SkyTrain stations, while simultaneously strengthening the City's long-term fiscal sustainability and revenue-generating capacity.

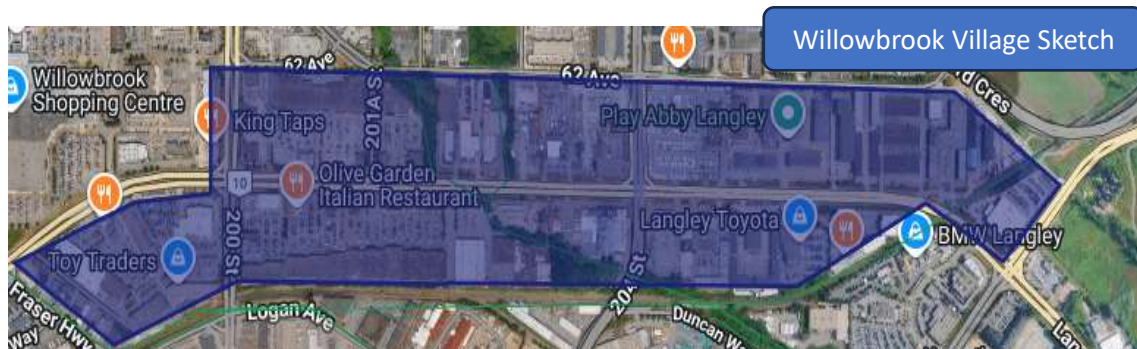
To transform this visionary model from a conceptual framework into an actionable reality, the City has a timely opportunity to spearhead a Public-Private Partnership (P3) that bridges municipal policy with private sector capital and development expertise. By structuring a strategic P3 framework, the City can de-risk the initial phases of development, leverage municipal land assets—such as underutilized public parking or right-of-ways—and attract private investment to deliver the costly mixed-use and "green lattice" infrastructure.

This collaborative model creates a win-win scenario: it accelerates the delivery of much-needed Missing Middle housing and transit-oriented public realms, while allowing the private sector to

capitalize on increased density and commercial viability near the future SkyTrain corridor. Ultimately, utilizing a P3 approach allows Langley City to realize its OCP goals rapidly and efficiently, turning fragmented gray infrastructure into a high-performance urban anchor without placing the entire financial or operational burden on the municipal tax base.



Willowbrook Village: By rezoning lots from 196 Street along the Langley Bypass and 62 Avenue up to Glover Road and Mufford Crescent.



Langley Prairie Village: By rezoning lots from and along Fraser Highway between Logan Avenue and Glover Road Innovation District.



Next Steps

Subject to Committee feedback and direction and prepare a formal recommendation for consideration by the Mayor and Council. The recommendation may include the development of implementation mechanisms such as such as a Green Infrastructure Overlay Zone, enhanced landscaping and setback requirements, urban forestry initiatives, and habitat compensation measures where appropriate.

As part of the implementation process, staff may also evaluate opportunities to establish a municipal habitat compensation program or habitat bank to support ecological restoration projects within the City (approach based on document no. 199028) Such a program could provide a structured mechanism for directing compensation investments toward priority restoration areas, riparian corridors, urban forest expansion initiatives, and other ecological enhancement projects identified through future environmental planning studies.

BUDGET IMPLICATIONS

Adoption of the Urban Green Corridors Initiatives would not result in an immediate capital commitment by the City. Future implementation would be pursued through a combination of development contributions, external funding opportunities, strategic partnerships, and future capital planning processes, subject to Council consideration and budget approval.

SUMMARY

The proposed Urban Green Corridors Initiatives provides a structured and scalable framework for integrating ecological systems, urban forestry, active transportation, and pedestrian-oriented urban design into a coordinated city-wide network.

By aligning with the Urban Forest Management Strategy, Official Community Plan, Transportation 2050, and regional ecological frameworks, the program has the potential to strengthen ecological resilience, improve walkability and active transportation connectivity, mitigate urban heat island impacts, and support the development of complete and healthy neighbourhoods.

Particular emphasis is placed on the northern portion of Langley City, where existing tree canopy and vegetative cover are comparatively limited. The Urban Green Corridors Initiatives advances a “Gray-to-Green” approach by transforming underutilized and heavily urbanized areas into connected green infrastructure assets through urban forestry, ecological restoration, enhanced public realm design, and strategic green space expansion. This approach supports climate adaptation, biodiversity enhancement, and long-term community livability objectives while complementing planned growth and redevelopment initiatives.

The program also positions Langley City to advance broader sustainability, climate adaptation, and public health objectives while improving access to external funding opportunities associated with green infrastructure, active transportation, climate resilience, and nature-based solutions.