



EXPLANATORY MEMO Zoning Bylaw No. 3300

A New Zoning Bylaw for the City of Langley

The new [Zoning Bylaw No. 3300](#) is being presented to Council for consideration of adoption and to replace the current [Zoning Bylaw No. 2100](#), which was originally adopted in 1996. The new Zoning Bylaw (attached) is also accompanied by a related Official Community Plan (OCP) Bylaw Amendment Bylaw (see Bylaw No. 3319 and explanatory memo for details).

This explanatory memo 1.) details the rationale for a new Zoning Bylaw; 2.) highlights key Zoning Bylaw updates that reflect feedback from the public consultation process and ensure consistency with the OCP and recent Provincial legislation; and 3.) summarizes the new proposed Zoning Bylaw and how it compares with the current Zoning Bylaw.

Rationale for a New Zoning Bylaw

The new Zoning Bylaw has been developed to:

1. Ensure that Provincial housing legislation, enacted by Bills 16, 44 and 47, is implemented and permits a wide range of housing types, tenures and affordability levels in the City. The new Zoning Bylaw also includes enough zoned land to accommodate the number of housing units needed in the City over the next 20 years, as required by the *Local Government Act (LGA)*;
2. Align the Zoning Bylaw with the OCP, including the land use, density and new zone concepts and policies that were included in the OCP when adopted in November 2021. Since its adoption the OCP has acted as a precursor document for a new Zoning Bylaw, as the OCP's policies serve as a policy foundation for numerous Comprehensive Development (CD) zones that have been used for new developments that align with the OCP's vision but don't fit into the older 'legacy' zones in the current Zoning Bylaw. A new Zoning Bylaw that is fully aligned with the OCP also ensures up-to-date consistency between the Zoning Bylaw and OCP, as required by the *LGA*;
3. Respond to public input that has been received through a two phase, two year public engagement process on the proposed Zoning Bylaw update. For details on what questions were asked and what feedback has been received, as well as the recommendations for updating the Zoning Bylaw based on this feedback, see the [Phase 1 Engagement Summary](#) and [Phase 2 Engagement Summary](#) on the City's Zoning Bylaw Update [webpage](#); and
4. Update Zoning Bylaw regulations to reflect up-to-date best practices and the Langley City development context, which in turn will help maintain and improve the efficiency and timeliness of processing rezoning, development permit, building permit and business licence applications.

Key Updates Based on Public Engagement Feedback

Public consultation on the Zoning Bylaw update involved two phases from late 2023 to summer 2025. As summarized in the Phase 1 and Phase 2 Engagement Summaries, Phase 1 asked 'big questions' about key zoning bylaw items, including the size and look of single detached homes, carriage homes, child care, amenities, parking and other items, and used the feedback to inform key Zoning Bylaw updates. Phase 2 involved presenting these key Zoning Bylaw updates back to the public to see if they effectively responded to Phase 1 feedback, and also asked more questions about single detached home look and use issues that arose during the process.

Phases 1 and 2 were also used to help make the public more aware of the Provincial housing legislation 'must haves' that are required in Zoning Bylaws province-wide, including the four dwelling unit density on lots with Small Scale Multi Unit Housing (SSMUH) units, the minimum required densities and building heights for lots within Transit Oriented Areas (TOAs) around SkyTrain, and that this legislation prohibits resident parking space requirements within TOAs.

Phase 1 and Phase 2 each included a public open house and on-line survey, with totals of 204 people attending the open houses and 602 people taking the on-line surveys. Staff also sent direct email updates and invitations to comment to members of the development community, and discussed zoning bylaw issues and ideas with residents and business owners during the process. Both Engagement Summaries detail the outreach efforts and advertising for the open houses and surveys, and how many 'views, clicks and shares' occurred.

Based on the feedback received, there appears to be general support for the proposed new Zoning Bylaw and key related updates, and a strong desire to proceed with a new Zoning Bylaw with updates that enable new built forms and uses in the community. The following summarizes key updates based on feedback received from Phase 1 and Phase 2 engagement activities.

1. Updated Zoning for Single Detached Homes and Plexhomes

Early in the Phase 1 engagement process staff heard concerns about new 3 storey, flat roofed single detached homes being too bulky and box-like. This reflects a trend, over the last decade or so, towards single detached homes being built out to the maximum lot coverage, setbacks and the 9 metre building height limit that is currently available in the existing single detached home zone. The 9 metre height limit was originally intended for 2 storey houses with sloped roofs; however most houses are now being built with flat roofs to achieve 3 storeys within the 9 metre maximum height.

Due to these concerns the public was asked if they would support reducing the 3rd storey floor area of new homes to discourage bulky and box-like buildings. Based on supportive feedback, the proposed new R1 zone for single detached homes and plexhomes requires the 3rd storey of buildings to have smaller floor areas than the storeys below, and the 3rd storey outside walls are to be stepped back at least 1.2 metres along the front and/or interior (side) lot lines. This will discourage uniform box-like buildings, and create more varied designs, with tiered upper storeys, that will fit better into existing neighbourhoods.

In the Phase 2 engagement process the public was also asked if a height increase, to encourage sloped roofs instead of flat roofs for 3 storey single detached homes and plexes, is supportable. Based on feedback received, the new R1 zone will also include a 9.8 metre maximum height that will be available if a sloped roof (4 in 12 pitch or greater) is included in a building permit application.

The above updates for the R1 Zone in the new Zoning Bylaw are not anticipated to reduce the currently available building floorspace for single detached and plexhomes. The new R1 zone, which is essentially an updated RS1 zone, also includes smaller front and rear lot line setbacks (6 metres instead of current 7.5 metres) and slightly higher lot coverage (36% instead of current 33%) to accommodate four to six dwelling units per lot, including SSMUHs.

2. Updated Zoning to Permit Carriage Homes

The OCP permits 1 storey garden suites, and public interest in 2 storey carriage homes has steadily increased during consultation. Based on this the public was asked if 2 storey carriage homes should be permitted in the Zoning Bylaw.

Based on supportive feedback, carriage homes, along with garden suites will be included in the R1 zone in the new Zoning Bylaw. Noting that this involves introducing new, taller buildings into backyards (ie. taller than garden suites), carriage home regulations will limit building height to 2

storeys maximum and the maximum ground floor area to 100 square metres, and require increased interior (side) lot line and rear lot line setbacks (minimum 3 metres compared to minimum 1.5 metres for garden suites) to minimize massing and privacy impacts on adjacent lots.

3. Child Care Permitted in More Zones

Based on OCP policy and the City's Child Care Action Plan, which advocate for more childcare spaces through development, as well as growing community need, the public was asked if they supported expanding the number of zones that can accommodate childcare centres.

The resultant feedback indicated strong support for broadening the number of zones that can host child care. Based on this the new Zoning Bylaw, specifically the R2 Townhouse and R3, R4 and R5 apartment zones, M1 Mixed Employment, C2 Service Commercial and U1 University District zones, as well as all Industrial zones (I1, I2 and I3), are proposed to permit child care centres.

While this will provide more childcare locations and options in the City, a maximum childcare centre size limit of 230 square metres and additional employee parking space and client pick-up/drop-off space requirements will be required for R3 and R4 apartment zones, to limit potential use and traffic impacts in residential areas. This 230 square metre maximum is also proposed to be exempted from a building's total density, to incentivize the creation of new child care spaces.

Childcare centres in industrial areas will also be limited in size to a maximum of 350 square metres, and subject to a minimum 225 metre separation distance, to balance new childcare opportunities with ensuring industrial-zoned areas are primarily used for industrial uses.

4. More Flexible Amenity Spaces for Multi-family Buildings

The OCP calls for the provision of dedicated private outdoor space for townhome and apartment unit residents. This goes beyond the existing Zoning Bylaw, which only requires indoor amenity space to be provided in apartment buildings.

Based on this, during Phase 1 engagement the public was asked if outdoor amenity spaces should be required as a part of a more flexible approach to amenity provision. Feedback indicated strong support for this approach, and this was corroborated by staff observations that indoor amenity spaces in apartment buildings can sometimes be too large and under-utilized.

Following this the proposed new Zoning Bylaw will require apartment buildings to provide indoor and outdoor amenity spaces, but also enable this amenity space (sized according to number of dwelling units) to be allocated between indoor and outdoor amenity spaces of varying sizes, provided a minimum of 50 square metres indoor amenity space is provided in apartments and a minimum of the indoor or outdoor amenity space comprises one-third of the total amenity space.

The new Zoning Bylaw also includes an option for townhome developers to provide cash contributions towards local park improvements, in lieu of providing a common outdoor amenity space on-site (cash-in-lieu contributions are based on the assessed lot value per square metre of amenity space). Staff support this given that most townhome projects in the City are significantly smaller and space-constrained than those in neighbouring municipalities (usually less than 30 units) and often don't have enough lot area for a practical common amenity area. This approach also implements the amenity space recommendations in the *Townhome and Plexhomes Best Practices Guide*.

5. Updating Bicycle, EV and Affordable Housing Parking Requirements

In response to increasing Electric Vehicle (EV) ownership, a need to modernize bike parking requirements and support more affordable rental housing in the City, the Zoning Bylaw process involved a review and update of current resident parking requirements outside of the City's TOAs.

Both Phase 1 and Phase 2 public engagement feedback indicated strong support for updating EV and bike parking requirements. Based on this, the proposed Zoning Bylaw includes new EV parking requirements (both pre-wiring and pre-ducting) consistent with current practice, and updated bicycle parking requirements reflecting the increasing use of bikes in the community.

Public feedback on reducing parking for below market rental housing was not supportive, as concerns were expressed about not enough parking being available for residents. Staff acknowledge this concern and propose to apply these reductions on a limited scale in the Zoning Bylaw, to minimize potential parking impacts in apartment-zoned areas outside of the City's TOAs.

More specifically the proposed reduced parking rate of 0.7 spaces per unit will only be available for apartment projects using bonus density and creating below market rental units (minimum 20% below market rent required to get reduced parking rate). In these cases, a typical 150 unit building may yield 3 to 6 below market rental units, which in turn would result in 2 to 3 less parking spaces than the total parking spaces (about 170 resident spaces) what would be required if all the units in the apartment were market rental or condo. The key benefit of reducing required parking spaces is that it reduces the construction cost of below market units (due to parking spaces costing \$40,000 to construct), which supports lower rent levels and increases project viability. Staff also propose a reduced parking rate of 0.5 spaces per unit for non-market rental units to support deeper affordability, while also noting that the proportion of new non-market units constructed in the City will be smaller compared to new market dwelling units, which will still require standard parking rates outside of TOAs.

6. *New Permitted and Prohibited Uses*

Following the Phase 1 public engagement, and based on further public and business community feedback, staff are proposing new uses to be added to the new Zoning Bylaw. These new uses include emerging commercial activities such as store-front-based vehicle rental, small scale recycling, containers modified for commercial or recreational use, as well as other uses that are no longer viewed as nuisances, including arcades and billiard halls.

Staff also reviewed the existing prohibited uses in the current Zoning Bylaw, as well as other uses that are permitted in the Zoning Bylaw but in restricted circumstances (ie. only permitted in the current C3 zone or subject to 400 metre separation distances), including commercial activities that do not support an active and attractive pedestrian streetscape in the Downtown, and involve touch therapy practitioners that are not authorized by the *Health Professions Act*. Based on this review, staff are proposing to prohibit all adult entertainment and body rub related activities, pawnbroking, payday lending and cheque cashing uses, as well as personal health enhancement centres, in the new Zoning Bylaw. A prohibition on barbed wire and razor wire is also proposed to be included, to be consistent with the OCP's Development Permit Area Guidelines.

Public feedback on the new permitted and prohibited uses indicated a slight majority of support. Based on this and historic zoning restrictions on adult entertainment, body rub, touch therapies, pawn/cheque-cashing and barb/razor wire fencing, staff recommend proceeding as proposed.

7. *Secondary Suite Requirements*

New Provincial legislation through Bill 44 increased the number of dwelling units permitted on traditional single detached home lots, which in turn increased the number of dwelling unit types, including garden suites, carriage homes and 'plexes with suites', that are possible beyond the traditional 'house and one secondary suite' model. However Bill 44 does not prescribe the tenure of these units, and the City's current Zoning Bylaw requires the owner of an RS1 lot to reside in the principal building or secondary suite.

Recognizing a continuing high demand for rental housing and given that some municipalities permit both the principal home building and secondary suites to be rented, staff asked the public

as a part of Phase 2 engagement if the owner-residency requirement for homes with suites should be maintained or removed from the new Zoning Bylaw.

Based on feedback showing over 60% of respondents supporting the owner-residency requirement, staff recommend this requirement be maintained in the new Zoning Bylaw. Staff also recommend that the owner-residency requirement be extended to garden suites and carriage homes as these housing types will be new to backyards, and care should be taken to limit privacy and noise impacts by way of the lot owner residing on-site and managing issues that may arise.

8. *Proposed Recreational Vehicle (RV) Regulations*

As a part of Phase 2 public engagement staff reviewed the RV parking regulations in the current Zoning Bylaw, which don't allow RVs to be parked in front of houses (ie. driveways) and require RVs to be parked behind/beside houses or inside garages if stored on property, or stored off-site. This regulation also doesn't distinguish between seasons, which doesn't consider the 'on-the-ground' reality of RVs typically being parked on front driveways during the spring/summer months when they are being used, and only being stored elsewhere in the winter.

Based on this a regulation change, to allow RV parking on front driveways between May 1 and September 30, was proposed to the public during the Phase 2 public engagement. Based on supportive feedback, staff recommend proceeding with this update. This approach also reflects the fact there is/will be less open space available on residential lots to park RVs (including driveway space), due to decreasing lot sizes, larger home footprints and SSMUH development, and this approach will also enable bylaw enforcement to focus on higher priority issues.

9. *Introducing Density Bonusing and Inclusionary Zoning*

The OCP encourages denser buildings to provide community amenities, including affordable housing, and also enables density bonusing, where a building's density may be increased in exchange for affordable housing units and other amenities. Based on this the public was asked during Phase 1 engagement if they supported the City requiring larger and taller developments to provide community amenities (such as greenspace, childcare and affordable housing). The resultant feedback indicated strong public support for this approach, and staff undertook further analysis aimed at updating the City's amenity contribution policy (completed July 2024) and investigating the introduction of density bonusing as a part of the Zoning Bylaw update.

Council has also directed staff to investigate and develop inclusionary zoning policies, as another 'tool to the toolbox' for creating new affordable housing in the City. The basic premise of inclusionary zoning is that a specific percentage of below market rental units are required to be included within new market residential buildings (or a cash-in-lieu equivalent is provided to the City to fund affordable units elsewhere), and these below market units are typically created and funded exclusively by private sector developers with no senior government assistance.

This approach can be effective in fast growing communities, where a large number of new market residential buildings, each contributing a small percentage of below market units, can build up a significant pool of below market units over time - with the key caveat being that because these units are typically privately funded, the rents can often only be reduced by 10 to 20 percent below market rent, otherwise the apartment projects subject to inclusionary zoning would not be financially viable. This is reinforced by the findings of the 2024 Metro Vancouver inclusionary housing study, which indicated that a modest inclusionary zoning approach *may* work in 'lowest priced markets' that are limited to primarily wood-frame construction (such as Langley City), if the inclusionary requirement is limited to 5 percent of total units in an apartment building, and below market unit rents are limited to 10 to 20 percent below local market rent levels.

Pro Forma Analysis

Based on the above context, staff retained a land economist (Mulholland Parker Ltd.) to undertake a proforma analysis that focused on primarily wood-frame apartment buildings (concrete may be viable 5 to 10 years from now), to see if it is viable in the Langley City development context for private developers to either 1.) voluntarily add bonus density and more market units to a market condo or rental apartment building, and provide a specific percentage of below market rental units in return; or 2.) be required through inclusionary zoning to provide a specific percentage of below market rental units within a new market condo or rental apartment building.

A key principle guiding this analysis was that given the marginal economics of inclusionary zoning in a 'lowest cost' wood-frame development context, inclusionary zoning should only be considered in TOAs around SkyTrain. This is due to more available density (almost 3.0 Floor Area Ratio or 'FAR') and no specific number of parking spaces being required in TOAs, which combine to generate more market units and revenue and construction cost savings from not having to build as many parking spaces (\$40,000 each) – both key factors that make inclusionary zoning financially viable. Another key principle considered in the analysis was that density bonusing doesn't work well for wood-frame buildings in TOAs, as the minimum bonus threshold of 3.0 FAR exceeds typical wood-frame densities. Thus bonusing can only be realistically offered outside of TOAs, and also be voluntary since developers will still be required to provide a specific number of parking spaces on their sites – which will impact development viability on a site-to-site basis.

Guided by these principles, and similar to past work that informed the City's amenity contribution and tenant relocation policies, the pro forma analysis tested if including a certain percentage or rate of below market rental units in a typical market apartment building, or requiring an equivalent cash-in-lieu amount (based on the capital cost of constructing the units and their net floor area) to be provided to the City, would exceed a reasonable share of land lift coming back to the City. A reasonable share is defined as 50 to 60 percent of the land lift for woodframe buildings, and up to 75 percent of land lift for concrete buildings. If the reasonable land lift share is exceeded, the tested inclusionary rates were considered 'not viable'. A 20% below market rental rate for below market units was also used for analysis, similar to the Metro Vancouver study and BC Builds program; a deeper level of affordability would also exceed a reasonable land lift share, and additional/senior government funding would be needed to make it viable.

Analysis Results and Proposed Rates

Based on analysis results, within TOAs it is viable to require up to 2.5% of the net residential FAR in a new building to be below market rental units (renting at 20% below market rent), or require a cash-in-lieu equivalent. Furthermore, outside of TOAs it is viable to require up to 13% of net bonus residential FAR in a new building to be below market rental units (renting at 20% below market rent), or require a cash-in-lieu equivalent. In terms of how this translates to built form, these rates will likely result in the creation of 3 to 6 new below market rental units in a typical apartment building containing 150 units. While these inclusionary zoning and density bonusing rates are less than other Metro Vancouver municipalities and lower than suggested in the Metro Vancouver study, these are the rates that are currently viable in Langley City.

These findings have been translated into proposed inclusionary zoning and density bonusing rates, and were presented during the Phase 2 engagement. The resultant feedback indicates support, although concerns were heard about these initiatives potentially increasing the cost of development. Based on this staff recommend proceeding with the rates as proposed and including them in Section 2.6 of the new Zoning Bylaw (page 31). Higher rates are not advisable at this time given the current housing slowdown; this being said these rates should be reviewed on a regular basis to balance affordability goals and development viability as time goes on.

In considering potential development cost impacts, staff compared the anticipated development costs, on a per unit basis, for apartment buildings that would be subject to inclusionary zoning or voluntarily add bonus density. Using a cash-in-lieu scenario from the pro forma analysis, combined with the amenity contribution (CAC) per unit (about \$8,000 per unit, 2026 rate), the resultant contribution per dwelling unit is estimated to be about \$16,000. While this cost is higher than a CAC alone, it is less than the average CAC per unit in the City of Surrey (\$18,000 per unit) and the most recently used CAC per unit in the Township of Langley (\$17,000). Staff note that the cash-in-lieu contribution amount will likely be in the range of \$500 (woodframe) to \$600 (concrete) per square foot, based on the capital cost of constructing below market rental units. This is required by the LGA, which also requires cash-in-lieu contributions to be deposited in an Affordable Housing Reserve Fund (AHRF) and used for funding affordable housing projects in the community. Staff note that a proposed Council Policy for identifying capital cost rates, and guiding how cash-in-lieu contributions into the AHRF can be used to fund affordable housing initiatives, will be brought forward for Council's consideration in the near future.

New Zoning Bylaw: Section Overview and Key Updates

The new [Zoning Bylaw No. 3300](#) generally follows the organization, content and section headers of the current [Zoning Bylaw No. 2100](#) (follow links to compare between the current and proposed new Bylaws), while including new and updated content as described in the above sections of this memo. It is also important to note that minor wording updates are also included in the new Zoning Bylaw to ensure consistency with key updates and new Provincial legislation and OCP policy. The new Zoning Bylaw sections, and key content additions/updates and their location (including page numbers) are as follows:

Section 1: Administration and Enforcement

- a. Sub-section 1.2 (page 5):* List of new zones; and
- b. Sub-section 1.3 (pages 6-16):* this sub-section of definitions has been imported from the current Zoning Bylaw, with new/updated definitions added to support SSMUH housing types, new permitted and prohibited uses, and new and updated zones.

Section 2: General Provisions

- a. Sub-section 2.2 (pages 20-21):* Uses Prohibited In All Zones: includes new prohibited uses as described above in this explanatory memo.
 - b. Sub-section 2.3 Regulations Applicable to All Zones (pages 21-24):*
 - (h): new 225 m separation distance added for Child Care Centres located in Industrial OCP land use areas; and
 - (i): Containers regulation updated to permit containers with commercial and recreation uses that provide transactional services to customers (ie. food/beverage sales, equipment rental).
 - c. Sub-section 2.4 Regulations Applicable to Specific Zones (pages 25-29):*
 - (a): regulations for Recreational Vehicles (RVs) updated to permit RV parking in front of buildings on R1 and R2 zoned lots between May 1 and September 30, as described above in this memo;
 - (c): Secondary suites regulation updated to permit suites up to 100 square metres in floor area, consistent with the 100 square metres ground floor area maximum for garden suites and carriage homes, which are also considered secondary dwelling units in the R1 zone;
 - (d): accommodates garden suites and carriage homes in the R1 zone, with maximum ground floor areas for garden suites, carriage homes, and accessory buildings (which do not have residential floorspace); and
 - (i): prohibition on drive-thru retail uses in the C1 Downtown Commercial and C3 Entertainment and Convention zones, to be consistent with OCP policies encouraging pedestrian-friendly streetscapes with active ground floor uses that directly front/engage the Downtown public realm;
 - (j): new Child Care Centres regulation for permitting child care facilities in apartment and industrial buildings, as described above in this memo;
 - (k): new requirement of 5 percent of all dwelling units in apartment buildings to include 3 or more bedrooms, consistent with recent development applications approved by Council;
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(l) updated amenity requirements as described above in this memo; and
(n) this new regulation permits minor density exceptions on select lots where existing RM1 zoning or a Comprehensive Development zone has been converted to the proposed R1 and R2 zones.
c. Sub-section 2.6 Density Requirements (pages 31): includes density bonusing and inclusionary housing requirements as described above in this memo. The density bonus for the U1 zone is only available for use if Kwantlen Polytechnic University (KPU) has an Official Campus Plan in effect that guides and promotes post-secondary education investment into the City.

Section 3: Off-Street Parking, Loading and Storage

a. Sub-section 3.4 (pages 33-34): this sub-section includes updated and new parking requirements, including new EV parking requirements, shared parking spaces between uses, tandem parking limits in the R2 zone (based on the *Townhome and Plexhome Best Practices Guide*) and maximum amount of small car parking spaces, that are consistent with recent development applications that have been approved by Council.

b. Sub-section 3.6 (page 35): this section permits the use of car share vehicles, in response to supportive public feedback received in the Phase 1 public engagement process, as well as updates to commercial off-street parking and cash-in-lieu requirements in the Historic Downtown in recognition that many lots in the Historic Downtown do not have off-street parking spaces, and to reflect the current construction cost for new parking spaces.

c. Sub-section 3.7 (pages 36-37): this section includes new parking requirements for below market and non-market rental buildings, as described above in this memo, as well as residential, commercial and industrial parking requirements that reflect recent development applications approved by Council (following adoption of OCP in Nov. 2021). New parking requirements have also been included for post secondary student housing units on the KPU campus, based on a review of parking requirements at post secondary campuses in the region.

c. Sub-sections 3.8, 3.9 and 3.10 (pages 37-40): parking space dimensions, and bike parking, residential and commercial loading, and storage locker size and location requirements have all been updated to be consistent with recent development applications approved by Council and as described in this memo.

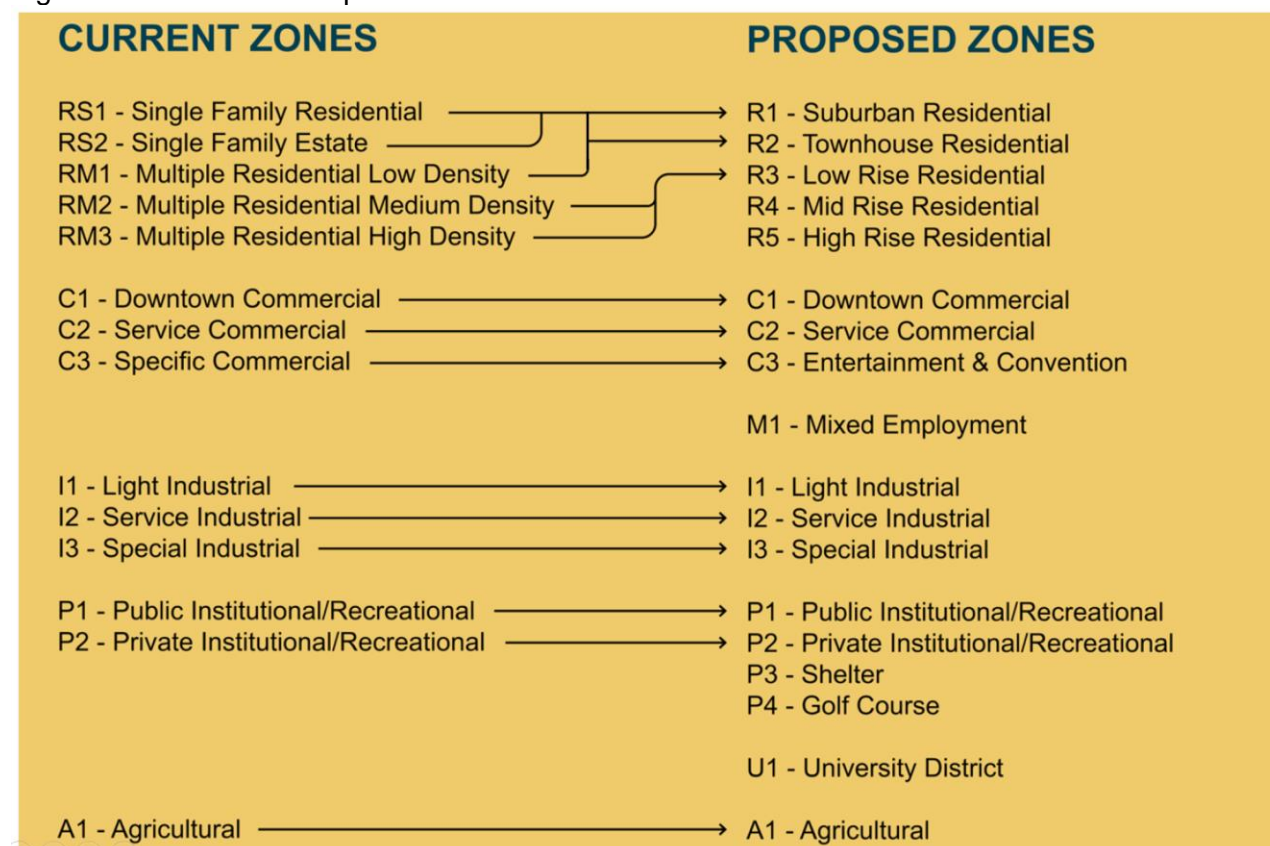
Section 4: Landscaping (page 42): the majority of this Section in the current Zoning Bylaw has been imported into the new Zoning Bylaw, with updates made to reflect changes to the City's approach to street trees selection and OCP Development Permit Area requirements.

Section 5-9: Zones (pages 44-96)

This section includes new and updated zones that are consistent with the OCP's land uses and policies, as well as Provincial housing legislation, and reflect public input as described above in this explanatory memo. Furthermore, a key goal of the Zoning Bylaw update has been to craft these new zones to be consistent with recent Council-approved development applications, and transform the 100+ CD zones in the current Zoning Bylaw into 19 new and more user-friendly zones. Care has also been taken to ensure these zones reflect the City's development context and result in new buildings that reflect best practices and limit privacy, building massing and other potential use-and-activity impacts on neighbouring lots and areas.

These new/updated zones have been derived based on the existing zones in the current Zoning Bylaw and the new zone concepts, permitted uses, densities and heights outlined the OCP, including the land use and zone concurrence table on page 29 of the OCP. These new zones also now reflect the minimum densities or Floor Area Ratios (FARs) of the Provincially-mandated TOAs around SkyTrain and SSMUH requirements, which in turn also require updates to the OCP (see the related OCP Amendment Bylaw No. 3319 and explanatory memo). Figure 1 below provides an at-a-glance visual summary of the transition between current zones and the proposed new and updated zones:

Figure 1: Current and Proposed Zones



As described above, the new R1 zone is based on the current RS1, RS2 and RM1 zones, and accommodates single detached homes, plex-homes, secondary suites, garden suites and carriage homes, consistent with Provincial SSMUH legislation. As noted above the R1 zone includes slightly smaller front and rear yard setbacks and slightly larger lot coverage to accommodate SSMUH development, while also including 3rd storey massing reduction requirements and a sloped roof incentive to discourage boxy buildings.

The new R2 zone draws from the Townhome and Plex-home Best Practices Guide and the R3 zone is the standard 6 storey apartment zone and is derived from the RM3 zone. The R3 zone also has a higher maximum FAR of 2.6 to enable density bonusing outside of TOAs. The R4 and R5 zones permit taller apartment buildings according to OCP land use; all of the new R zones include setbacks that promote street-friendly buildings yet also limit privacy and massing impacts on neighbouring lots (current interior or side lot setbacks are being maintained in the new Zoning Bylaw, and high-rise building separation requirements in the OCP Development Permit Guidelines have been included in the R4, R5 zones).

The updated C1 zone includes new density (FAR) maximums, according to which OCP land use a C1 zoned lot is located within, and reflects the new minimum required FARs in TOAs. This approach also reflects the uniqueness of the Historic Downtown, where in many cases higher FARs than those currently permitted are necessary to enable new building to reach a typical 6 storey height. This is due to the Downtown's historical development pattern that is characterized by small lots and high building lot coverages, as compared to other commercial areas of the City.

In addition to the C1 updates, a set of C1 'sub-zones' (ie. C1a, C1b) are envisioned to be added to the Zoning Bylaw when they are adopted, to accommodate multi-phase master planned sites. These C1 sub-zones are unique from the standard C1 zone in that these zones include a site plan to guide each phase of development within a 15 to 20 year build out. This approach has

been already applied to the Langley Lions multi-phase master planned lot, which is currently zoned CD 79 and is proposed to be converted to the R5a zone as it is largely consistent with the uses, densities and heights in the R5 zone.

The C2 and I zones include minor permitted use updates to modernize these zones and make them consistent with the OCP. The C3 zone has been updated to apply to the Convention Centre and Casino complex (20393 Fraser Highway) instead of the Willowbrook Mall (19705 Fraser Highway), as the restricted uses in current C3 zone are proposed to be prohibited outright in the new Zoning Bylaw. The Willowbrook Mall can also be accommodated by the C2 Service Commercial zone.

The M1 Mixed Employment zone directly implements the OCP Mixed Employment land use (which is essentially an industrial use with additional commercial use flexibility and density), and the new U1 zone broadens the range of permitted uses on the KPU site to support the implementation of the KPU 2050 Official Campus Plan, and includes the necessary density to support post secondary education, research, student housing and related university investment.

Lastly, the new P3 zone has been created to accommodate the Gateway of Hope shelter, which is currently zoned CD20, and the new P4 zone accommodates the Newlands Golf Course and its unique mix of institutional uses.

Schedule A: Zoning Map (page 97)

The second last page of the new Zoning Bylaw No. 3300 includes the new Schedule A: Zoning Map (Figure 2 in this memo), which shows all of the zones that apply to individual lots within the City. This new map was derived from the current Schedule A in the current Zoning Bylaw No. 2100 (see Figure 3 in this memo), where the existing zoning on lots, including CD zones, has been converted into the new proposed zones shown on Figure 1 above and also aligning the permitted uses, densities, heights and other relevant items in CD zones with the set of new proposed zones.

For illustrative purposes, the following list highlights examples of current zones that have been converted into the new zones shown on Schedule A (page 97) of the new Zoning Bylaw:

- a. All RS1 and RS2 zoned lots: converted to R1 zoned lots;
 - b. CD35 zoned lot (CD zone at 5363 201 Street, permitting 5 storey apartment development): converted to R3 zoned lot (low rise apartment);
 - c. CD36 zoned lot (CD zone at 20530 Langley Bypass, permitting service commercial uses): converted to C2 zoned lot (service commercial);
 - d. CD51 zoned lot (CD zone at 19631 55A Avenue, permitting townhome development): converted to R2 zone lot (townhomes); and
 - e. CD73 zoned lot (CD zone at 20061 Fraser Highway, permitting 6 storey mixed use apartment): converted to C1 zoned lot (Downtown commercial, high density, mixed-use).
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CITY OF LANGLEY ZONING BYLAW, 2025, NO. 3300 SCHEDULE "A"

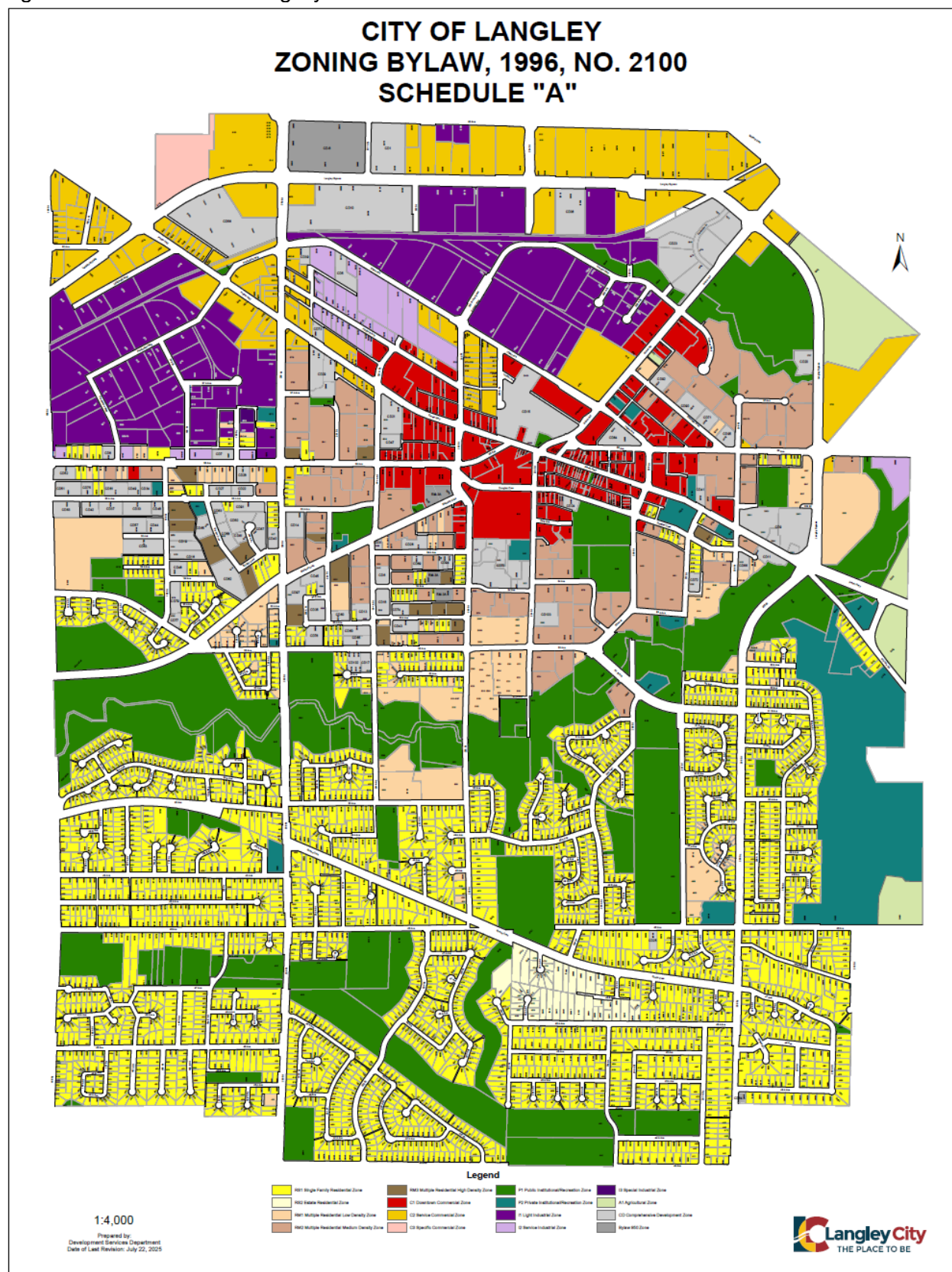
The map displays the City of Langley with various zoning districts color-coded according to the legend. The legend includes:

- R1 Single-Family Residential
- R2 Double-Family Residential
- R3 Low-Density Residential
- R4 Medium-Density Residential
- R5 High-Density Residential
- C1 Community Commercial
- C2 General Commercial
- C3 Retail Commercial
- C4 Office Commercial
- C5 Light Industrial
- I1 Heavy Industrial
- I2 Medium Industrial
- I3 Light Industrial
- P1 Single-Family Residential
- P2 Double-Family Residential
- P3 Low-Density Residential
- P4 Medium-Density Residential
- P5 High-Density Residential
- AG1 Agriculture
- U1 University District
- CC Comprehensive Development
- PD Public Office
- PD Office
- PD Office
- PD Office

Scale: 1:4,000
Prepared by: Development Services Department
Date of Last Revision: October 6, 2025

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Figure 3: Schedule A: Zoning Bylaw No. 2100



Schedule B: Watercourse Classification Map (page 98)

The last page of the new Zoning Bylaw includes a Watercourse Classification Map (see Figure 4 below). This map identifies which watercourses in the City are subject to the watercourse setback regulations as listed in Section 2.3.f (page 22) of the new Zoning Bylaw. This new map follows the results of the Environmentally Sensitive Area (ESA) mapping study undertaken by Diamond Head Consulting in 2016 and as shown on the City's on-line mapping system.

Figure 4: Schedule B: Zoning Bylaw No. 3300

