



*Population Density Hotspots:*  
2001 and 2056 (projected)

## LANGLEY WORLD

### Population

The population hotspot spikes show population data collected from the 2001 census and the 2056 GVRD expected population growth table\* for the municipalities and townships within the designated area.

\*Table calculated by Jone Belausteguioitia

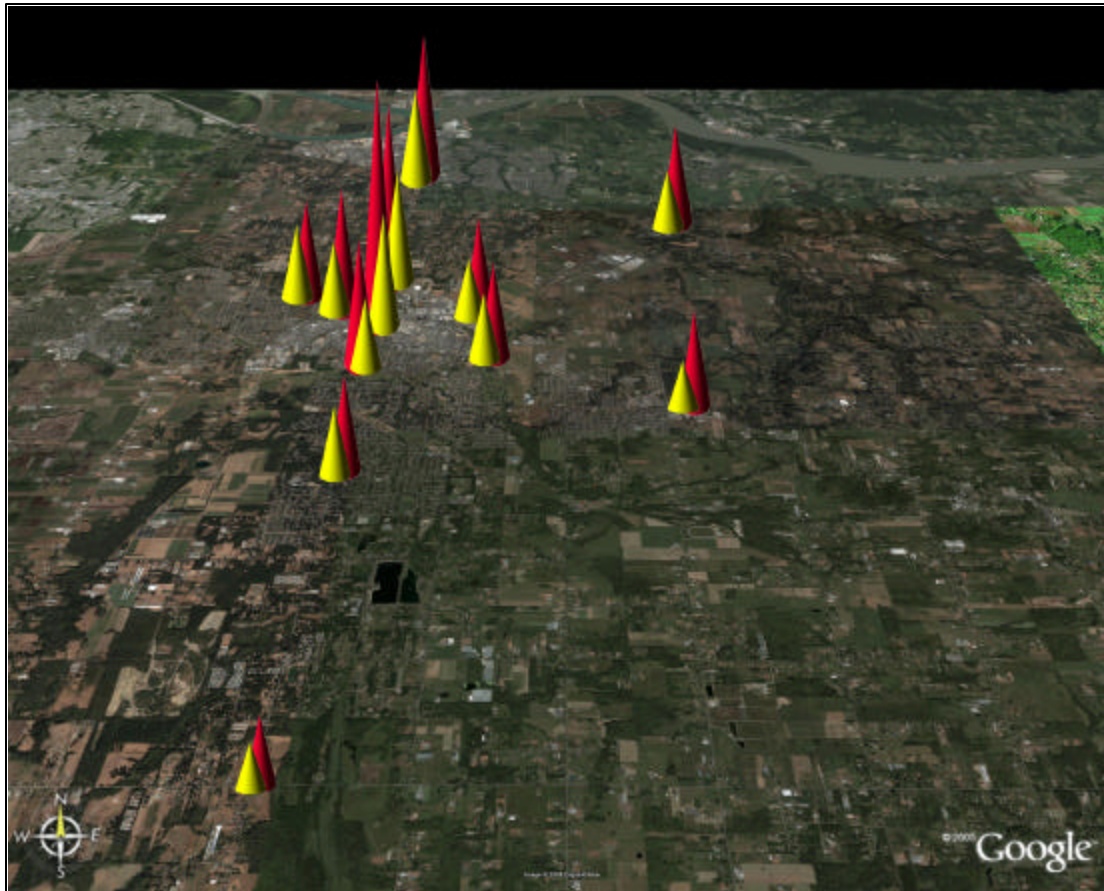
Projected annual population growth rate:

Willoughby 6.9%  
Brookswood-Fernridge 4.5%  
Murrayville 3.8%  
Aldergrove 3.6%  
Langley City 3.4%

Cloverdale 3.2%  
Walnut Grove 2.3%  
Fort Langley 1.6%  
GVRD 1.3%\*

\*Average annual growth rate to 2021.

[www.city.surrey.bc.ca](http://www.city.surrey.bc.ca) [www.city.langley.bc.ca](http://www.city.langley.bc.ca)  
[www.township.langley.bc.ca](http://www.township.langley.bc.ca)



*Automobile Demand: 1991-2021 Projections*

## LANGLEY WORLD

### Transportation

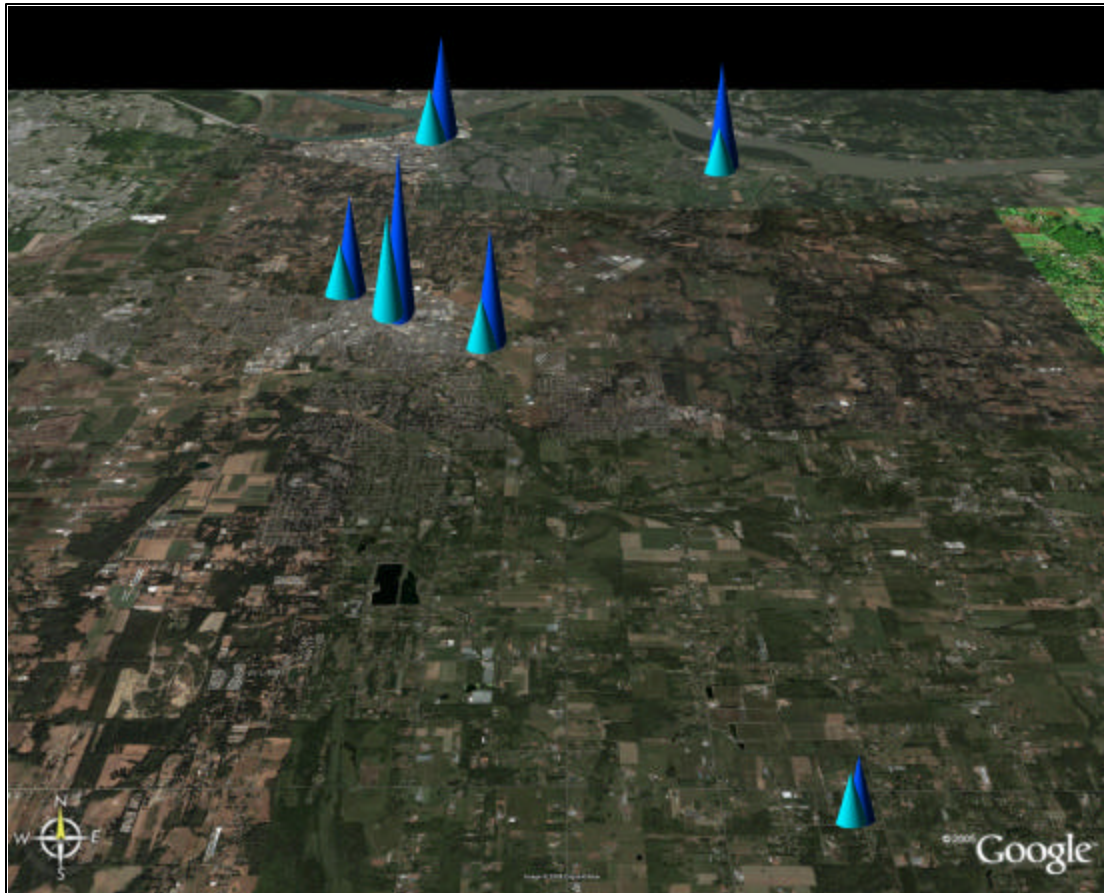
Given the linear nature of roads and the data that was available, it was only possible to map spikes based on road confluences. This was done by establishing the following parameters based on volume: High + High = 4, High + Medium = 3, High + Small = 2, Medium + Medium = 1, Medium + Small and Small + Small are not mapped.

Confluences of 2 high volume roads include those intersections around 200<sup>th</sup> Street, Langley By-Pass and the Fraser Highway making the City of Langley a sea of spikes. Intersections of high volume and medium volumes occur along the above corridors and along Highway 1, creating spiked nodes at 200<sup>th</sup> Street, Fort Langley, 232<sup>nd</sup> Street, 40<sup>th</sup> Avenue and 16<sup>th</sup> Avenue in the south.

Traffic growth, according to the forecasting model used in the Transport 2021 report, will be greatest in the City of Langley itself, with further growth at Fort Langley based on traffic heading over the Fraser River to Maple Ridge.

Transport 2021 Technical Report 9 : Evaluation of Three Transportation Supply Scenarios for Greater Vancouver GVRD. July 1993. (<http://www.gvr.bc.ca/growth/transport2021/Report9-part1.pdf>)





*Transit Demand: 1991-2021 Projections*

## LANGLEY WORLD

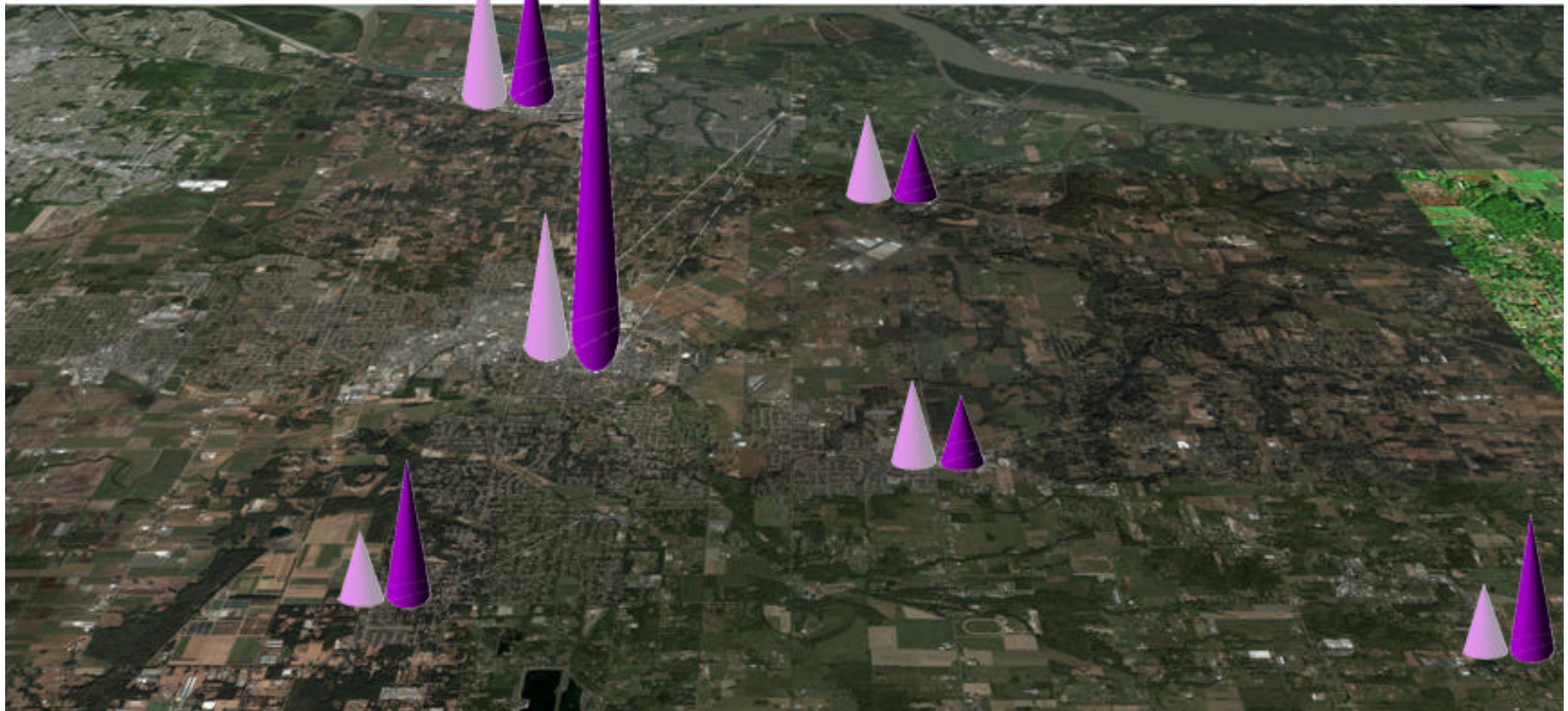
### Transit

Given the linear nature of roads and the data that was available, it was only possible to map spikes based on road confluences. This was done by establishing the following parameters based on transit volume: High + High = 4, High + Medium = 3, High + Small = 2, Medium + Medium = 1, Medium + Small and Small + Small are not mapped.

Most of the 1991 transit spikes are all small due to limited transit service in the area. Transit service within the central portion of the City of Langley is higher due the hub nature of this location. Small nodes are also located in the neighbourhood of Walnut Grove and at the intersection of 232<sup>nd</sup> Street and 16<sup>th</sup> Avenue.

Transit growth, according to the forecasting model used in the Transport 2021 report, will be greatest in and around the City of Langley, with strong growth also occurring at Fort Langley based on increasing service over the Fraser River serving Maple Ridge and environs.

Transport 2021 Technical Report 9 : Evaluation of Three Transportation Supply Scenarios for Greater Vancouver GVRD. July 1993. (<http://www.gvrd.bc.ca/growth/transport2021/Report9-part1.pdf>)



### *Future Jobs:*

Employment centers and growth projections (2021)

## LANGLEYLAND

### Employment

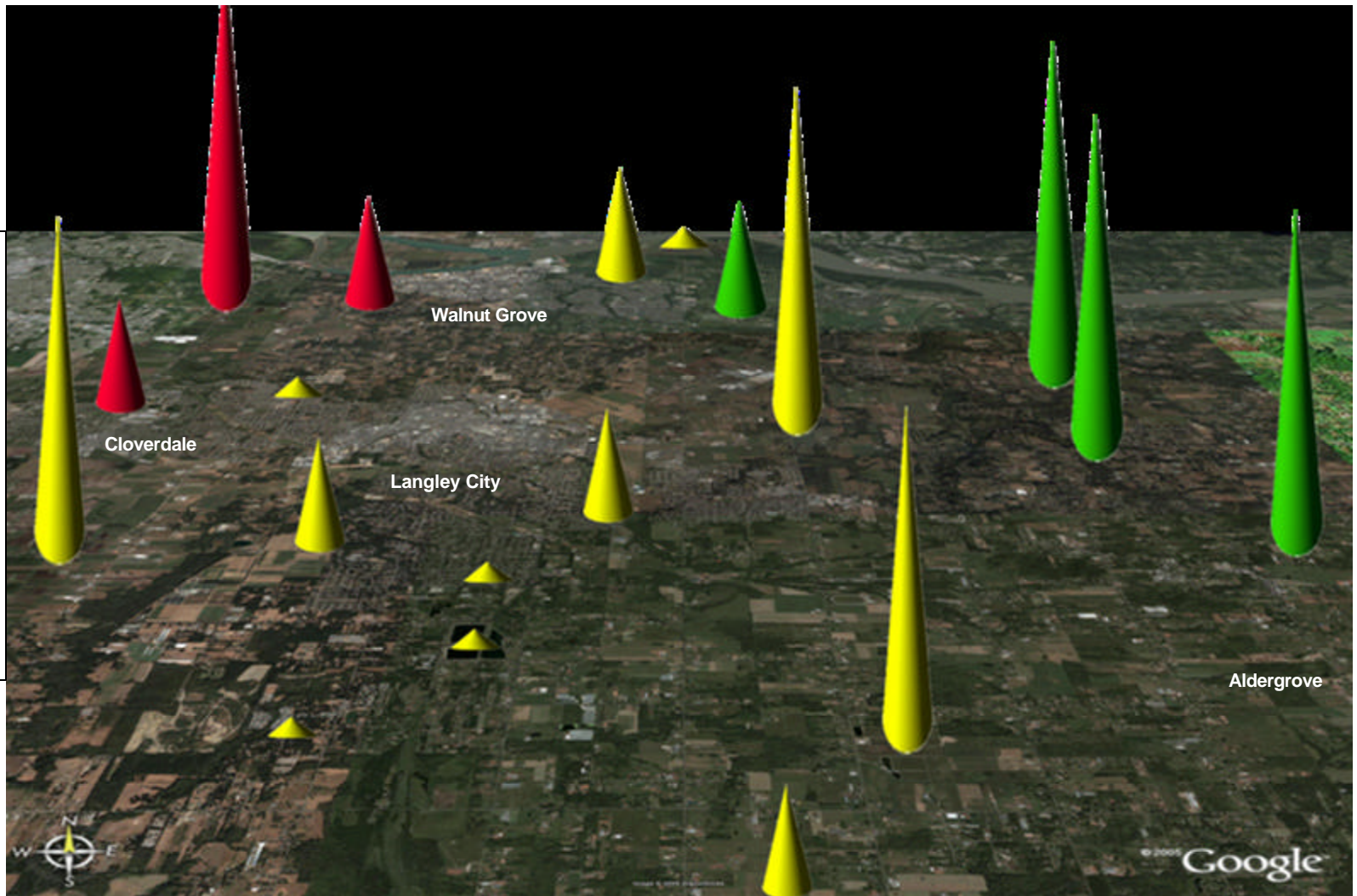
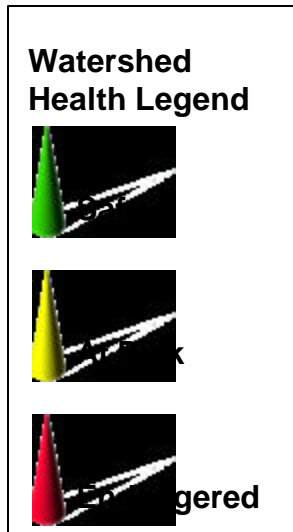
The graphic above illustrates current employment centers (light purple) and 15-year projections for growth of job center.

Current employment information is based on distribution of current land use patterns and employment-by-sector numbers found in the town centre and surrounding areas of Walnut Grove and Aldergrove.

The 15-year projections are based on the "Modified Compact Metropolitan Option" (found in the Transport 2021 report, entitled

"Evaluation of Three Transportation Supply Scenarios for Greater Vancouver). The projections also coincide with the goals of the Livable Region Strategic Plan, to: protect the Green Zone; build complete communities; achieve a compact metropolitan region; and, increase transportation choice. Specifically, the Langley OCP outlines the intention to balance population and job numbers, concentrating growth in the municipal core.





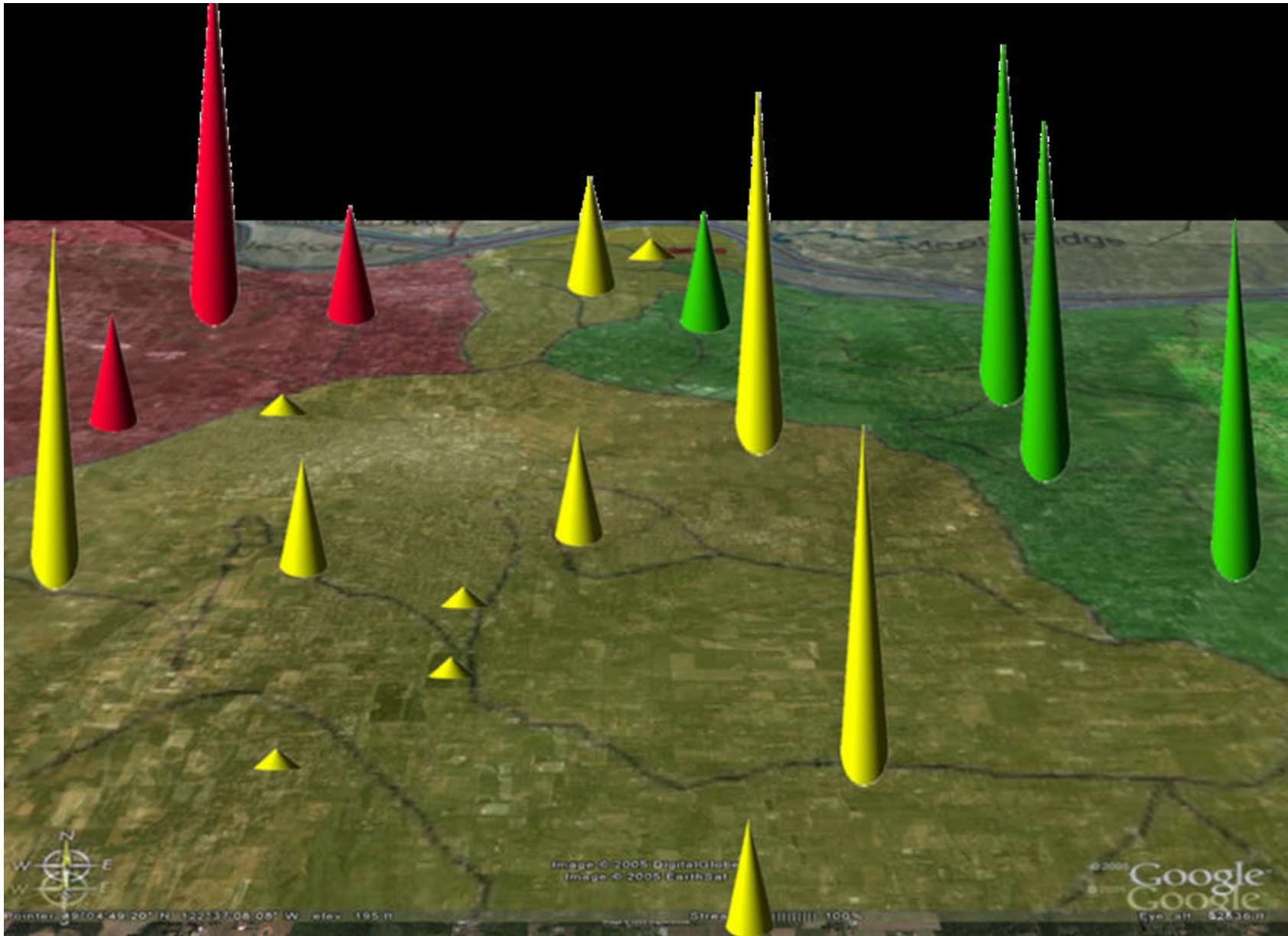
*LangleyLand:*  
Green Infrastructure Hotspots

## GREEN INFRASTRUCTURE

The concept of Green Infrastructure elevates the importance of open space and green space beyond community amenity to community necessity. The image above illustrates 'hotspots' within the green infrastructure system of LangleyLand using multicoloured spikes.

Each spike represents an area of ecological and functional importance within the green infrastructure system, which includes protected "Green Zone" areas (GVRD), ALR regions as well as parks and recreation areas. The magnitude of each spike is indicative of its importance within the larger system

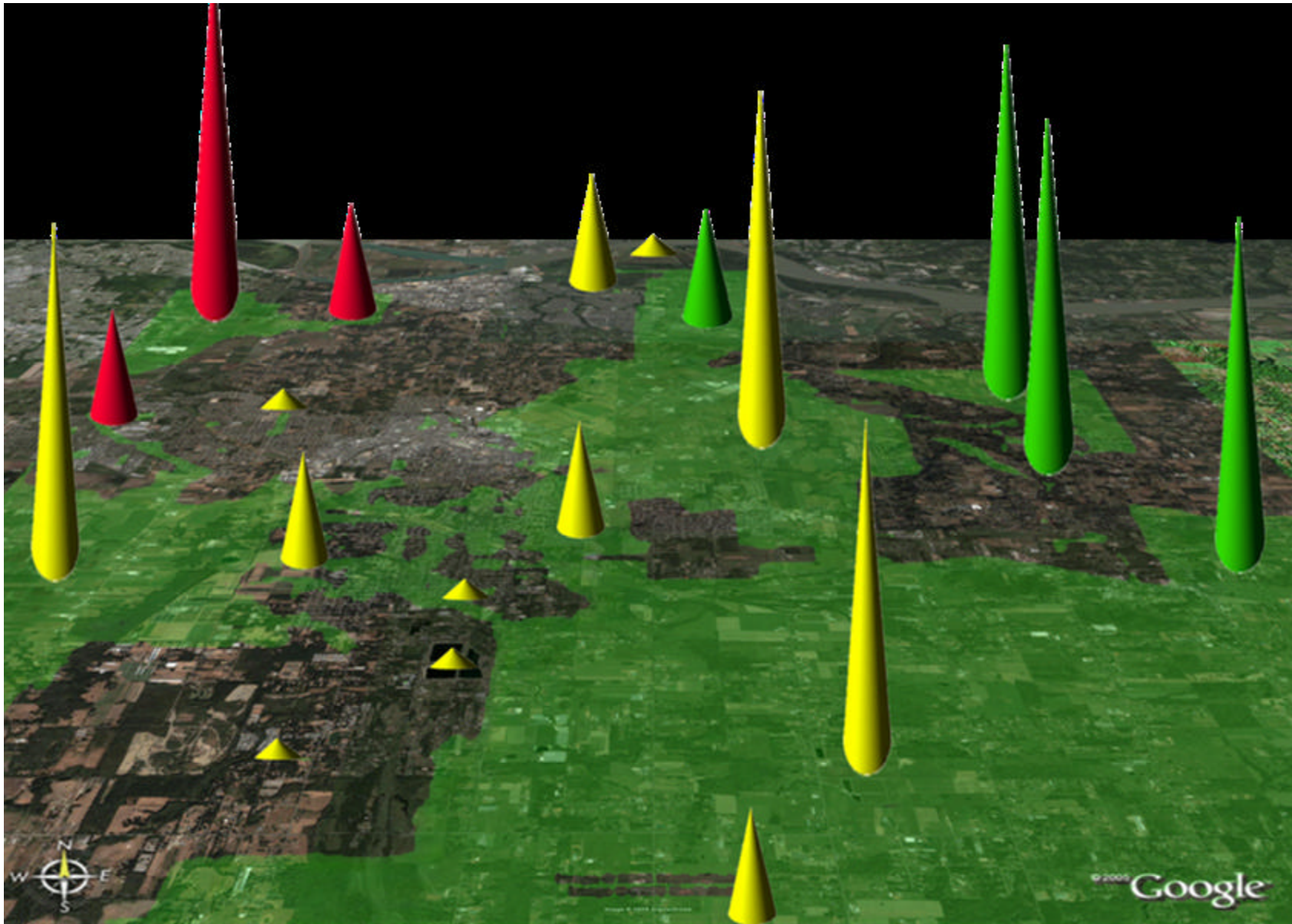
based on its position in the watershed, connectivity, and potential for critical functionality. The colour of each spike represents projected watershed health, based on GVRD studies taking into the effects of stormwater discharge and development pressures.



## GREEN INFRASTRUCTURE

Projected Watershed Health





## GREEN INFRASTRUCTURE

Existing Green Infrastructure Delineated