



## REQUEST TO APPEAR AS A DELEGATION / COMMUNITY SPOTLIGHT

To appear before Council as a Delegation or Community Spotlight at a Council Meeting, please submit a written request to the Corporate Officer by 12:00 pm, on the Wednesday prior to the scheduled Council Meeting. You may complete this form, or provide a letter, however please ensure the letter contains the information requested on this form.

You can submit your request by email to: [councilmeetings@langleycity.ca](mailto:councilmeetings@langleycity.ca), in person or by mail to the attention of the Deputy Corporate Officer, Langley City Hall, 20399 Douglas Crescent, Langley, BC V3A 4B3, or by fax to 604-514-2838. A staff member will contact you to confirm the meeting date at which you are scheduled to appear before Council.

A **Delegation** is defined as an individual, group or organization making a request of Council and is limited to a five (5) minute presentation time.

A **Community Spotlight** is an individual, group or organization providing information or updates on an event or activity and is limited to a ten (10) minute presentation. You may speak on more than one topic but you must keep your presentation within the prescribed time limit. Please include with this form, any material that you wish Council to review in advance of the meeting and be advised that it will be included in a public agenda and/or available to members of the public upon request.

Date: October 1, 2025

Requested Meeting Date: October 6, 2025

Applicant Name:

Bruce Downing

Organization Name:

Presenter Name(s):

Bruce Downing

Address: 22 (1) Grade Crescent

Phone Number: 22 (1)

Email Address: 22 (1)

Presentation Topic:

Grade Crescent

Audio/ Visual Needs (if yes, specify): YES slide presentation

Action You Wish Council to Take:

motion to accept this letter and advance the upgrade of Grade Crescent with completion in 2027  
motion to improve the hazardous walkway by HD Stafford school by December 15, 2025



Download the fillable form to your device, save, and email the completed form to [councilmeetings@langleycity.ca](mailto:councilmeetings@langleycity.ca).



Mayor Nathan Pachal  
Langley City Hall  
20399 Douglas Crescent  
Langley, BC, V3A 4B3

October 1, 2025

**Grade Crescent: Potential Liabilities and Transportation**

Dear Mayor Pachal and Councilors:

I am writing this letter to encourage you to begin the upgrades of Grade Crescent in 2026 with completion in 2027. There are several street conditions that have the potential for civic liabilities. There are other impacts that make the street more amenable to public transportation. Solutions where applicable are suggested.

I sent a letter to the City on January 15, 2019 regarding the Grade Crescent walkway from 201 to 203 Ave followed up by a council presentation on July 8, 2019. The walkway was subsequently upgraded to a useable standard two weeks later. I received a letter dated May 29, 2019 from Mayor van den Broek regarding Grade Crescent (attached).

There was a plan that was shown at an open house on May 9, 2019 which garnered a lot of discussion and input. Unfortunately with the intervening Covid outbreak, this road design was put on hold. Grade Crescent road improvement has been part of the city's capital improvement plan's budget with forecast of some work beginning in 2025.

The biggest factors include safety, potential civic liabilities and potential return on investment. City policies and staff almost always end up responding to problems once they develop, rather than anticipating them before they occur.

Residents love seeing action and improvements resonate. They open the door to broader conversations about safety, sustainability, communication and Langley City "the place to be". Residents view improvements as a way to inspire change and build momentum toward solutions.

A list of the various Grade Crescent improvements are as follows:

1. Sidewalks
2. Bicycle Lanes
3. Ditches
4. Traffic Calming
5. Parking
6. Translink
7. Disaster Route
8. Power Outages
9. Heritage Road
10. Creeks
  - Muckle Creek
  - Pleasantdale Creek

- Langley Creek**
- 11. Sewer Upgrades**
  - 12. Maintenance**
  - 13. Financing**
  - 14. Budget**
  - 15. Communication**

Photographs which help to explain some of the various problems and solutions are presented.

## **1. Sidewalks**

There is no designated Grade Crescent sidewalk. There are sections that have sidewalk capabilities but are scattered. For the most part, the sidewalk is a paved walkway and ranges in width from 36 to 60 inches. Compare this to the new sidewalk on 203 Street which is 70 inches in width. The general standard is 48 inches. This **pathway** places a **burden on navigation**, especially for **people with disabilities**. The pathway also poses a risk for walking / running in winter conditions.

The **asphalt pathway** ("**sidewalk**") situation along the north side of Grade Crescent from 201 to 203 Street was upgraded in 2019, however there is a section that has a dangerous incline. There is a 45 foot section in which the pathway is at an average grade of -6 degrees. It should be 0 degrees (Photograph 1).

The pathway as shown in Photograph 1a poses a risk to people of all ages especially if using mobility aids. This pathway is not conducive for bicycles, especially for children and students on their way to HD Stafford school and also poses a risk for walking and running, especially in winter conditions.

There are essentially no sidewalks on the south side of Grade Crescent from 201A to 208 Streets. **This is a section of some open ditches.**

With no real sidewalks, residents are forced to put garbage containers dangerously close to the road.

Hedges on city property infringes upon the pathway and needs constant maintenance. I have had to go to city operations each year from 2016 to get them to trim the hedges in vicinity of 202 Street (which they have done).

The **street lighting** along Grade Crescent could be improved, especially at HD Stafford School and 206 Street.

### **SOLUTIONS**

- The sidewalks as designated on 203 Street would be an improvement.
- Upgraded sidewalks would reduce potential liabilities.
- Upgrade the street lighting similar to that on 203 Street.

## 2. Bicycle Lanes

Grade Crescent is not conducive for bicycles for children and students as they have to ride on the only paved sidewalk on the north side of the street. The street also poses a risk for adult bikers. **There is NO designated bicycle lane.**

### *SOLUTIONS*

- Enhance the safety for cyclists. With no bicycle lanes and no shoulders on Grade Crescent cyclists are at the mercy of speeding vehicles. There is little use of Grade Crescent for cycling.
- Create a designated bicycle lane similar to that on 203 Street and reduce potential liabilities.
- The bicycle lane(s) should be integrated with the downtown city bicycle route that is also designed for the arrival of Skytrain in 2028.

## 3. Ditches

The **open ditches on Grade Crescent are a hazard.** There appear to be two types of ditches 1) shallow (up to 24 inches depth and moderately inclined sides – photograph 2 and 2) deep (up to 60 inches in depth with steeply inclined sides – photographs 3, 4 & 5). The type 2 ditches pose an accident waiting to happen and a civic liability for those that border a house whereby the owner is maintaining them. The steep sides pose a risk of someone falling that could lead to serious injuries. The city does mow only the one side of some of the ditches. Maintenance of these ditches is the responsibility of the city and cannot be construed as a boulevard under the city bylaw policy.

### *SOLUTIONS*

- Enclose all ditches.

## 4. Traffic Calming

There are neighbourhood traffic calming concerns along Grade Crescent, specifically from 200 to 203 Streets.

Several neighbours on Grade Crescent have expressed a major concern regarding **speeding** and subsequent noise along this section and indicated that they would participate in a City of Langley traffic calming petition.

### *PROBLEMS*

Reasons for this petition are as outlined as follows:

- Reduce vehicle speeds to match the road's approved speed limit.
- Reduce noise (pollution) from revving of vehicles and motorcycles.

- Enhance the safety at the new crosswalk from Sendall Gardens to the newly paved walkway from Grade Crescent to Simonds Elementary School on 48 Ave. This walkway is used by parents, students and others.

#### *SOLUTIONS*

- Initiate a traffic survey on Grade Crescent to determine vehicular speed and volume.
- Install an emergency vehicle friendly speed hump at the Sendall Garden crosswalk.
- Install a pedestrian traffic calming light at Sendall Garden crosswalk similar to that on 204<sup>th</sup> Street (photograph 6).

### **5. Parking**

There are **no designated parking areas** on Grade Crescent. This is a hazard for home owners with open ditches bordering their property.

There is **no designated dropoff / pickup area** on Grade Crescent by HD Stafford School. This is a hazard for parents and potential disruption for vehicles which has necessitated in the bylaws officers handing out tickets.

#### *SOLUTIONS*

- The parking areas as designated on 203 Street would be an improvement.
- Work with the Langley school district to create solutions.

### **6. Translink**

The designated bus stops on Grade Crescent are important for public transportation and are part of the new sky train transportation plan. At present, these **stops are not really amenable for people with any disability** using mobile devices due to the present poor sidewalk conditions.

#### *SOLUTIONS*

- Proper sidewalks need to be installed for people with mobility issues to access the bus stops.
- The bus stops as designed on 203 Street would be an improvement.
- Keep the bus stop benches as they are presently used.

### **7. Disaster Route**

**Grade Crescent** is an essential east – west travel corridor. It could be designated as a city **critical response transportation corridor** and be part of the lower mainland disaster response route network (Figure 1). This would be in conjunction with the City of Langley Emergency Program (LEP). At present, this program does not designate any

disaster response routes or staging grounds. Note that 200 Street is a designated disaster response street (see photograph 7).

This disaster route and the LEP are of the utmost importance for natural disasters such as the earthquake, which is due. The LEP website needs to be reviewed as it does not show any disaster routes, disaster staging areas or areas of clay which would have a profound impact upon liquefaction.

#### *SOLUTIONS*

- Designate Grade Crescent with signage as a disaster route.
- Designate HD Stafford School as a disaster staging area for the public.
- A geotechnical soil map of Langley City would be beneficial to determine areas of clay content in order to reduce the impact of liquefaction for new and existing structures, roads and power poles.

### **8. Power Outages**

Power outages along Grade Crescent are quite common. If Grade Crescent is to be designated as a disaster route, then power and communication lines must also be designated as a priority.

#### *SOLUTIONS*

- Review power supply along Grade Crescent.
- Bury the power and communication lines as power poles are susceptible to breakage and power / communication lines to damage during storms and earthquakes.
- Burying these lines lead to reliable infrastructure and reduced maintenance costs.

### **9. Heritage Road**

**Designate** Grade Crescent as a **heritage road** as it was the Vancouver, Victoria and Eastern railway route from 1908 to 1928. This would link up to 203 Street designated as Gueho Road.

#### *SOLUTIONS*

- An order / motion in council could be carried out.

## **10. Creeks**

There are three creeks that cross Grade Crescent and are drainage sites for Grade Crescent.

### **1. Muckle Creek**

Grade Crescent appears to dip over the Muckle Creek culvert area (see photograph 8). This area is also prone to cracking and pot (sink) hole (see photographs 9 &10). These photographs indicate that there is possible subsidence associated with the Muckle Creek culvert which could lead to geotechnical failure of the road and severely impact transportation.

#### *SOLUTIONS*

- Inspection of the Muckle Creek culvert. The culvert should be replaced by a new system such as on 48 and 50 Avenues.

### **2. Pleasantdale Creek**

The signage on Grade Crescent at Pleasantdale Creek is shown in photograph 11. The road surface accumulates a lot of pollutants / contaminants from vehicles, leaves, dirt, dust etc. and when it rains, everything is washed into Pleasantdale Creek via a drain (photograph 12) and green drainage pipe (see photograph 13).

On April 11, 2025, 1100 chum fry were released into Pleasantdale Creek (reference - council presentation on May 26, 2025).

#### *SOLUTION*

The Grade Crescent road drainage system must capture the runoff water and direct it into the stormwater system and thus reduce the amount of runoff pollutants going into Pleasantdale Creek. Note that this will also apply to Muckle Creek and possibly Langley Creek. Another suggestion is to use porous asphalt near all the creeks.

Pleasantdale Creek also drains the landfill site and this water must be continuously monitored for any contaminants that would imperile salmon spawning.

The walkway entrance to Pleasantdale Creek trail on Grade Crescent needs to be improved to avoid potential pedestrian accident (photograph 14).

### **3. Langley Creek**

The signage needs to be displayed better (see photograph 15).

## 11. Sewer Upgrades

A (major) cost will be the inspection, maintenance and / or upgrade (includes potential new construction) of the existing sanitary and stormwater sewage systems. This would help alleviate any potential sewage backup problems and flooding of existing residences, such as that which happened on March 25, 2024. Hopefully a stormwater / rain tax will not be applied to the residences in Langley City.

## 12. Maintenance

**Design** Grade Crescent with very **low city and property owner maintenance**. This will reduce city costs and property owner work on any boulevard.

### *SOLUTIONS*

- No grass. Grass that was planted on 203 Street has to be mowed and is generally not watered by property owner which after a time turns an unsightly brown. Also the grass is always overgrown by unsightly weeds.
- Trees. Trees can provide shade but tree roots will ultimately start to bulge any sidewalk and pavement over time. Also leaves have to be picked up and discarded on the street and can block city sewer drainage system. This work is done by the city. Trees with deep vertical roots should be the choice.
- Lower the grade between 201 and 203. This will impact and improve driveway access of some houses between 203 and 201A.
- Keep the post office box at 201 Street. Mail boxes may become the norm for all residents on Grade Crescent, so need to plan for them.

## 13. Financing

As the Grade Crescent **road improvement** is **expensive** and has had a **continual budget since 2023** (or possibly longer), potential financing means must be reviewed.

### *SOLUTIONS*

- Total City of Langley taxpayer funded.
- Some developers have already deposited money regarding future sidewalk construction.
- Provincial and federal funding with regards to disaster response transportation route. The provincial government has a potential budget via the minister of emergency management and climate readiness.
- Community Emergency Preparedness Fund
- Translink funding with regards to sidewalks for access to bus stops. This funding would also be directed towards the building of the bus stops. This funding was part of the 203 Street upgrade.
- The post office boxes on Grade Crescent would have to be temporarily relocated and installed which would be financed by Canada Post.

- Infrastructure re-build / upgrade. As this is a capital cost, money can be borrowed and / or applied as a grant from the Canadian Infrastructure Bank.
- Complete the upgrade and charge developers “down the road” when (if) housing development is ongoing. This saves a lot of development distractions and time for the developer and city staff.
- City – property owner bond fund. The City would offer to the Grade Crescent Property owners a chance to invest in their street by way of a debenture. This debenture would signal to the provincial and federal governments that private citizens have a vested interest in their community specifically where they live. These governments would also match the funding.

#### 14. Budget

The proposed 2025 city budget for Grade Crescent improvements over 2025-2029 is \$9,004,410 (items E16, 17, 25, 27, S6, W7). The proposed 2024 city budget indicated the Grade Crescent road improvement is \$12,499,000 over 3 years (2025 to 2027). The proposed 2023 city budget indicated the Grade Crescent road improvement as \$11,650,000 over 4 years (2028 to 2031).

This indicates that road construction will be occurring over a period of 3 – 4 years. Does this mean 3 years of continuous congestion for residents of Grade Crescent and travel along the road ? There is also the potential disruption from the proposed high rise development on 200<sup>th</sup> Street at Grade Crescent which could add on another 1 to 2 years.

#### 15. Communication

**Property owners** on Grade Crescent must be **aware of all road work** at all times.

Open discussion, local knowledge and expertise gives Grade Crescent residents involvement and more buy-in with city councilors and staff. When residents aren't kept well informed, misinformation can flourish. Trust and transparency are key.

Communication has to be early, two-way and ongoing.

#### *SOLUTIONS*

- The city must have an open house with Grade Crescent property owners regarding the design and input.
- There is a proposed development at Grade Crescent and 200<sup>th</sup> Street which would impact the road intersection. This construction will impact traffic on Grade Crescent and must be part of any Grade Crescent upgrade.
- City staff and all construction companies involved with any road work must communicate with property owners.
- A Grade Crescent resident must be designated as a lead communications person for the Grade Crescent property owners and kept up to date on all road work from the city's engineers of record regarding Grade Crescent design and construction.

- It is the responsibility of the City engineering department to think carefully about the project, anticipate how things can go wrong, and create a design that is logical, consistent, and makes sense in everyday use.

## SUMMARY

The city standard of waiting for developers to develop properties and thus put in sidewalks, enclose ditches, create parking areas is not applicable to this area as many of the homes are fairly recent. Note that the upgrade on 203 Street was done with NO such property development. **Waiting is NOT an option.**

This upgrade situation has been rampant for years. If there is a pathway / sidewalk / street related casualty or accident, the city could be liable for a lawsuit.

**It is time to be proactive on safety and improvement for city transportation and replace Grade Crescent with a design that is pedestrian and cyclist friendly and is in alignment with the overall City of Langley transportation plan as a great return on investment. As the City of Langley motto states "The Place To Be".**

**This letter has been distributed to some property owners / residents on Grade Crescent. Even the most technically sound Grade Crescent improvement - traffic plans must pass through one final checkpoint: public acceptance as it resonates with the people who use it every day**

I look forward to your written reply within 30 days. I would be available for further discussions.

Yours truly,

*"B W Downing"*

Bruce Downing, MSc, PGeo, FGC, FEC(hon)

22 (1) Grade Crescent

Langley, V3A 4J6

22 (1) email: 22 (1)

cc City Councilors  
David Pollock, Director of Engineering, Parks and Environment  
Francis Cheung, Chief Administrative Officer  
Ram Chungh, Manager of Communications and Public Engagement  
Tara Macrae, Manager, Engineering & Parks Operations  
Scott Kennedy, Fire Chief, Langley City  
Dena Kae Beno, Langley City Citizens Assembly Committee  
Mel Cervantes, Langley School District  
David Yee, Planning Department, Translink

CITY OF  
LANGLEY



OFFICE OF THE MAYOR

Langley City Hall, 20399 Douglas Crescent, Langley, BC Canada V3A 4B3  
mayor@langleycity.ca

May 29, 2019

File: 0110.00

Mr. Bruce Downing  
22 (1) Grade Crescent  
Langley, BC V3A 4J6

Dear Mr. Downing:

Thank you for attending a recent Langley City Neighbourhood Meeting, where you spoke with staff about the status of improvements along Grade Crescent.

As you are aware, the City is currently completing a Grade Crescent Road & Utility Concept Design consultation process which will run through May 31<sup>st</sup>. The purpose of the process is to seek feedback from citizens on two conceptual design options that are being considered for Grade Crescent. For more information, or if you have not already filled out the questionnaire, go to <https://city.langley.bc.ca/city-services/engineering-parks-operations/engineering-parks-and-environment-projects>. As noted on the website, the budget for this extensive project has not been approved and timing is currently unknown. However, I'm pleased to advise that the sidewalk on the north side of Grade Crescent from 20070 Grade Crescent to 203<sup>rd</sup> Street will be paved within the next few months.

Thank you for the interest you have taken in ensuring our community is the best it can be. I encourage you to continue your communications with the City's Engineering team who will be happy to answer your questions. Hirod Gill is the main point of contact for this project and can be reached at 804-514-2997 or [hgill@langleycity.ca](mailto:hgill@langleycity.ca).

Yours truly,  
City of Langley

Val van den Broek  
Mayor

Cc: Rick Bomhof, Director of Engineering, Parks & Operations  
Hirod Gill, Manager of Engineering Services

Doc #185558

THE CITY OF LANGLEY

## Lower Mainland-Disaster Response Route Network

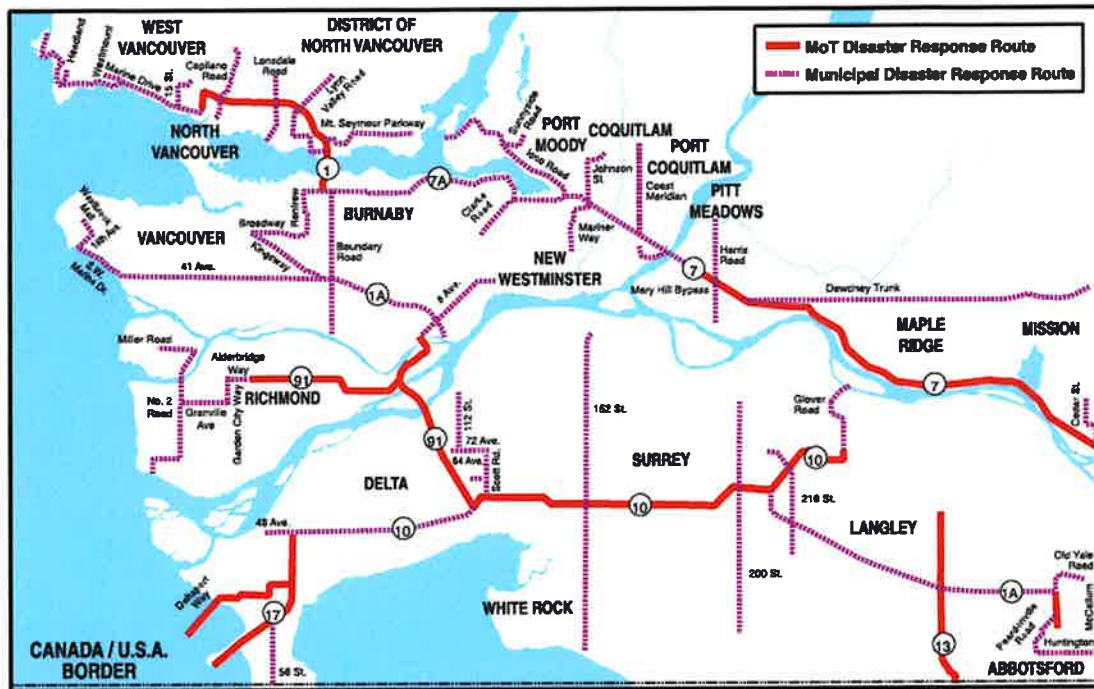


Figure 1 Map showing disaster route network, Note 200 Street and highway 10.



**Photograph 1**      **Inclined pathway (20279 – 20281 Grade Crescent, -6 degree slope, not pedestrian friendly)**



**Photograph 1a** Note narrow uneven and broken pathway and close proximity to ditch.



**Photograph 2      Ditch 20123 Grade Crescent**



**Photograph 3      Ditch 20170 Grade Crescent (20 degree inclined side)**



**Photograph 4      Ditch 20170 Grade Crescent (20 degree inclined side)**



**Photograph 5      Ditch 20200 Grade Crescent (20 degree inclined side)**



**Photograph 6      Controlled pedestrian crosswalk on 204 Street**



**Photograph 7** Sign on 200 Street approximately 230 metres south of Grade Crescent intersection.



**Photograph 8 Muckle Creek culvert (note dip in road)**



**Photograph 9 Muckle Creek culvert (note patched sink hole and cracks in north side of road overlying culvert)**



**Photograph 10 Muckle Creek culvert (note cracks in south side of road overlying culvert)**



**Photograph 11** Signage regarding salmon bearing Pleasantdale Creek



**Photograph 12** Note drainage cover on Grade Crescent that drains into salmon bearing Pleasantdale Creek



**Photograph 13** Note green drainage pipe from drainage cover on Grade Crescent diverting runoff road water into salmon bearing Pleasantdale Creek .



**Photograph 14** Walkway entrance to Pleasantdale Creek trail on Grade Crescent needs to be improved to avoid potential pedestrian accident.



**Photograph 15** Signage is partially overgrown and not readily visible.