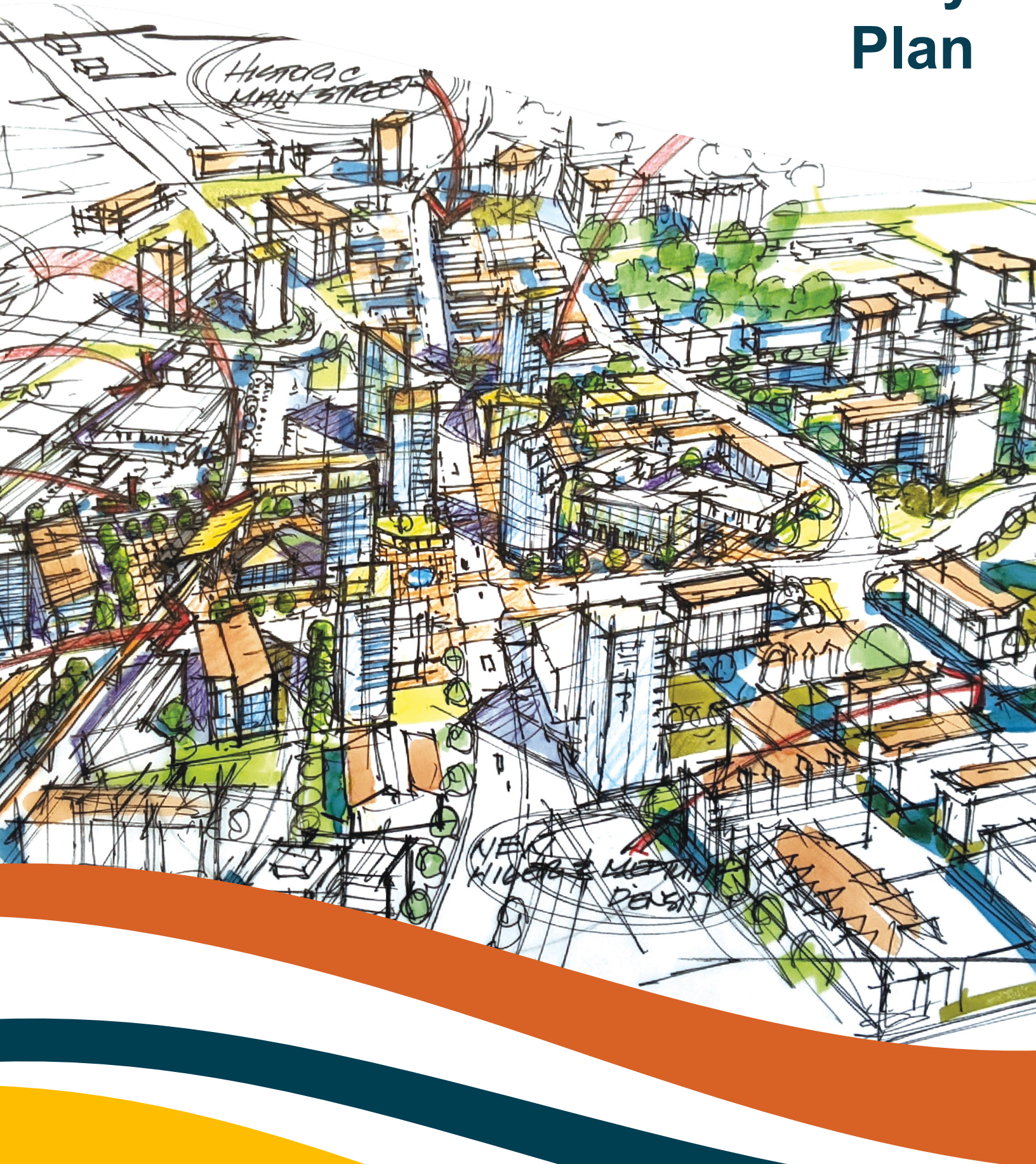


# Official Community Plan



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***The City of Langley is located within the traditional and unceded territories of the Katzie, Kwantlen, Matsqui and Semiahmoo First Nations.***

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# TABLE OF CONTENTS

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<b>01. INTRODUCTION</b>	<b>1</b>
LEGISLATIVE AUTHORITY	3
HISTORY & CONTEXT	3
OCP UPDATE PROCESS	5
<b>02. VISION &amp; THEMES</b>	<b>11</b>
VISION	12
5 BIG THEMES	13
<b>03. GROWTH, LAND USE &amp; DESIGN</b>	<b>15</b>
GROWTH PROJECTIONS	16
LAND USE DESIGNATIONS	20
DESIGNATION OVERLAYS	28
DESIGNATIONS & ZONES	29
URBAN DESIGN PRINCIPLES	30
<b>04. POLICIES</b>	<b>33</b>
AFFORDABLE LIVING & DIVERSE HOUSING FOR ALL GENERATIONS	34
A HIGHLY CONNECTED CITY ALIGNED WITH RAPID TRANSIT	40
A SAFE AND INCLUSIVE CITY RICH WITH COMMUNITY AMENITIES	48
A RESPONSIVE ECONOMY THAT CREATES NEW JOBS	56
ENVIRONMENTAL SOLUTIONS TO FIGHT CLIMATE CHANGE	62
<b>05. DEVELOPMENT PERMIT AREAS</b>	<b>69</b>
<b>06. IMPLEMENTATION</b>	<b>95</b>
ENGINEERING SERVICES POLICIES	96
ALIGNMENT WITH OTHER PLANS	97
MONITORING PROGRESS	98
<b>07. REGIONAL CONTEXT STATEMENT</b>	<b>99</b>
<b>08. MAPS</b>	<b>115</b>
<b>APPENDICES</b>	
APPENDIX A: NICOMEKL RIVER DISTRICT NEIGHBOURHOOD PLAN	
APPENDIX B: DISTRICT POLICIES	





# 01

## 01. INTRODUCTION



*photo credit: Downtown Langley Business Association*

*The scope of Langley City's Official Community Plan, and the process taken to update it.*

## LEGISLATIVE AUTHORITY

The legislative authority for the City to adopt an Official Community Plan (OCP) comes from the Local Government Act. Part 14, Divisions 3 and 4 of the Act outlines the required content of an Official Community Plan and describes the procedures a municipality must follow in order to adopt a Plan.

This OCP has been prepared in compliance with the legislation.

## HISTORY & CONTEXT

For millennia Indigenous peoples have inhabited the land on which Langley City is located. The Nicomekl River, which bisects the city in half was a key landscape and ecological feature that helped sustain Indigenous livelihoods in the area for travel, trade, food, and agricultural practices. In fact, the word *nəqəməqəl* (or the anglicized “Nicomekl”) comes from the *hənqəmiñəm* language meaning “always flooding”, signalling the powerful and dynamic nature of this small but mighty watercourse. The four main Indigenous groups who occupy the land now known as Langley City are the Katzie, Kwantlen, Matsqui, and Semiahmoo peoples.

The Nicomekl River offers a snapshot of journeys past: items left behind by Indigenous groups along its banks, perhaps en-route from the coast to the fishing grounds of the lower Fraser Canyon. A route travelled later by European explorers and now marked forever in our history as Portage Park.

The establishment of the fur trading fort nearby brought change to the area in the 1830s with increased agricultural activity in the Langley Prairie and the need for resources to support trading activities. Gold miners travelled through what would become Langley City in the late 1850's and 60's to seek their fortunes in the Fraser Canyon and beyond. Some stayed on and were joined by groups of people coming west in search of opportunity and the new settlers began to work the land.

A few decades later Langley Prairie found itself at the nexus of change again with the arrival of the Vancouver, Victoria and Eastern Railway in 1908 and the British Columbia Electric Railway in 1909. With it came the first business, a general store opened by an enterprising Quebec migrant. Other businesses soon followed, and the area grew to be the heart of the municipality. This continued growth precipitated the move that shaped history forever when the City separated from Township of Langley in 1955, forging a new, independent future. It was a time where everyone knew each other. We were there to celebrate the good times and to catch one another should we stumble or fall on hard times.

With a rich history and still strong downtown core, Langley City continues to maintain the attractive small-town feel of its Langley Prairie roots. Now home to more than 27,000 residents, it also serves a market area of 10 times its population from surrounding communities. Strategically located, Langley City is a designated regional centre, and the geographic hub connecting Metro Vancouver with the Fraser Valley. Supportive government and social services, an attractive, pedestrian-oriented centre with restaurants, shops and services surrounded by the last of the region's affordable land means the city is brimming with potential.

Over the next few decades, Langley City is slated for strong population and job growth. With its compact urban fabric, vibrant historic downtown, a beautiful city across the Nicomekl River valley, and large base of commercial and industrial employment lands, investment in fixed rail rapid transit in the form of SkyTrain is sure to be a major success.

Langley City is also home to key regional highways and transit routes. It is host to a major national freight rail corridor, complete with spur lines that serve the core of its industrial lands. Large manufacturers with a national reach and a significant amount of smaller, local companies have made Langley City their home base, making it a hub for the regional economy of both Metro Vancouver and the Fraser Valley, with room yet to grow.

This future is only made brighter with a forward-thinking land use plan that emphasizes missing middle and multifamily housing types, targeted mixed use nodes for walkable and complete neighbourhoods, and plentiful employments lands ready to be intensified. Development and growth will accompany rich community amenities for all users, making Langley City one of the most walkable cities in the region and an exciting destination full of beautiful public places.





## OCP UPDATE PROCESS

A four phase process was used to create this Official Community Plan and began in earnest in the Spring of 2019.

### PLANNING

**Phase 1** produced a significant amount of background research, allowing us to understand and dive into the local challenges and opportunities. This phase examined the ways in which the OCP can properly integrate with the City's existing 'Nexus of Community' vision and all other relevant City strategies, plans, and policies.

**Phase 2** launched the project with broad public outreach and targeted stakeholder promotion. This phase introduced key issues and trends from the background research. At the end of the phase, a key directions report was developed detailing preliminary land use and policy options.

**Phase 3** began with drafting the OCP. Once completed, it will be tested in the community both online and at an open house in a second round of engagement. The feedback from the activities will help refine the draft OCP.

**Phase 4** focuses on making final adjustments to the OCP and guiding it through a bylaw adoption process in accordance with the Local Government Act.

## COMMUNITY ENGAGEMENT

This OCP was completed with broad and far reaching community engagement. Throughout the update process, input and feedback from community residents and stakeholders was sought, summarized, and incorporated into reports and policy-making, shaping this plan from start to finish.

The first step focused on informing residents of the process and gaining high level feedback on four major topics: housing, transportation, jobs, and the environment. Activities included neighbourhood meetings at local schools and community popups at two major festivals (Community Day and Arts Alive).

The second step presented the background research to the community and began with a land use and housing forms charrette to understand where growth would best be suited. The results of the charrette were summarized in an online survey and broad policy directions were tested with four stakeholder groups (businesses, community organizations, the development industry, and environmental groups).

The third step introduced the draft Official Community Plan to the community. A virtual open house was held where residents were provided the opportunity to comment on the contents of the draft and ask questions to the project team. An online survey was also available for a month long period, which gauge the level of support for the various parts of the OCP. Government agencies and stakeholders were also contacted to provide feedback on the draft. All of the input was summarized in a report to Council with a list of recommended changes to the draft.

The fourth and final step involved official referrals to senior levels of government, local First Nations, government agencies, and neighbouring municipalities. The engagement process concluded with a public hearing.

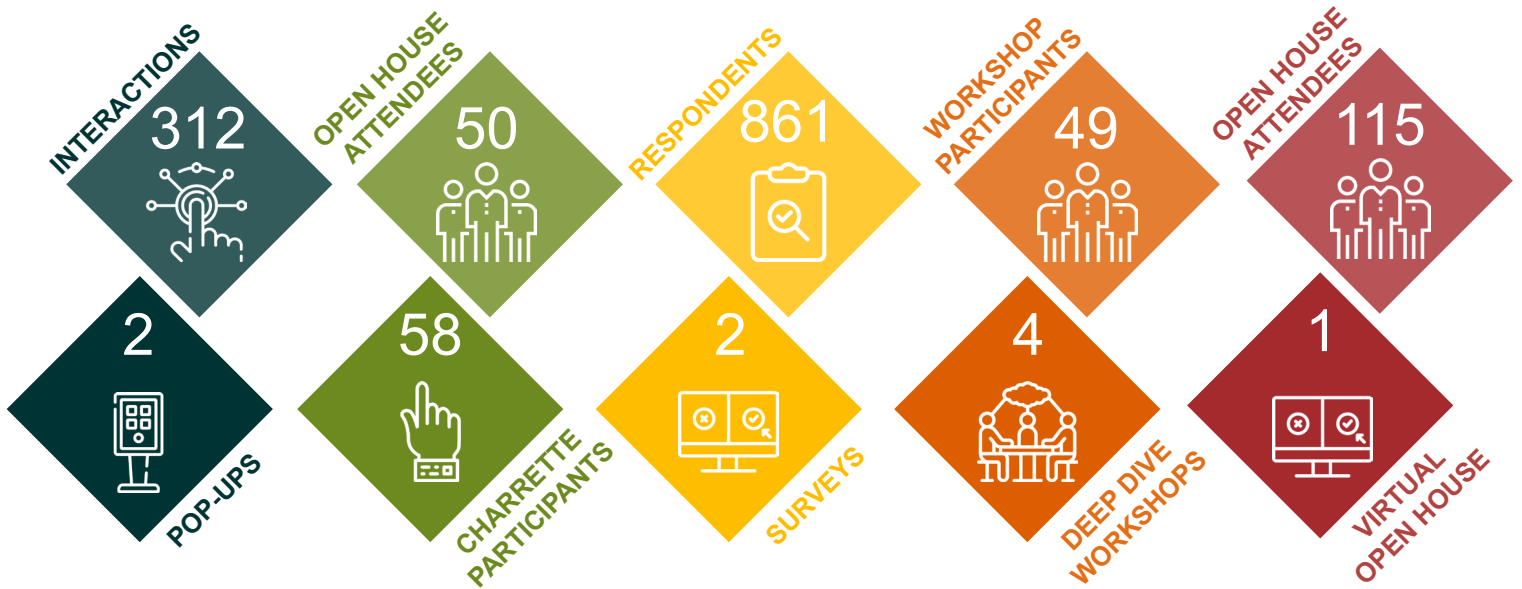
# ation, Culture and Community Services



## ENGAGEMENT RESULTS

The following pages illustrate the depth of engagement activities held over the course of the OCP update process and the key findings that helped shape this plan.

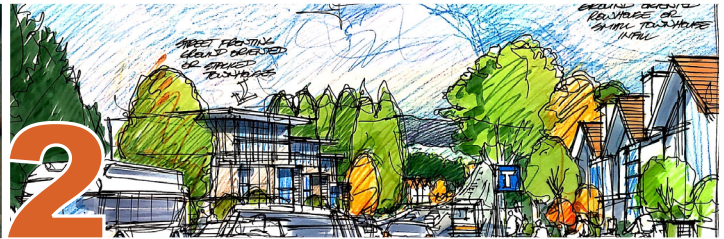
### ENGAGEMENT BY THE NUMBERS



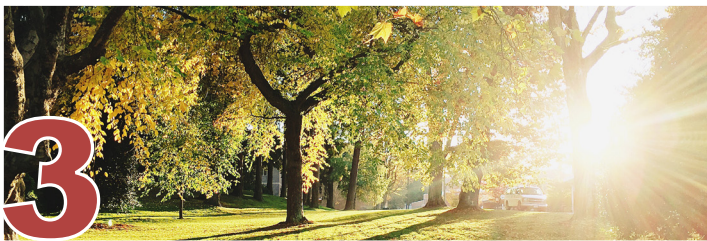
### OVERARCHING THEMES



**1** CRIME AND SAFETY ARE CRITICAL ISSUES



**2** FOCUS ON IMPROVING HOUSING AND TRANSPORTATION



**3** PARKS & GREEN SPACES ARE HIGHLY VALUED



**4** MAINTAIN & IMPROVE EASY ACCESS TO SHOPS & SERVICES

## KEY DIRECTIONS

### Affordable Living & Diverse Housing for all Generations

1. Gentle density south of the Nicomekl.
2. Provide affordable housing.
3. Transit-Oriented Development.

### A Highly Connected City Aligned with Rapid Transit

1. Prioritize SkyTrain.
2. Improve public transit.
3. Safe and comfortable walking, rolling, and cycling.
4. Vehicle infrastructure is a lower priority.

### A Safe & Inclusive Community Rich with Cultural Destinations

1. More amenities are needed for a growing population.
2. Housing and transportation are critical.
3. Increase social connection.

### A Responsive Economy that Creates New Jobs

1. Support for neighbourhood commercial nodes.
2. Need banks, cafes, restaurants within walking distance.
3. Protect downtown Langley's unique character.
4. Ensure Langley City continues to be a jobs centre.

### Environmental Solutions to Fight Climate Change

1. 82% believe it is important for Langley City to reduce its greenhouse gases and adopt strong measures to address climate change.
2. Protecting biodiversity and maintaining large trees is key.
3. Reduce waste, more sustainable transportation, greener buildings.





# 02

## 02. VISION & THEMES

# VISION

As you step off the rail platform in the heart of a bustling downtown, a vibrant Langley City emerges. It is a complete and inclusive community, where all feel safe, capable, and valued. There are affordable living options for residents and plentiful jobs and investment opportunities. Langley City boasts a strong, responsive and forward-thinking economy, generated by technological innovation and supportive local services and educational facilities.

Langley City is also rich with cultural, entertainment and recreational destinations that strengthen community connections, support healthy lifestyles and create unique and memorable experiences that appeal to locals and tourists alike.

Langley City's growth is shaped around rapid transit, its well-established Downtown, and the City's greatest natural asset, the Nicomekl River. Economic development and job growth is also balanced and integrated with new community-wide amenities, environmental solutions that fight climate change, ecological restoration, people-friendly streets and great public places that welcome, connect and nurture all users.

Through this OCP and its five big themes, Langley City will achieve its vision as the **Nexus of Community** and continue to be a highly livable and vibrant City into the future.

## NEXUS OF COMMUNITY

The four pillars of the Nexus of Community, which was adopted by Council in 2018 as a bold new vision for the future of Langley City, are foundational to this Official Community Plan.



COMMUNITY



CONNECTION



EXPERIENCES



INTEGRATION

## 5 BIG THEMES

The OCP contains over 150 policies that collectively aim to achieve this vision, and these policies are organized according to the Five Big Themes that have emerged as key directions from the OCP consultation process.

### Affordable Living & Diverse Housing for all Generations



### A Highly Connected City Aligned with Rapid Transit



### A Safe & Inclusive Community Rich with Cultural Destinations



### A Responsive Economy that Creates New Jobs



### Environmental Solutions to Fight Climate Change







03

## 03. GROWTH, LAND USE & DESIGN

# GROWTH PROJECTIONS

## POPULATION, JOBS & HOUSEHOLDS

As Langley City was developing this OCP, Metro Vancouver was updating its Regional Growth Strategy, called Metro 2040, and looking to extend its timeline to 2050, now called Metro 2050. With that came new growth projections that have been developed in consultation with member municipalities.

The update to the Regional Growth Strategy is intended to align and manage growth policies with Transport 2050 (Translink’s new Regional Transportation Strategy), which once completed will guide the future of Metro Vancouver’s transportation system for the next 30 years.

This comprehensive regional outlook provides Langley City the opportunity to coordinate municipal growth projections with regional ones up to 2050. The following population, employment, and household forecasts account for many factors including the proposed SkyTrain extension through Surrey and into Langley City. They also take into consideration the changing nature of employment markets, an aging workforce, immigration, and increasing automation. While this OCP was completed during the Covid-19 pandemic, the short term impacts of this pandemic are not anticipated to measurably affect these long term projections.

By 2050, it is expected Langley City will be home to:

**41,438 residents** - an increase of 48% or 13,353 residents, from 2019.

**22,185 jobs** - an increase of 36% or 5,892 jobs, from 2019.

**20,125 households** - an increase of 56% or 7,259 households, from 2019.

YEAR	POPULATION	JOBS	HOUSEHOLDS
2019	28,085	16,293	12,866
2035	35,481	20,087	16,901
2050	41,438	22,185	20,125

Figure 1. Population Projections

## HOUSING NEEDS

A housing needs report was completed in parallel to this plan and explored both quantitative and qualitative data to help understand the current state of housing and the types of units that will be required in the future.

With an outlook of 5 years, the housing needs report determined the following net new units would be required by 2024.

Unit Type	Net New Units Required (2024)
0-1 bedroom	575
2 bedrooms	442
3 bedrooms	169
4+ bedrooms	167

Figure 2. Housing Unit Needs (2024)

The housing needs report also identified key observations and needs that are addressed in this OCP, including:

- **Single detached homes are not attainable for a large majority of Langley City resident income groups.**
- **Need for a greater variety of ownership housing, with an emphasis on townhouses.**
- **Affordable rental options, especially within the primary rental market.**
- **More aging-in-place housing options and seniors housing for an aging population.**
- **More below-market/non-market, supportive and partnership-based housing options.**

## ASSIGNMENT OF GROWTH

This OCP is a departure from historical patterns of growth assigned in Langley City’s past. Former OCPs focused on a concentric model of growth radiating from the historic core of the community, outwards to the boundaries of the City. With a SkyTrain extension planned and the need for a more diverse range of housing options and complete communities (especially south of the Nicomekl River), growth is slated to take on a bold new structure.

Key elements of the new land use plan include:

- **The highest densities, tallest buildings and greatest mix of uses around the 196 Street and 203 Street SkyTrain stations and along the Fraser Highway corridor.**
- **Townhomes along future frequent bus routes.**
- **Gentle infill housing forms like secondary accessory units north of Grade Crescent.**
- **An “Innovation Boulevard” along Glover Road, connecting Historic Downtown Core to the Kwantlen Polytechnic University to encourage student housing, tech businesses, start-ups, and maker spaces.**
- **Five new neighbourhood commercial nodes for small scale shops and businesses to enhance walkability in residential neighbourhoods.**
- **Single family homes that can host smaller single detached lots and suites.**

The land use plan holds a capacity of dwelling units that is intentionally larger than the projected need. This is to provide flexibility in the development market, account for unpredictable future market and demographic changes, and to help address current affordability challenges in Langley City.

Unit Type	Current Units	Total Capacity
Apartment	7,260	24,713
Duplex & Townhouse	1,945	6,094
Single Detached	3,760	3,046

Figure 3. Total Capacity by Land Use Designation

Considering future growth in Langley City will rely almost exclusively on the redevelopment of existing built up properties, factors such as existing uses, land values versus value of improvements, building age, and distance from planned SkyTrain stations, located near 196 Street and 203 Street, will have a major impact on redevelopment potential. This means many properties that may be designated for future growth may not see the potential within the life of this plan.

This is why the total build out of the land use plan is not intended to occur by 2050. Nonetheless, to show how the land use plan includes more than enough capacity to meet the needs of Langley City's projected growth, Figure 3 presents total capacity for apartment units, duplexes and townhouses, and single detached homes.

## **LOCAL FACTORS AFFECTING DEVELOPMENT**

While there are significant opportunities within Langley City to leverage underutilized properties and ensure projected growth can be accommodated, here are some local factors that require a greater level of regulation and limits on the extent of development within affected areas.

### **Airport Zoning Regulation (AZR)**

Located just outside of Langley City's eastern boundary, is the Langley Regional Airport (YNJ) which serves light private planes and helicopters. As mandated by the federal Aeronautics Act, and enforced by Transport Canada, an Airport Zoning Regulation (AZR) is in place over all properties within a 4 kilometer radius of YNJ, to ensure safe and unobstructed aircraft operations (shown on Map 16). A key component of the AZR, the Outer Surface, limits the maximum height of any object to 53.95 metres geodetic on properties within the 4 kilometer radius. The Approach and Transitional Surfaces are layered onto the Outer Surface and may further limit maximum building heights on properties within these surfaces. Property owners with an Aeronautics Act covenant (which applies the AZR) on their property are strongly encouraged to consult with Transport Canada regarding maximum allowable building height on their property prior to submitting a development application involving a building over 4 storeys, in addition to consulting with Nav Canada and YNJ on their development proposal and its construction.

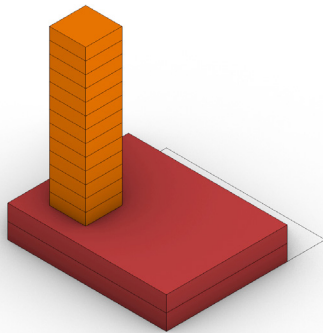
### **Floodplain Elevation Bylaw**

The Nicomekl River bisects the City into two halves and is a very dynamic watercourse prone to flooding. Logan Creek, a tributary of the Nicomekl that runs through the northeast corner of the City also experiences high levels of water that often exceed its banks into the surrounding area. Langley City's Floodplain Elevation Bylaw provides detailed regulations to keep buildings, people and their belongings within them safe from recurring floods. Properties that are subject to the Floodplain Elevation Bylaw are shown on Map 17.

# LAND USE DESIGNATIONS

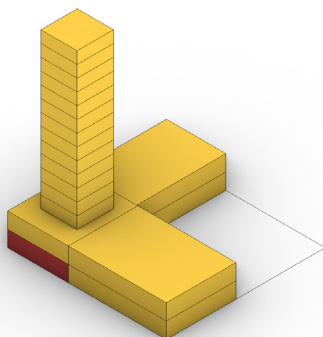
Each parcel in the City is assigned a land use designation as shown in Map 3. The following table provides direction for the type of development allowed in each designation.

## TRANSIT-ORIENTED CORE



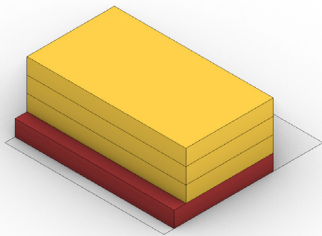
<b>PURPOSE</b>	Create a vibrant transit-oriented area with high densities and a mix of uses in close proximity to future SkyTrain stations, and existing high-frequency transit
<b>BUILDING TYPE &amp; HEIGHT</b>	Multi-storey buildings up to 15 storeys. (Taller buildings may be achieved on properties not located within the Airport Zoning Regulation (AZR) as mandated by the Aeronautics Act and Transport Canada. Lower maximum building heights may be required for properties within the Langley Regional Airport (YNJ) Outer and Approach Surfaces, according to the AZR)
<b>USES</b>	<ul style="list-style-type: none"> <li>• Mixed Use: Residential &amp; Commercial</li> <li>• Multi-Unit Residential</li> <li>• Commercial</li> </ul>
<b>DENSITY</b>	Maximum 5.5 FAR

## TRANSIT-ORIENTED RESIDENTIAL



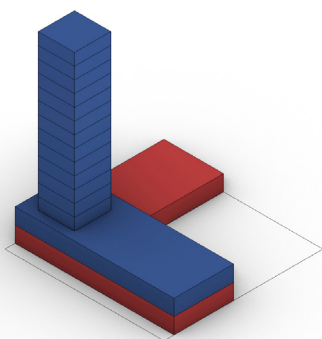
<b>PURPOSE</b>	Create a high density residential area with limited ground level commercial within close proximity to future SkyTrain stations, and existing high-frequency transit.
<b>BUILDING TYPE &amp; HEIGHT</b>	Multi-storey buildings up to 15 storeys. (Lower maximum building heights may be required for properties within the Langley Regional Airport (YNJ) Approach Surface, according to the AZR)
<b>USES</b>	<ul style="list-style-type: none"> <li>• Mixed Use: Residential &amp; Commercial</li> <li>• Multi-Unit Residential</li> </ul>
<b>DENSITY</b>	Maximum 4.5 FAR

## HISTORIC DOWNTOWN CORE



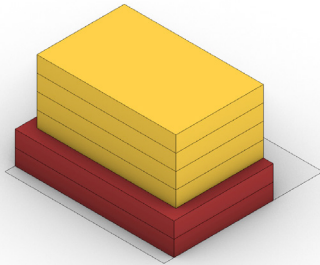
<b>PURPOSE</b>	Retain a lively shopping destination with a fine grain retail ground floor and commercial or residential units above.
<b>BUILDING TYPE &amp; HEIGHT</b>	Multi-storey buildings with a maximum 4 storey building form along Fraser Highway. Taller building forms over 4 storeys are possible if they are set back from Fraser Highway, or if they are located along 56th Avenue, Glover Road, 206th Street and Douglas Crescent.
<b>USES</b>	<ul style="list-style-type: none"> <li>• Mixed Use: Residential &amp; Commercial</li> <li>• Commercial</li> </ul>
<b>DENSITY</b>	Maximum 5.5 FAR

## CIVIC CENTRE



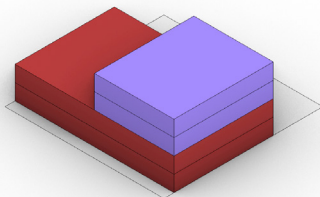
<b>PURPOSE</b>	Enable a mixed use civic hub that complements Langley City Hall and Timms Community Centre
<b>BUILDING TYPE &amp; HEIGHT</b>	Multi-storey buildings up to 15 storeys in height, or the AZR, whichever is less.
<b>USES</b>	<ul style="list-style-type: none"> <li>• Mixed Use: Institutional, Commercial, Residential</li> <li>• Institutional</li> </ul>
<b>DENSITY</b>	Maximum 5.5 FAR

## MIXED USE



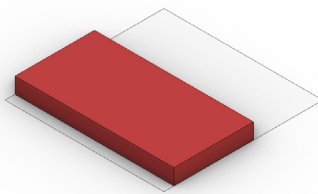
<b>PURPOSE</b>	Provide an attractive gateway into Langley City's core area with mixed use buildings framing and animating Fraser Highway.
<b>BUILDING TYPE &amp; HEIGHT</b>	Multi-storey buildings up to 12 storeys, with building faces up to 4 storeys fronting Fraser Highway. (Lower maximum building heights may be required for properties within the Langley Regional Airport (YNJ) Approach Surface, according to the AZR).
<b>USES</b>	<ul style="list-style-type: none"> <li>• Mixed Use: Residential &amp; Commercial</li> <li>• Residential</li> </ul>
<b>DENSITY</b>	Maximum 3.5 FAR

## MIXED EMPLOYMENT



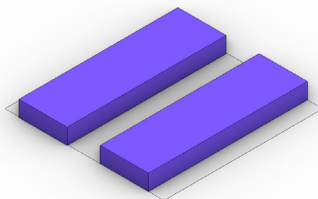
<b>PURPOSE</b>	Allow the greatest flexibility and diversity of employment uses, including office, research and post secondary educational uses.
<b>BUILDING TYPE &amp; HEIGHT</b>	Buildings up to 6 storeys.
<b>USES</b>	<ul style="list-style-type: none"> <li>• Mixed Use: Light Industrial &amp; Commercial</li> <li>• Light Industrial</li> <li>• Commercial</li> <li>• Accessory caretaker dwelling unit</li> </ul>
<b>DENSITY</b>	Up to 3.0 FAR

## SERVICE COMMERCIAL



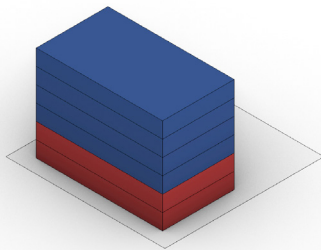
<b>PURPOSE</b>	Provide service commercial uses serving a regional scale.
<b>BUILDING TYPE &amp; HEIGHT</b>	Regional retail and commercial services, with limited office and industrial uses on the Langley Bypass.
<b>USES</b>	<ul style="list-style-type: none"><li>• Commercial</li><li>• Light Industrial</li></ul>
<b>DENSITY</b>	up to 0.5 FAR

## INDUSTRIAL



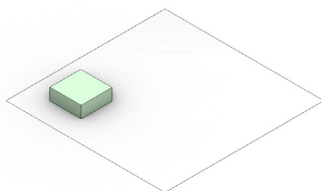
<b>PURPOSE</b>	Protect and enhance a range of industrial employment uses that serve a local and regional scale.
<b>BUILDING TYPE &amp; HEIGHT</b>	Buildings up to 6 storeys.
<b>USES</b>	<ul style="list-style-type: none"><li>• Industrial</li><li>• Accessory Residential</li><li>• Accessory Commercial</li></ul>
<b>DENSITY</b>	Variable

## UNIVERSITY DISTRICT



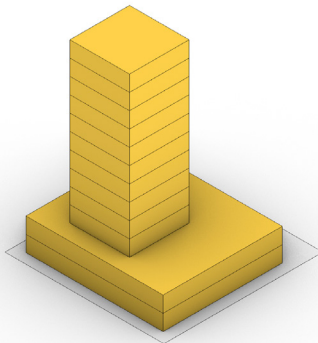
<b>PURPOSE</b>	Enable a vibrant and mixed use higher education campus with related residential, and commercial uses.
<b>BUILDING TYPE &amp; HEIGHT</b>	Multi-storey buildings up to 8 storeys. (Building heights may exceed 8 through the development of a campus master plan and/or for landmark buildings on Glover Road).
<b>USES</b>	<ul style="list-style-type: none"> <li>• Mixed Use: Institutional, Residential, and/or Commercial</li> <li>• Multi-Unit Residential</li> <li>• Tourist Accommodation</li> </ul>
<b>DENSITY</b>	Maximum 4.0 FAR

## AGRICULTURE



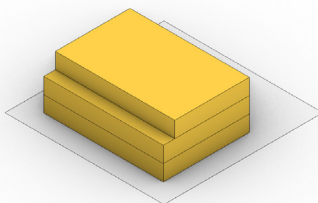
<b>PURPOSE</b>	Maintain existing agricultural activities and prevent non-farm development.
<b>BUILDING TYPE &amp; HEIGHT</b>	Buildings that support agricultural practices.
<b>USES</b>	<ul style="list-style-type: none"> <li>• Agriculture</li> <li>• Residential with accessory units</li> </ul>
<b>DENSITY</b>	Minimum lot size of 2.0 hectares. Subdivision of these lands is not supported.

## MID RISE RESIDENTIAL



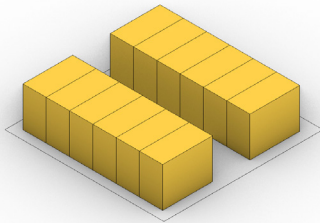
<b>PURPOSE</b>	Medium density residential areas serving as a transition from the Transit-Oriented neighbourhoods towards lower building heights in the Nicomekl River Neighbourhood Plan area.
<b>BUILDING TYPE &amp; HEIGHT</b>	Multi-storey buildings up to 12 storeys.
<b>USES</b>	<ul style="list-style-type: none"><li>• Multi-Unit Residential</li></ul>
<b>DENSITY</b>	Maximum 3.5 FAR

## LOW RISE RESIDENTIAL



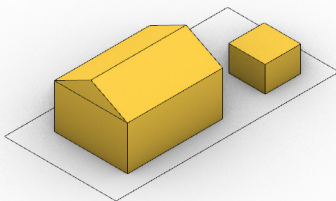
<b>PURPOSE</b>	Mix of low rise and townhouse residential areas oriented towards the Nicomekl River floodplain.
<b>BUILDING TYPE &amp; HEIGHT</b>	Multi-storey buildings between 3-6 storeys.
<b>USES</b>	<ul style="list-style-type: none"><li>• Multi-Unit Residential</li></ul>
<b>DENSITY</b>	Maximum 2.6 FAR

## GROUND-ORIENTED RESIDENTIAL



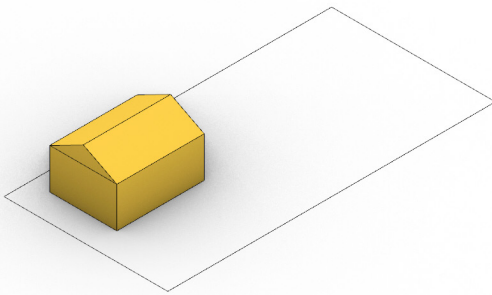
<b>PURPOSE</b>	Provide a range of missing middle housing options adjacent to future frequent transit routes and great park amenities.
<b>BUILDING TYPE &amp; HEIGHT</b>	Townhomes, rowhomes, and du- tri- fourplexes.
<b>USES</b>	<ul style="list-style-type: none"> <li>• Multi-Unit Residential</li> <li>• Accessory Commercial</li> <li>• Live/Work</li> </ul>
<b>DENSITY</b>	Up to 1.2 FAR

## URBAN RESIDENTIAL



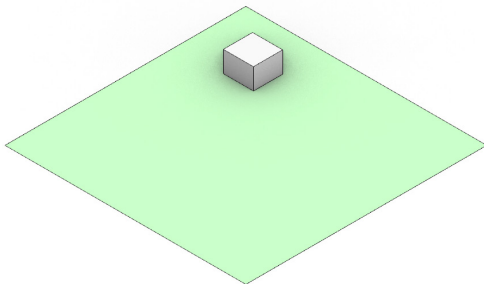
<b>PURPOSE</b>	Provide gentle infill options such as secondary accessory units and small lot subdivision in a single detached form.
<b>BUILDING TYPE &amp; HEIGHT</b>	Single Detached Homes and Plex-Homes/ Small Scale Multi Family Housing Units
<b>USES</b>	<ul style="list-style-type: none"> <li>• Residential</li> <li>• Live/Work</li> </ul>
<b>DENSITY</b>	Minimum lot size of 350m <sup>2</sup> and a minimum 12 metre frontage width

## SUBURBAN RESIDENTIAL



<b>PURPOSE</b>	Allow lower density single detached homes in a suburban setting.
<b>BUILDING TYPE &amp; HEIGHT</b>	Single Detached Homes and Plex-Homes/ Small Scale Multi Family Housing Units
<b>USES</b>	<ul style="list-style-type: none"> <li>• Residential</li> </ul>
<b>DENSITY</b>	Minimum lot size of 557m <sup>2</sup>

## PARKS & OPEN SPACES



<b>PURPOSE</b>	Protect and enhance park spaces and environmentally sensitive areas.
<b>BUILDING TYPE &amp; HEIGHT</b>	Schools, recreation facilities, and caretaker buildings. Small-scale commercial and institutional uses such as cafes and museums may be supported in select City parks.
<b>USES</b>	<ul style="list-style-type: none"> <li>• Recreation areas &amp; school lands</li> <li>• Protected areas</li> <li>• Small-scale commercial and institutional uses</li> <li>• Accessory residential dwelling</li> </ul>
<b>DENSITY</b>	Variable

## DESIGNATION OVERLAYS

This Plan's land use map (Map 3) includes several designation overlays which add further detail to a specific geographic area.

### CORNER COMMERCIAL

Provides new neighbourhood commercial nodes for small scale shops and businesses to enhance walkability in residential neighbourhoods. Parcels marked by the Corner Commercial overlay may be developed as mixed use projects with commercial ground floor units.

### NEW PARK AND OPEN SPACE

In places that are expected to experience significant growth, this overlay requires new development to contribute land towards new park and open space. This is a key component in the implementation of the OCP's Parks & Open Spaces Network (Map 11).

### NEW CIVIC FACILITY

In anticipation of population growth, the areas identified for a new civic facility are intended to host community buildings that establish a civic, arts and/or cultural presence.

### POTENTIAL STUDY AREAS

These are potential study areas of service commercial lands that, after further study, could potentially change to the Transit-Oriented Core land use around Fraser Highway, Highway 10 and 200 Street, and for potential industrial uses in the Langley Bypass corridor.

## DESIGNATIONS & ZONES

The following land use designation and zone concurrence table establishes the relationship between what is envisioned for the future through land use designations and the applicable zones that will make it happen. The table includes draft zones that are currently under consideration for an updated Zoning Bylaw. These new zones are intended to enable the form of development envisioned by the corresponding land use. Comprehensive Development zones may be considered on a case by case basis.

The zone names and other details in the below table may be updated according to the adopted new Zoning Bylaw, to ensure consistency between the OCP and Zoning Bylaw. This table is meant to be aspirational and may not always reflect the exact land use regulations and zones of each property.

LAND USE DESIGNATIONS	Transit-Oriented Core	Transit-Oriented Residential	Civic Centre	Mixed Use	Mid Rise Residential	Low Rise Residential	Mixed Employment	University District
APPLICABLE ZONES	C1, C3	C1, R5	C1, P1	C1, R4	R4	R2, R3	M1, I1, I2, C2	U1, P3
MAX. FAR	5.5 FAR	4.5 FAR	5.5 FAR	3.5 FAR	3.5 FAR	2.6 FAR	3.0 FAR	4.0 FAR

LAND USE DESIGNATIONS	Historic Downtown Core	Ground-Oriented Residential	Urban Residential	Suburban Residential	Service Commercial	Industrial	Agriculture	Parks & Open Space
APPLICABLE ZONES	C1	R1, R2	R1	R1	I1, I2, C2	I1, I2, I3	A1	P1, P2, P3, P4
FAR RANGE	5.5 FAR	1.2 FAR	min 350m <sup>2</sup> lots	min 557m <sup>2</sup> lots	0.5 FAR	n/a	n/a	n/a

## URBAN DESIGN PRINCIPLES

Urban design involves the design of buildings and ‘the spaces between them’ - streets, paths, plazas and parks, with the aim of creating livable, attractive and human-scaled neighbourhoods.

In a well-established and growing city like Langley City, urban design plays a critical role in ensuring new development supports walking, cycling, and transit use, enhances neighbourhood character and the environment, and is safe, welcoming and accessible for all people.

These four urban design principles will be used to shape new development within key land use areas of the City, through the Development Permit Area Guidelines in this OCP.



## PRINCIPLES

### 1. PEOPLE-FRIENDLY BUILDINGS AND STREETS

Buildings front streets with ‘active’ ground floors (windows, entrances, patios, high-quality materials, landscaping) and weather protection to create interesting and comfortable streetscapes, and blocks and neighbourhoods are well-connected with generous sidewalks, comfortable bike paths, and other features that enable people to easily and safely move through the City.



### 2. GREAT PUBLIC PLACES

Public plazas, parks and new streetscapes accompany redevelopment, as human-scaled, comfortable ‘outdoor living rooms’ and ‘people places’ that are animated with active uses (stores, cafes, water/play features, and public art) and are designed as safe, accessible, and flexible spaces for all users and a variety of activities.



### 3. INCLUSIVE, MEMORABLE AND SUSTAINABLE DESIGNS

Buildings and public places are accessible and welcoming to all users, use high-quality materials and architecture to create memorable buildings and spaces that enhance neighbourhood character and sense of community, and are designed to conserve energy, reduce environmental impacts and protect ecosystems. Interpretative signs are used as powerful reminders of Indigenous culture and languages.



### 4. GOOD NEIGHBOURS

New buildings are ‘good neighbours’ to adjacent buildings and public places, by stepping back as they get higher to foster human scale and maximize sunlight at ground level, and being designed to provide reasonable transitions and relationships between buildings and reduce privacy, shadowing, and access impacts.







# 04

## 04. POLICIES

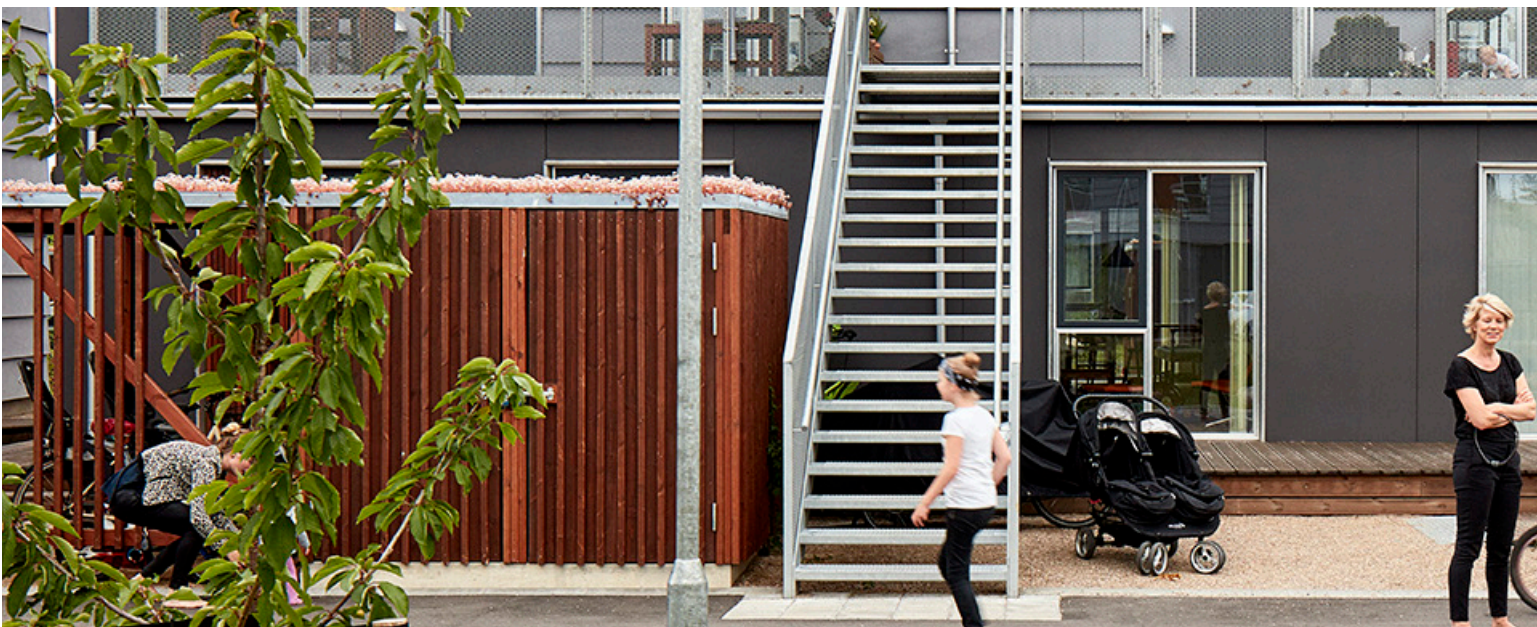
# 1. AFFORDABLE LIVING & DIVERSE HOUSING FOR ALL GENERATIONS

As Langley City continues to grow, each neighbourhood will accommodate new residents, with a greater diversity of uses and densities in strategic locations across the City. Langley City will include more affordable and varied housing types throughout the community, while respecting and retaining the special character in its neighbourhoods and maintaining a healthy balance between ownership and rental housing options.

Housing will accommodate a diversity of households, from young adults, couples, young families, single parents, to aging adults who choose to age in place. To do this, this OCP Theme and its Strategic Directions support increasing supply and mix of tenures, missing middle housing, renewing purpose-built rental housing, and fostering strategic housing partnerships.

## STRATEGIC DIRECTIONS

1. Designate a mosaic of land uses.
2. Develop a broader range of zones.
3. Create missing middle options.
4. Increase supply and mix of tenures.
5. Renew purpose-built rental housing.
6. Foster strategic housing partnerships.



# POLICIES

## WHAT THE CITY WILL DO

### Diverse Housing

#### 1.1. Residential Development Options

Direct residential development as shown in the Land Use Designation Map (Map 3), including to the following areas:

- 1.1.1. The highest densities and tallest buildings in the Transit-Oriented Core, Transit-Oriented Residential, Civic Centre, and Mid Rise Residential areas;
- 1.1.2. Decreasing density and height of buildings further away from the Transit-Oriented Core, including in the Historic Downtown Core, Mixed Use, and Low Rise Residential areas;
- 1.1.3. Townhomes, as well as duplexes, triplexes and quadplexes, along future frequent bus routes on 200 and 208 Street and select areas south of the Nicomekl River in the Ground-Oriented Residential area;
- 1.1.4. Gentle infill housing forms like secondary accessory units in the Urban Residential and Suburban areas.

#### 1.2. New Zones

Create new zones in the Zoning Bylaw to allow:

- 1.2.1. High-density mixed-use buildings in the “Core” areas around planned SkyTrain stations, located near 196 Street and 203 Street;
- 1.2.2. Mid-rise residential buildings up to 12 storeys;
- 1.2.3. Low-rise residential buildings up to 6 storeys;
- 1.2.4. Townhouses along future frequent bus routes;
- 1.2.5. Compact lots with secondary suites and garden suites north of Grade Crescent; and,
- 1.2.6. Single detached home lots with secondary suites or garden suites.



### 1.3. Minimum Densities

Require minimum site densities of approximately 3.0 FAR within Transit-Oriented Core areas around planned SkyTrain stations, located near 196 Street and 203 Street.

### 1.4. Diverse & Balanced Housing

Encourage a diversity of housing types and tenures that meet the needs of population and the demographic challenges faced by the City:

- 1.4.1. Ensure new development contributes to a balanced ratio of ownership and rental housing over time;
- 1.4.2. Facilitate the formation of innovative housing models, such as co-op and affordable home ownership housing; and
- 1.4.3. Support the creation of equitable housing options for groups with specific needs, such as Indigenous peoples, recent immigrants and those with special needs.

### 1.5. Panhandle Subdivision

Consider subdivision which results in a panhandle lot only if:

- 1.5.1. Topographical or other physical constraints prevent conventional lot forms;
- 1.5.2. The subject lands are part of a land assembly and the panhandle arrangement is temporary, to be replaced by conventional access; and
- 1.5.3. The proposed lot will not have adverse impacts on the use, privacy, and enjoyment of surrounding property owners, as determined by the Approving Officer.



## Rental and Non-Market Housing

### 1.6. Density Bonus

Enable Density Bonusing, as set out in this OCP, Zoning Bylaw and Council Policy, to provide community amenities in exchange of increased residential density. These amenities could include affordable and non-market housing, and other on-site amenities (or contributions to amenities), including those identified in Policy 3.31 of this OCP and by Council.

### 1.7. Affordable Housing Location

Consider locations near transit, jobs and/or services for affordable housing (mixed income neighbourhoods).

### 1.8. Incentives for Affordable Housing

Provide incentives for projects with significant components of purpose-built rental and non-market housing. This could include parking reductions and other incentives.

### 1.9. Support Subsidized Housing

Support subsidized housing, supportive housing, and non-market rental housing for vulnerable populations, such as seniors, low-income families with children, and individuals with special needs.

### 1.10. City-Owned Land

When developing projects on City-owned land, consider working with non-profit housing organizations to include on-site non-market housing.

### 1.11. Aging in Place

Explore and encourage different housing types that are suitable to aging in place, including smaller multi-unit residential and townhouses in walkable and transit-accessible locations, and supportive housing for seniors.

### 1.12. Housing for Diverse Cultural Groups

Explore and encourage different housing types that cater to the diverse household formations of different cultural groups.



## WHAT WE WILL REQUIRE DEVELOPERS TO DO

### 1.13. Master Planning

Require all proposed developments on sites greater than 2 acres, involving multiple phases and/or as identified in Appendix B to prepare a master plan showing current and future phases, access, parking, loading, open spaces, relationship to other properties and other items as required by the City.

### 1.14. Property Assembly

Require properties to be assembled into development parcels in a manner that does not result in orphaned properties, according to OCP policies applying to specific District Plan areas and, whenever possible, creates the opportunity for off-street parking and loading access to be taken from a lane or local road. (“Orphaned properties” refers to lots that are below the smallest minimum lot size permitted in the zones associated with a site’s land use designation)

### 1.15. Mixed Tenure Redevelopments

Strongly encourage the multi-phase redevelopments of large existing rental properties to include phases with strata units to create mixed tenure communities.

### 1.16. Rental Housing

Protect the City’s existing rental housing and enhance future rental residential developments.

1.16.1. Replace existing purpose-built rental housing one-to-one with rental housing, secured with a Housing Agreement.

1.16.2. Seek innovative and flexible rental housing developments that include stratified and purpose built units, mixed rental (ie. market and below market) buildings and mixed tenure (rental and strata) buildings.

### 1.17. Specific Unit Types

Encourage residential developments to provide studio, one-bedroom, and three-bedroom or larger units, as per the needs identified in the Housing Needs Assessment.

### 1.18. Tenant Relocation Plans

Require development permits for redevelopment or major renovations resulting in permanent relocation of tenants in existing residential rental units to provide a Tenant Relocation Plan. At a minimum, and along with Council Policy regarding tenant relocation, the Tenant Relocation Plan must include the following components:

1.18.1. Early communication with tenants;

1.18.2. Designating a relocation coordinator;

1.18.3. Financial compensation provided based on length of tenancy and Residential Tenancy Act;

1.18.4. Arrangement, at the choice of the applicant, for an insured moving company or a flat rate payout for moving expenses;

1.18.5. Assistance finding new accommodations and relocation; and,

1.18.6. Existing tenants shall be provided Right of First Refusal to move back into the new building or at the new non-market rents in circumstances when the replacement unit is social housing.

### **1.19. Adaptable Units**

Residential developments with five units or more are required to have 20% of single-level units adaptable across all unit sizes.

### **1.20. Strata Conversion**

Prohibit rental buildings from being converted to strata unless Langley's rental vacancy rate reaches or exceeds 4%, as determined by CMHC. An on-site or cash contribution to affordable housing in the City will also be required, according to Council policy.

## **WHAT WE WILL WORK WITH OTHERS TO DO**

### **1.21. Partner with Non-Profits & Senior Governments**

Explore opportunities for partnerships with non-profit housing organizations, First Nation governments, and senior governments on affordable housing initiatives.

### **1.22. Regional Housing Needs**

Work jointly with the Township of Langley, City of Surrey, and Metro Vancouver to understand and address housing needs.



# 2. A HIGHLY CONNECTED CITY ALIGNED WITH RAPID TRANSIT

While the City remains largely car dependent today, with 86% of people commuting using a car, truck, or van (driving or as a passenger), the planned SkyTrain connection, with two stations in the City of Langley, is a golden opportunity to re-envision how people move around Langley City. With a compact and walkable downtown, and new routes for high-frequency transit and cycling, Langley City can transform into a place where people choose and enjoy getting around by walking, rolling, cycling, and public transit.

## STRATEGIC DIRECTIONS

1. Integrate sidewalks, paths, and trails in all places.
2. Place destinations in proximity of homes.
3. Provide a journey that is safe and pleasant.
4. Encourage cycling and transit for longer distances.
5. Leverage rapid transit investment.

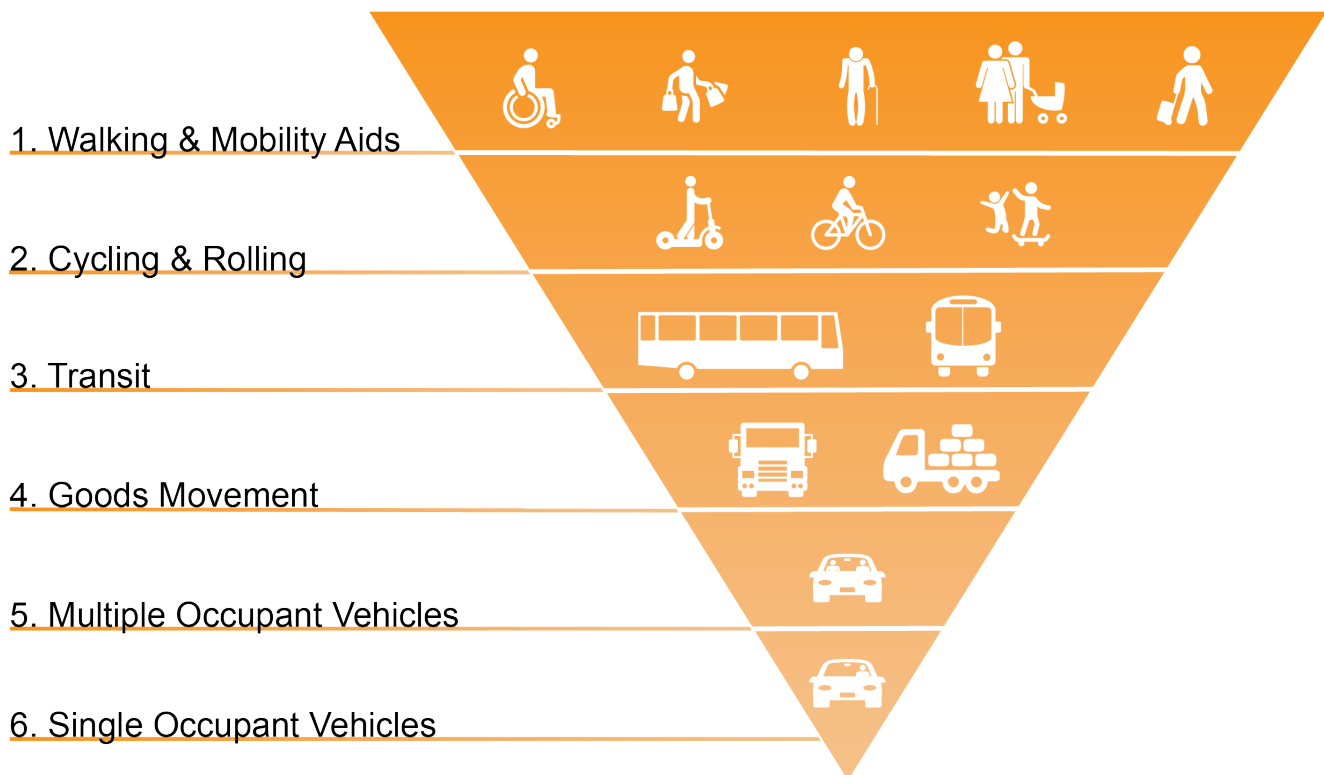


Figure 4. Hierarchy of Transportation

# POLICY

## WHAT THE CITY WILL DO

### Prioritize People, Not Cars

#### 2.1. Hierarchy of Transportation

Use the Hierarchy of Transportation and Mobility Priorities (Figure 4) as the framework for transportation planning. Make transportation investment, space allocation, and improvement decisions based on this new Hierarchy:

1. Walking and mobility aids
2. Bicycling and rolling
3. Public transit
4. Goods movement
5. Multiple Occupant Vehicles
6. Single Occupant Vehicles

#### 2.2. Core and Shoulder Areas

Establish “Core” and “Shoulder” areas around the planned SkyTrain stations, located near 196 Street and 206 Street, to use in aligning land use and transportation planning:

- 2.2.1. Define “Core” areas as within an approximate 400m radius of the planned SkyTrain stations, located near 196 Street and 203 Street, and including Transit Oriented Core land use areas (Map 4); and,
- 2.2.2. Define “Shoulder” areas as within an approximate 400m to 800m radius of the planned SkyTrain stations, located near 196 Street and 203 Street (Map 4).

#### 2.3. Align Land Use and Transportation

Align transportation planning with land use planning, including:

- 2.3.1. Leveraging investment in the future Surrey-Langley SkyTrain extension, through requiring Transit-Oriented Development in the Core and Shoulder areas;
- 2.3.2. Encouraging new commercial nodes, as per the Land Use Designations Map (Map 3); and,
- 2.3.3. Focusing new transit-oriented development and ground-oriented multifamily housing along high frequency transit corridors.



## 2.4. Slower Streets

Seek opportunities for road diets and design local streets for slower vehicle traffic and safer neighbourhoods.

## 2.5. Update Standard Street Designs

Update the Subdivision and Development Servicing Bylaw, including the Standard Drawings:

- 2.5.1. The update should focus on creating an environment that is safe and welcoming for the most vulnerable users first, and encourage people to walk, cycle, roll, and take transit, rather than prioritizing faster vehicle traffic.
- 2.5.2. The update should be based on the new Hierarchy of Transportation and Mobility Priorities.
- 2.5.3. The update should include flexible and context-sensitive standards, allowing for varying designs based on the neighbourhood context and specific needs, ensuring all standards are fully accessible for people with disabilities.

## 2.6. Update Master Transportation Plan

Update the Master Transportation Plan to align with this Plan and the Regional Transportation Strategy, including protected multi-modal facilities on 200 Street and 208 Street.

## 2.7. Wayfinding

Create a comprehensive direction system that is easy to understand and navigate for people walking, cycling, rolling, and taking transit. Prioritize signage and mapping in and around planned SkyTrain stations, located near 196 Street and 203 Street, Historic Downtown Langley, and the Nicomekl River District. Signage and mapping should be located at regular intervals along pathways and transit corridors. This should be reinforced through public art and urban design.



## Walking, Cycling, and Rolling

### 2.8. Prioritize Investments

Prioritize investments in new and enhanced infrastructure for walking, cycling, and rolling in the Core and Shoulder areas of the planned SkyTrain stations, located near 196 Street and 203 Street, and around schools and parks.

### 2.9. Build Direct Connections

Reduce travel distances by creating more direct connections to destinations. This includes building connections by providing multiple direct route options, reducing block sizes, and adding mid-block crossings where necessary.

### 2.10. Enhance the Sidewalk Network

Maintain and enhance the sidewalk network to support people of all ages and abilities, especially as aging street infrastructure is rebuilt, replaced, and/or new developments are constructed. When enhancing or retrofitting existing streets, ensure sidewalks are continuous and wide with no interruptions or obstacles, and ensure accessibility for people using mobility aids and strollers.

### 2.11. Complete the Sidewalk Network

Complete the sidewalk network by filling in sidewalk gaps, widening narrow sidewalks, and ensuring accessibility for people using mobility aids and strollers. Efforts should be prioritized in more densely populated areas, around schools and mixed use centres, near transit stops, by parks and public open spaces, and where safety may be compromised.

### 2.12. Signal Priority

Give pedestrians priority with signal timings, including pedestrian head starts. Ensure crossing times are long enough to allow all ages and abilities to cross intersections safely.



### **2.13. Bicycle Infrastructure**

Bicycle routes should be all ages and abilities, and designed as protected bike lanes or bikeways wherever possible. The use of local streets may be used to expand the network.

### **2.14. Bicycle Network**

Develop and maintain a continuous and complete network of bicycle routes in accordance with the Active Transportation Map (Map 5). The network should connect as many residents as possible to major employment, education, amenity, and service centres.

### **2.15. Ensure Comfort**

Ensure infrastructure for walking, cycling, and rolling is comfortable for all ages and abilities through excellent urban design, including amenities such as seating at regular intervals, interpretive signage, street trees, and public art.

### **2.16. Trails and pathways**

Improve the network of trails and pathways identified in the Parks, Recreation and Culture Master Plan and the Nicomekl River District Neighbourhood Plan.

### **2.17. Bicycle Parking**

Provide safe, secure, weather protected, and conveniently located bicycle parking facilities at key locations, including major transit locations.



## Vehicles and Parking

### 2.18. Road Network

Develop and maintain a hierarchical road network in accordance with the Road Network Map (Map 7).

### 2.19. Road Network Improvements

Complete major road improvements as recommended in the Master Transportation Plan and Nicomekl River Neighbourhood Plan.

### 2.20. Public Parking

Develop a public parking strategy, complete with potential parking pricing approaches, to manage public and on-street parking in Core and Shoulder areas (Map 4).

### 2.21. Reduce Parking Requirements

Reduce minimum vehicle parking requirements in the Zoning Bylaw to correspond with improved transit service, sustainable modes of transportation, and public parking strategies, and periodically review parking requirements as a part of future Zoning Bylaw updates and in response to SkyTrain being constructed and becoming operational, and in manner that reflects the City of Langley context.

### 2.22. Shared Parking

Consider a City-owned parkade in the downtown area to reduce parking requirements in nearby developments. Nearby developments or residents should be able to purchase long-term parking space within the parkade.



## WHAT WE EXPECT DEVELOPERS TO DO

### 2.23. Enhance Connectivity Through Projects

Enhance connectivity through large projects by providing pathways for people walking, cycling, and rolling.

### 2.24. Active Ground Floor

Require building ground floors to be designed as active, interesting and attractive interfaces with the public realm, to encourage pedestrian activity and make walking more comfortable and pleasant.

### 2.25. Bicycle Parking

Provide safe, secure, weather protected, and conveniently located bicycle parking facilities in all developments. Wherever possible, put the bicycle parking at grade and next to the lobby or main entrance.

### 2.26. Vehicle Parking

Do not oversupply vehicle parking. Use Transportation Demand Management strategies to reduce parking where possible in the Core and Shoulder areas of the planned SkyTrain stations, located near 196 Street and 203 Street.

### 2.27. Electric Vehicles

Update the Zoning Bylaw to require vehicle parking in new developments to be electric vehicle ready with energized Level 2 outlets.



## WHAT WE WILL WORK WITH OTHERS TO DO

### Public Transit

#### 2.28. Frequent Transit Network

Work with TransLink, senior levels of government, BC Transit, and other partners to build a long-term transit network in accordance with Map 6, including:

- 2.28.1. The planned Surrey-Langley SkyTrain extension; and,
- 2.28.2. Frequent Transit and/or Rapid Bus routes along 200 Street and 208 Street.
- 2.28.3. Inter-regional transit connections to the east.
- 2.28.4. Transit priority measures.
- 2.28.5. Bus network integration with the planned SkyTrain extension.

#### 2.29. Transit Exchange

Work with TransLink and other partners to advance plans for bus facilities at SkyTrain stations, including relocating the Langley Centre Exchange to the vicinity of the 203 Street SkyTrain Station.

#### 2.30. Transit Amenities

Work with TransLink and other partners to increase the quality of transit shelters and amenities at transit stops and exchanges.

#### 2.31. Align Land Use and Transportation

Collaborate with TransLink to ensure alignment between land use, density and transportation, both in the planning for major trip generating developments and other initiatives involving TransLink, as well as through the development of a Supportive Policies Agreement (SPA) in the case of SkyTrain extension to Langley Centre.

#### 2.32. SkyTrain Stations and Guideway Design

Collaborate with TransLink and the Province to:

- 2.32.1. Ensure station entrances and surrounding areas are designed to be safe, accessible, easy to use and inviting for SkyTrain users and include innovative art, lighting, landscaping, and public space elements to integrate the station into the urban fabric; and,
- 2.32.2. Ensure the guideway right-of-way corridor is designed to provide a safe, accessible, and comfortable pedestrian experience, and feature innovative lighting, public art, landscaping, and public space elements that integrate the guideway into the urban fabric and streetscapes.

### Walking, Cycling, and Rolling

#### 2.33. Collaborate with Adjacent Municipalities

Collaborate with the Township of Langley and City of Surrey to plan routes and infrastructure for walking, cycling, and rolling.

#### 2.34. Partner with School District

Partner with School District No. 35 on safe routes for walking cycling, rolling, and taking transit to schools, and explore the development of Safe and Active School Travel Plans.

#### 2.35. Seek Grants

Seek grant opportunities for planning, infrastructure, and communications for walking, cycling, and rolling.

#### 2.36. Carshare, Bikeshare, Scooter

Seek to collaborate with companies providing carshare, bikeshare, and scooter services in order to investigate expanding those services to the City.

# 3.A SAFE AND INCLUSIVE CITY RICH WITH COMMUNITY AMENITIES

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Parks, recreation facilities, arts and cultural facilities, and other public spaces are important amenities for residents. These facilities support the quality of life, health, wellbeing, and safety of residents. They provide places for gathering, entertainment, cultural enrichment and recreation for families, social groups, and individuals of all ages and incomes. These parks, recreation facilities, arts and cultural facilities, and other public spaces serve many different uses in a city and will continue to help define the shape and feel of Langley City and its neighbourhoods.

Langley City has long been – and will continue to be – home to diverse residents. Its long and rich First Nations history, along with an increasing diversity of residents, business owners, and community members, will be nurtured and celebrated.

## STRATEGIC DIRECTIONS

1. Create safe and attractive public places.
2. Offer excellent parks, recreational spaces, and programming.
3. Build a Performing Arts Centre as a cultural hub.
4. Incorporate child care into land use regulation.
5. Nurture cultural diversity and relationships.



# POLICY

## WHAT THE CITY WILL DO

### Parks and Public Spaces

#### 3.1. Public Space System

Maintain, enhance and expand the parks and public space system shown in the Parks and Open Space Map (Map 11) guided by the Parks, Recreation and Culture Master Plan.

#### 3.2. New Public Space

Acquire new parkland and open spaces where there is a lack of these amenities within walking distance, and within areas experiencing significant redevelopment. Also use density bonusing and density transfers to create open spaces on large privately-owned development sites, and use statutory rights of way to enable public access and use of these new open spaces. Consider urban types of parks, such as plazas, when assessing new parkland and open space needs. These public open spaces should be designed for a diversity of everyday use and special events, and according to applicable Development Permit Guidelines in this OCP.

#### 3.3. SkyTrain Stations

Prioritize the Core and Shoulder areas of the planned SkyTrain stations, located near 196 Street and 203 Street (as defined in Policy 2.2) for acquiring new parkland and public space. Identify public space networks that link these planned SkyTrain stations to commercial nodes, parks, greenways, and other community amenities.

#### 3.4. Universal Design

Use principles of universal design when designing parks, trails, and public spaces, and ensure accessibility for all ages and abilities.

#### 3.5. Public Space Amenities

Design and build infrastructure (such as benches, lighting, waste bins, bike racks, public art) to support the trail system, parks, and other public spaces.

#### 3.6. Wayfinding

Create a common standard for wayfinding and interpretive signs. Install wayfinding and interpretative signage throughout the trail system, and other parks and public spaces.

#### 3.7. Expand and Connect the Trail System

Expand the trail system, including bike routes and greenways, and connect it to Metro Vancouver regional greenways, TransLink's Major Bike Network, and the transit system. Consider additional key destinations when updating the Parks, Recreation, & Culture Master Plan.

#### 3.8. Creeks

Take advantage of opportunities to acquire parkland along creeks, especially north of the Nicomekl River, as a key way to achieve more connectivity and access to nature.

#### 3.9. Road Frontage

Attempt to acquire land with road frontage for parks that do not presently have road frontage through the development process.

### 3.10. Sports Fields

Improve existing sports fields.

### 3.11. Design for the Winter

Design for winter usage when designing parks and public spaces, and ensure a diversity of spaces across the City are usable during the winter and when Nicomekl trails are flooded.

### 3.12. Local Art and History

Consider incorporating local art and history into the design of public spaces, buildings and landscapes, including elements that support the revival of the hən̓q̓əmi̓n̓əm̓ language.

### 3.13. Incentives for Programming

Create incentives and programs to encourage community organizations, local residents, and local businesses to create art, public events, and programming for public spaces. This could include a neighbourhood grant program and funding neighbourhood ambassadors.

### 3.14. Active Ground Floor

When designing parks and public spaces, incorporate active adjacent ground floor uses whenever possible and according to the applicable Development Permit Guidelines in this OCP.

### 3.15. Safety and Security

Design parks and public spaces to foster well-being and social connection, and to promote safety, access and security for all. Apply an equity lens during design to ensure that safety for the most marginalized users is given priority.

### 3.16. Neighbourhood Identity

Support initiatives that strengthen and enhance neighbourhood identity and character.



## Heritage, Arts & Culture

### 3.17. Performing Arts Centre

Support a Performing Arts Centre as a cultural hub for Langley City. The Performing Arts Centre should include design and program elements for community access, and consider complimentary mixed uses (eg. housing, restaurant/café, child care, gallery spaces and other community amenities) in the design of the building. Ensure that the diversity of people who do and will live in Langley City are engaged in the process and prioritized for the usage.

### 3.18. Inclusive Cultural Resources and Activities

Ensure cultural resources and activities provided by the City are inclusive through:

- 3.18.1. Responding to the cultural needs and aspirations of Langley City's diverse population through culturally relevant programs, services, and facilities;
- 3.18.2. Initiatives that foster and strengthen relationships with First Nations;
- 3.18.3. Encouraging cultural expression – through events, public art, and other means – that reflect diverse community interests and needs.

### 3.19. Social and Cultural Gathering Spaces

Create spaces for social or cultural gatherings when designing parks and public spaces, including specific amenities that provide the opportunity for residents to engage in culturally-oriented activities or recreation.

### 3.20. Heritage Buildings & Landscapes

Encourage the conservation of important heritage buildings and landscapes of interest as community resources to be revitalized and adaptively reused, through:

- 3.20.1. Encouraging the use of historical names of individuals and buildings in the naming of public open spaces and new developments;
- 3.20.2. Incorporating historical references by way of markers and interpretive signage, and a special wayfaring and public art program that builds on historical roots; and,
- 3.20.3. Consider the use of Heritage Revitalization Agreements (HRAs) for redevelopment applications that involve buildings with heritage values, as identified by a heritage building assessment.



### **3.21. Diverse Engagement**

Ensure the diversity of people who do and will live in Langley City are engaged in the process of design.

## **City for All**

### **3.22. Community Services**

Align social services with community needs and population growth through:

3.22.1. Supporting greater access to health care, child care, family resources, settlement and integration, local employment services, and more.

3.22.2. Working with local and regional partners, including senior levels of government and non-profits, in the delivery of these services.

### **3.23. Child Care Spaces**

Facilitate the development of an adequate number of high-quality, accessible, and affordable child care spaces that meet the needs of residents and workers.

### **3.24. Zoning for Child Care**

Update the Zoning Bylaw to allow child care uses in all commercial and residential zones, and consider permitting child care uses in industrial and mixed employment zones.

### **3.25. Children, Youth, and Families**

Recognize children and youth as citizens who contribute in their own way towards the quality of urban life. Approach their needs and the needs of families through coordinated amenities and services, public spaces, and through social development infrastructure such as health, education, employment, and housing.

### **3.26. Older Adults**

Consider the needs of older adults to promote active aging, aging in place, and provide a continuum of care to ensure they remain socially connected, active, and supported in their home and community.



## WHAT WE EXPECT DEVELOPERS TO DO

### 3.27. Private Green Space for Residential Developments

Developers are expected to provide high quality private outdoor spaces in their residential or commercial developments for residents, employees, customers, and other users of the development. The scale, design and location of these spaces will be determined through the approval process but should generally include seating areas, trees and landscaped areas, garden plots, dog relief areas, and children's play areas.

### 3.28. Public Open Space

Acquire public parkland/open space or equivalent cash-in-lieu from landowners as a part of subdivision and/or rezoning, at the discretion of the City and as required in applicable Neighbourhood and District Plans in this OCP.

### 3.29. Amenity Contributions

Development applications that involve an increase in residential density on a property should contribute to community amenities on site or through cash-in-lieu.

### 3.30. Density Bonusing

Property owners may increase their maximum permitted density, within specific land use areas identified in this OCP and by the Zoning Bylaw, in exchange for additional community amenity contributions.

### 3.31. Community Amenities

Community amenities, for the purpose of this Plan and the Zoning Bylaw (including use of density bonuses), include:

- 3.31.1. Public artwork that is accessible at no cost to the public and maintained in good repair for the life of the development;
- 3.31.2. Childcare facilities;
- 3.31.3. Community facilities (e.g., community centres, libraries, and arts facilities);
- 3.31.4. Affordable and/or special needs housing;
- 3.31.5. Public realm improvements;
- 3.31.6. Parks and open spaces beyond other requirements;
- 3.31.7. Improvements to buildings or properties with heritage value; and,
- 3.31.8. Other community amenities identified by Council.



## WHAT WE WILL WORK WITH OTHERS TO DO

### 3.32. Government-to-Government Relationships

Strengthen government-to-government relationships with Kwantlen, Matsqui, Katzie, and Semiahmoo First Nations.

### 3.33. Health Care Facilities

Encourage the retention and expansion of health care facilities and services to meet the needs of City residents.

### 3.34. Schools

Collaborate with School District No. 35 in supporting, upgrading, and expanding City schools to meet the needs of City residents as educational facilities and centres of civic activity in neighbourhoods.

### 3.35. Regional Greenways

Cooperate with Metro Vancouver on the development of regional greenways for recreation including the Nicomekl River corridor.

### 3.36. Public Space Stewardship

Collaborate with and encourage community organizations, local residents, and local businesses to help design and adopt public spaces through maintenance and programming the public spaces.

### 3.37. Grants

Seek grant opportunities and partnerships to provide amenities such as child care and cultural programming.

### 3.38. Arts Programs

Partner with and promote arts programs in City schools and at Kwantlen Polytechnic University to support arts-based initiatives for Historic Downtown Langley.

### 3.39. Community Amenity & Services Coordination

Collaborate with the Township of Langley and the City of Surrey to coordinate providing community amenities and services in new redevelopment areas near shared municipal boundaries.



# 4.A RESPONSIVE ECONOMY THAT CREATES NEW JOBS

Langley City is a job magnet. In 2016, over 2,000 more workers commuted into the City than commuted out of the City. Langley City also provides significant industrial and mixed employment areas that will allow a range of future industrial and commercial uses. Although all employment land in the City is developed, the Metro Vancouver Regional Growth Strategy identifies that there is capacity for an additional 6,000 jobs within Langley Regional City Centre over the next 30 years.

Langley City can continue to grow and intensify its economic base while fostering innovation and encouraging circular economic systems across business and industry. Ultimately, this will cement its role as a job magnet and as the Nexus of Community.

## KEY DIRECTIONS

1. Attract office space and the technology sector.
2. Establish an Innovation Boulevard.
3. Protect and intensify the industrial land base.
4. Support small and local businesses.



# POLICY

## WHAT THE CITY WILL DO

### Employment Land Supply

#### 4.1. Commercial Development

Direct commercial development to Transit-Oriented Core, Historic Downtown Langley, Mixed Use, Mixed Employment, and Service Commercial areas as shown in the Land Use Designation Map (Map 3).

#### 4.2. New Zones

Create new zones in the Zoning Bylaw to allow a Mixed Employment Zone, Transit-Oriented Core Zone, University District Zone, and neighbourhood commercial/mixed-use buildings.

#### 4.3. Tourist Accommodation

Expand tourist accommodations and facilities such as hotels and convention centres near Historic Downtown Langley and Kwantlen Polytechnic University.

#### 4.4. Mixed Employment

Expand allowable uses within Mixed Employment areas to include post-secondary uses.

#### 4.5. Neighbourhood-Focused Commercial

Allow small-scale, neighbourhood focused commercial development in the Transit-Oriented Residential and University District land use designations, and at the five Corner Commercial nodes identified in the land use plan.

#### 4.6. Incentivize Office

Update the Zoning Bylaw to incentivize the development of office space within the Core and Shoulder areas of the planned SkyTrain stations, located near 196 Street and 203 Street (as shown on the Land Use Designations - Map 3) by:

4.6.1. Exempting one floor of office space from Floor Area Ratio calculations; and,

4.6.2. Considering no minimum parking requirements for office space.

#### 4.7. Industrial Land Supply

Maintain a core supply of land in the Industrial area as shown in the Land Use Designation Map (Map 3) to ensure the City's economic diversity and vitality.

#### 4.8. Subdivision of Industrial

Discourage further subdivision of existing industrial lands to ensure their viability and attractiveness for future investment and redevelopment.

#### 4.9. Industrial Definition

Define "industrial" more exclusively in the Zoning Bylaw with fewer non-industrial and general employment uses that can dilute the industrial land base.

#### 4.10. Industrial Development

Direct industrial development to Industrial and Mixed Employment areas as shown in the Land Use Designation Map (Map 3).

#### **4.11. Employment Densification**

Encourage the intensification of use and redevelopment of industrial and mixed employment lands in order to maximize employment and taxation benefits.

#### **4.12. Light Industrial**

Allow light industrial zoning or uses in some service commercial areas (i.e. Langley Bypass east of 204), expanding the areas light industrial businesses can operate.

### **Maintain and Enhance the Historic Downtown**

#### **4.13. Maintain Small Business Sizes**

Update the Zoning Bylaw to:

- 4.13.1. Include a maximum lot size and maximum commercial retail unit size in the Historic Downtown Langley Core area (as shown in the Land Use Designation Map (Map 3) in order to maintain the small-scale retail character of the area.
- 4.13.2. Review commercial parking requirements for small-lot properties in the Historic Downtown Langley.

#### **4.14. Incentivize Maintenance**

Incentivize the maintenance and upgrading of existing small and local businesses, such as through:

- 4.14.1. Façade improvement grant program;
- 4.14.2. Streamlining permit process; and,
- 4.14.3. Revitalization tax exemption.



## Innovation Boulevard

### 4.15. Innovation Boulevard Plan

Create an Innovation Boulevard Master Plan for the Innovation Boulevard District to guide and facilitate the development of an Innovation Boulevard along Glover Road between the Civic and Historic Cores and Kwantlen Polytechnic University. The Plan should study innovation corridors elsewhere and:

- 4.15.1. Explore the most effective means of incentivizing and attracting innovative businesses (green enterprise and those that contribute to the circular economy, etc).
- 4.15.2. Design Glover Road to be an innovative multimodal corridor on which scooters, bikes, transit and emerging transportation technologies could transport people between KPU, 203 Street SkyTrain Station and Downtown, and as a high-profile, convenient transportation gateway into the City and the Downtown Core.

### 4.16. Creative and Innovative Uses

Encourage creative and innovative uses and development in the Innovation Boulevard area along Glover Road.

### 4.17. Innovative Zone

Create an “Innovation Zone” in the Zoning Bylaw where some regulations are relaxed to encourage flexibility, creativity, and risks.

### 4.18. Home-Based Businesses

Allow and encourage home-based businesses throughout Langley City.



## WHAT WE EXPECT DEVELOPERS TO DO

### 4.19. Creative Ideas

In the Commercial, Mixed Employment, Industrial, and University District areas as shown in the Land Use Designation Map 3, developers should align their proposals with the Economic Development Strategy and include project components that speak to its goals and objectives.

### 4.20. New Corner Commercial Nodes

Develop new neighbourhood-scale Corner Commercial nodes:

- 4.20.1. A mixed use village at 203 Street at Portage Park;
- 4.20.2. A mixed use corner development at 200 Street and 50 Avenue;
- 4.20.3. A mixed use corner development at 200 Street and 56 Avenue;
- 4.20.4. A mixed use corner development at 208 Street and 48 Avenue; and,
- 4.20.5. A commercial food and beverage use at 207 Street and 53A Avenue.

## WHAT WE WILL WORK WITH OTHERS TO DO

### 4.21. Collaborate with Businesses

Collaborate with the Greater Langley Chamber of Commerce, Downtown Langley Business Association, and post secondary institutions on economic development related strategies and projects.

### 4.22. University

Collaborate with Kwantlen Polytechnic University to develop an innovation hub or space to support the concept of an Innovation Boulevard.

### 4.23. Innovation Anchors

Seek to attract innovative businesses, post secondary institutions, and business hubs to Langley City to act as “anchors” for the Innovation Boulevard, the Historic Downtown Core, and the 196 and 203 SkyTrain station areas.

### 4.24. High-Amenity Community

Invest in creating a high-amenity community to attract businesses and workers (e.g., arts and cultural facilities, high-quality parks and public spaces, recreation facilities, childcare and schools).



3505

GoHealth  
Legacy Health

# 5. ENVIRONMENTAL SOLUTIONS TO FIGHT CLIMATE CHANGE

The Official Community Plan plays an important role in managing land use and development to maintain the health and well-being of the community and its environment in perpetuity. Planning for sustainability considers the impacts on natural systems that result mainly from human activity and how to avoid or mitigate these impacts. Aligning land use and transportation choices is also critical to ensuring a sustainable future.

The Nicomekl River corridor in Langley City is a key regional connection between larger contiguous habitat reserves within neighbouring agricultural lands. The Nicomekl riparian corridor and its tributaries is the highest value and most sensitive environmental feature within the City, and has been used for fishing, travel, and other activities for thousands of years. This important corridor and other natural features in Langley City will be enhanced and protected through this Plan.

## STRATEGIC DIRECTIONS

1. Align land use and transportation.
2. Protect and enhance the natural environment.
3. Adopt the Step Code and encourage green design.
4. Reduce parking requirements.
5. Produce more urban food.
6. Incorporate green infrastructure and technology.



# POLICY

## WHAT THE CITY WILL DO

### Sustainability

#### 5.1. Commitment to Sustainability

Support the commitment to sustainability as articulated in the City of Langley's Sustainability Framework: "The City of Langley is committed to demonstrating leadership that inspires its citizens and partners to work towards a sustainable future. Together we can build and sustain a safe community that is inviting to all and filled with healthy, active residents of all ages who are connected to an environment that is protected and cherished."

#### 5.2. Sustainability Initiatives

Pursue sustainability initiatives in accordance with the goals and organizing structure provided by the City of Langley's Sustainability Framework.

### Mitigation of Climate Change

#### 5.3. Community GHG Emissions Reductions Target

In line with Metro Vancouver Climate 2050 targets, adopt the following targets 1) a 45% reduction of community greenhouse gas emissions from 2010 levels by 2030, and 2) a carbon neutral community by 2050.

#### 5.4. Corporate GHG Emissions Reductions Target

Pursue carbon neutral corporate operations as agreed in the Climate Action Charter.

#### 5.5. Emissions Modelling

Update the GHG emissions modelling and strategies in the Community Energy and GHG Emissions Plan.

#### 5.6. Align Land Use and Transportation

Align transportation planning with land use planning to support sustainable transportation choices, as in the Land Use Designations Map (Map 3) and policies in Policy Section 2 (A Highly Connected City Aligned With Rapid Transit).

## Flooding Hazards

### 5.7. Flooding Hazards

Identify floodplain hazards and impacts to infrastructure systems, including transportation, water, and economic. In particular, ensure habitable space and storage in the floodplain is at or above the flood construction levels and update flood construction levels to account for the impacts of climate change.

## Sustainable Infrastructure

### 5.8. Infrastructure Standards

Apply regularly updated climate change considerations to infrastructure design, lifecycle planning, and maintenance, including updating infrastructure standards to take into account impacts from climate change.

### 5.9. Green Infrastructure

Enable, encourage, and explore incentives for innovative approaches to green infrastructure and storm water management, including reducing hard surface areas and on-site stormwater retention and treatment.

### 5.10. Integrated Storm Water Management Planning

Land use planning and development proposals shall reflect watershed plans and Integrated Storm Water Management Planning. Update the Integrated Storm Water Management Plan to provide direction for adaptation to more intense and frequent precipitation events.

### 5.11. Closed Loop Systems

Support and enable closed loop systems for new and existing civic infrastructure, where waste is minimized and natural processes are integrated into systems and services.

### 5.12. Natural Asset Management

Recognize and value the contribution of municipal natural assets to provide valuable services to the community. Evaluate natural assets within the same asset management system as engineered infrastructure to recognize the quantifiable value they provide to the community. Integrate natural assets into the City's framework for operating budgets, maintenance, and regular support.



### **5.13. Green Streets and Places**

Prioritize significant tree plantings and green boulevard treatments along arterials, collectors and public open spaces as a part of capital projects and update the City's Subdivision and Development Bylaw to implement similar approaches for developer-funded street frontage improvements.

## **Protect and Enhance the Natural Environment**

### **5.14. Environmentally Sensitive Areas**

Protect and enhance environmentally sensitive areas and watercourses, including through strengthened Development Permit Area Guidelines to support the management of environmentally sensitive areas as identified in the Natural Environment Development Permit Area (Map 13).

### **5.15. Environmental Stewardship**

Promote environmental stewardship practices and initiatives, and educate Langley citizens on local flora and fauna, including the species of fish in watercourses and species at risk. This could be done through interpretive signs, flyers, and awareness campaigns.

### **5.16. Streamside Development**

Amend the Zoning Bylaw to include minimum Streamside Protection and Enhancement Areas next to watercourses.

### **5.17. Ecological Greenways**

Establish, enhance, and restore recreational greenways and ecological links between existing natural areas and public open spaces, increasing connections between habitats (Map 11).

### **5.18. Re-Wilding**

Use natural landscaping that increases ecological diversity, supports pollinators, and reduces water usage in City-owned land, including parks, public spaces, and street rights-of-way (e.g., boulevard landscaping).

### **5.19. Urban Forest**

Create an Urban Forest Strategy in order to expand and strengthen the existing tree canopy.

### **5.20. Food and Agriculture**

Expand and create new community gardens on City property, private property and publicly accessible land as opportunities arise, and explore other appropriate agricultural practices on private property.

### **5.21. Pollutant Interceptors**

Adopt a program for installation of pollutant interceptors on-site and at outfalls on an environmentally determined priority basis.

## WHAT WE WILL EXPECT DEVELOPERS TO DO

### 5.22. Environmentally Sensitive Areas

Development Permits are required for development within environmentally sensitive areas (Map 13).

### 5.23. Hazardous Areas

Development Permits are required for development within hazardous areas (Map 12).

### 5.24. Storm Water Infrastructure

On-site retention/detention of storm water is required both in new and renewal projects.

### 5.25. Green Buildings

New buildings are required to be designed and constructed to conform to the BC Energy Step Code.

### 5.26. Integrated Storm Water Management Planning

Development projects shall adhere to watershed plans and Integrated Storm Water Management Plans.

### 5.27. Re-Wilding

Design and install landscaping that increases ecological diversity, supports pollinators, and reduces water usage.

### 5.28. Community Gardens

Community gardens on vacant lots and within new developments are encouraged.

### 5.29. Tree Retention

Wherever possible, mature trees (greater 20cm DBH) should be protected when developing/redeveloping a property. Tree retention and protection during construction may be required on-site and on adjoining properties.



## WHAT WE WILL WORK WITH OTHERS TO DO

### 5.30. Kwantlen First Nation

As per the Nicomekl Neighbourhood Plan, collaborate with Kwantlen First Nation on salmon habitat restoration and water management.

### 5.31. Local Environmental Organizations

Partner and work with local environmental organizations on habitat protection and restoration.

### 5.32. Other Governmental Bodies

Cooperate with senior government agencies (DFO, MOE), adjacent municipalities and Metro Vancouver on environmental protection and research initiatives.

### 5.33. Habitat Enhancement

Pursue habitat enhancement projects in partnership with conservation groups and other government agencies.







05

## 05. DEVELOPMENT PERMIT AREAS



## INTRODUCTION

### DEVELOPMENT PERMIT AREAS

While some Development Permit Area guidelines apply city-wide (“General Guidelines”), others apply to specific Land Uses. See the Maps section to reference the boundaries within which Development Permit Area Guidelines apply.

### APPLICATION

Section 488.1 of the Local Government Act authorizes the City of Langley to designate development permit areas for the following purposes:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions;
- Protection of farming;
- Revitalization of an area in which a commercial use is permitted;
- Establishment of objectives for the form and character of intensive residential development;
- Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- Establishment of objectives to promote energy conservation;
- Establishment of objectives to promote water conservation; and,
- Establishment of objectives to promote the reduction of greenhouse gas emissions.

## **GENERAL EXEMPTIONS**

The requirement to obtain a Development Permit does not apply for all Development Permit Areas in the following cases:

### **Minor Building Additions, Renovations, or Facade Updates**

Building additions (including renovation-based) of 200 m<sup>2</sup> or less, renovations, façade or landscape plan updates which, in the opinion of the Director of Development Services, comply with the respective Development Permit Area Guidelines.

### **Required Fencing**

Fencing required by the City of Langley or other senior government agencies.

### **Hazardous Tree Removal**

The removal of trees or other landscaping materials which constitute an immediate danger or hazard as confirmed by an independent arborist's report.

### **Minor Site Clearing**

Minor site preparation necessary to undertake topographic and similar surveys that aid site and servicing planning work (except in Environmentally Sensitive Areas).

### **Minor Construction & Renovations**

Developments where the estimated value of construction, as determined by the Chief Building Inspector, is less than \$100,000.

### **Building Envelope Repair**

Building envelope repair work which, in the opinion of the Director of Development Services, complies with the respective Development Permit Area Guidelines.

### **Tenant Improvements**

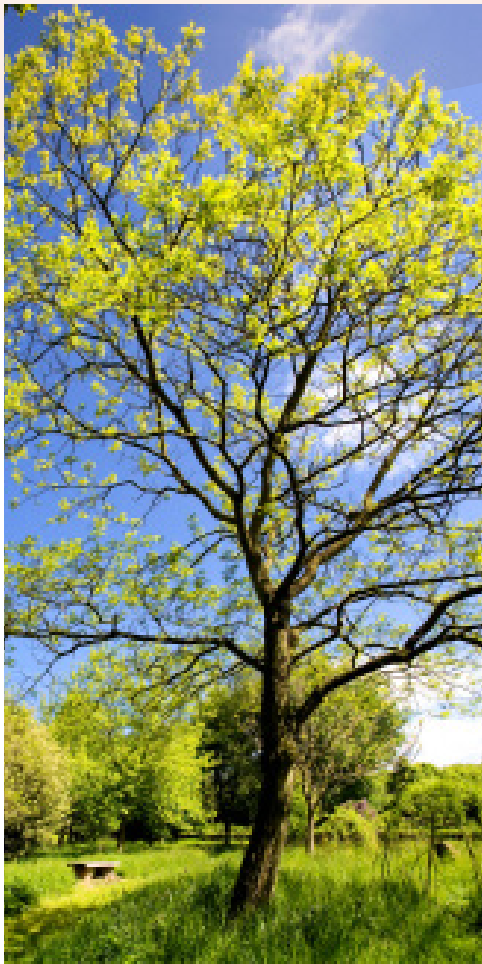
Interior renovations that do not result in any substantive change to the external appearance of the building.

### **Minor Site Improvements**

Minor site improvements including landscaping and paving of parking areas, provided that the value of work is less than \$10,000.

### **Incidental Subdivision**

Subdivisions required by the City for road dedication or other municipal purposes.



# GENERAL ENVIRONMENTAL GUIDELINES

## AREA

These guidelines apply for development on all properties within the City of Langley.

## PURPOSE

These guidelines are intended to act as objectives to promote energy and water conservation and the reduction of greenhouse gas emissions in order to implement the strategic directions and policies of this OCP that aim to fight climate change.

## GUIDELINES

### Habitat protection + Enhancement

1. Discourage development where mature trees or large tree stands are located.
2. Provide landscaping that includes wildlife habitat, e.g. pollinator plants, migrating bird rest areas.

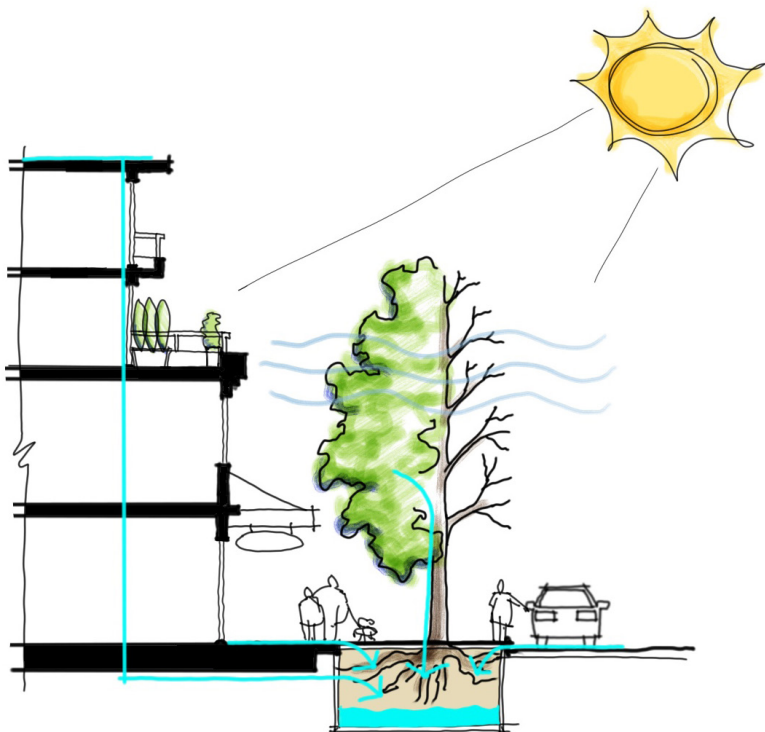
### Stormwater

3. On-site stormwater management, including daylighting, detention and infiltration, should be considered in site planning.

4. Use permeable pavers in large paved areas (parking lots and large pedestrian plazas) where appropriate and feasible.

### Water

5. Use recycled water/rainwater for irrigation (e.g., rain barrel program).
6. Choose drought resistant native plantings for landscaping to reduce water use.
7. Mulch planting beds to a depth of 50 mm to reduce water loss.
8. Limit the area of grass within a landscaped area to a maximum of 50%.
9. Incorporate water use reduction features in buildings and on site (e.g., include grey water recycling system and install low-flow fixtures etc.).



## Energy

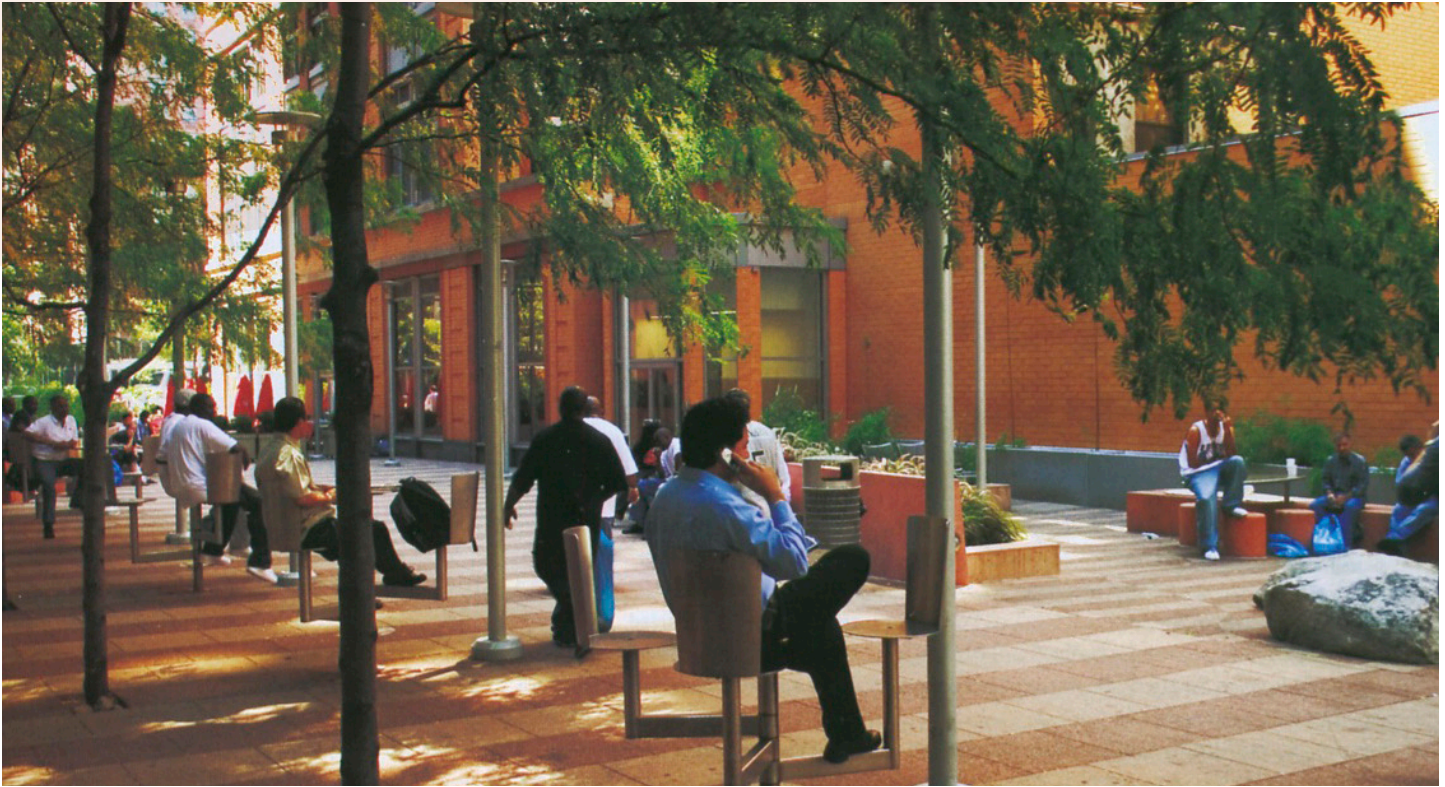
10. Landscape design should consider 'green infrastructure' services, including shading, windbreaks and stormwater management. Deciduous plantings provide shade in the hot summer months while allowing for increased solar gain and providing windbreaks to reduce heat loss in winter months.
11. Where feasible, minimize the use of low albedo (heat-absorbing) surfacing materials to reduce the heat island effect (i.e. use lighter-coloured, more reflective materials).
12. Reduce the heat island effect of a building's roof and heat transfer into the building by using green roofs (which also buffer rainwater flows), Energy Star-rated or high albedo roofing material or other appropriate roofing treatments and materials.
13. Buildings should be sited in such a way as to maximize sunlight into the building and to avoid adverse microclimatic effects on and off site related to wind and shadowing.
14. Improve energy efficiency, e.g. by following the BC Step Code and energy standards such as Energy Efficient LEED.
15. Use renewable energy features such as solar, air source heat pumps, and geothermal energy, where feasible.
16. Include energy efficient fixtures and appliances (e.g. Energy Star) in buildings and on site.
17. Utilize programmable thermostats in individual units (residential and commercial).



## Construction Disturbance, Material and Waste Reduction

18. Minimize construction disturbance by protecting areas (e.g. tree retention areas) with fencing.
19. Use construction materials with recycled content where possible.
20. Re-use existing building materials where possible.
21. Ensure construction waste is recycled where feasible.





## GENERAL FORM & CHARACTER GUIDELINES

### AREA

These guidelines apply to development on all properties designated Transit-Oriented Core, Transit-Oriented Residential, Mid Rise Residential, Low Rise Residential, Low Rise Mixed Use, Ground-Oriented, Historic Downtown Core, Mixed Employment, Civic Centre, Corner Commercial, Service Commercial, and Industrial.

### PURPOSE

These guidelines are intended to act as objectives for the form and character of commercial, industrial, and multi-family residential development, in order to implement the strategic directions and policies of this OCP that aim to create walkable, human-scale, attractive, and safe neighbourhoods.

### ADDITIONAL EXEMPTIONS

The following exemptions are in addition to the General Exemptions.

#### **Single Detached Dwellings**

The construction or alteration of single detached dwellings or accessory buildings.

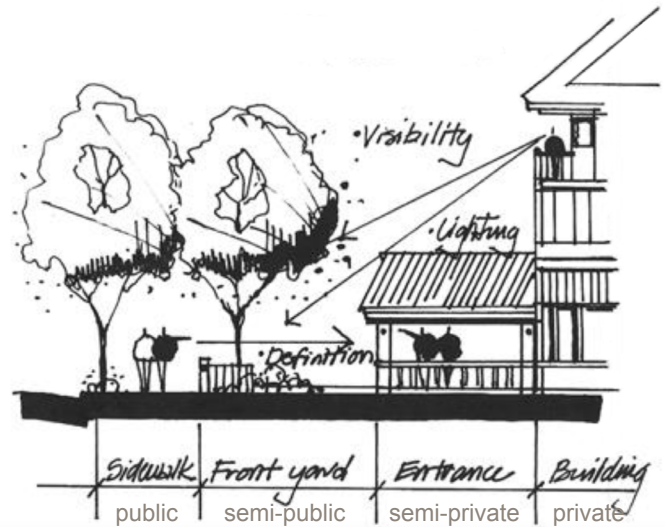
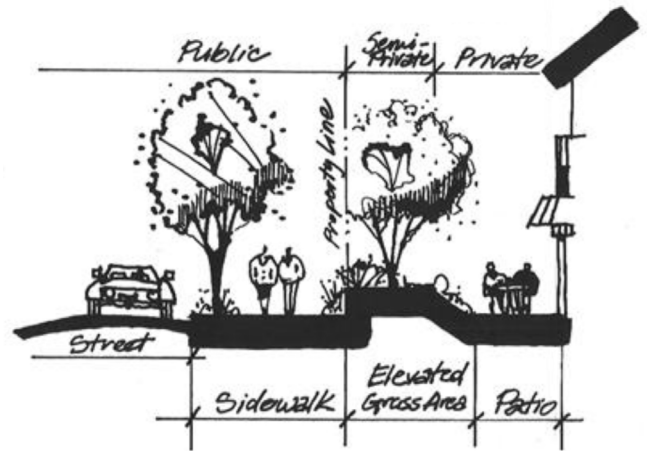
#### **R1 Zone Subdivisions**

The subdivision of land for R1 Zone development.

## SITE PLANNING

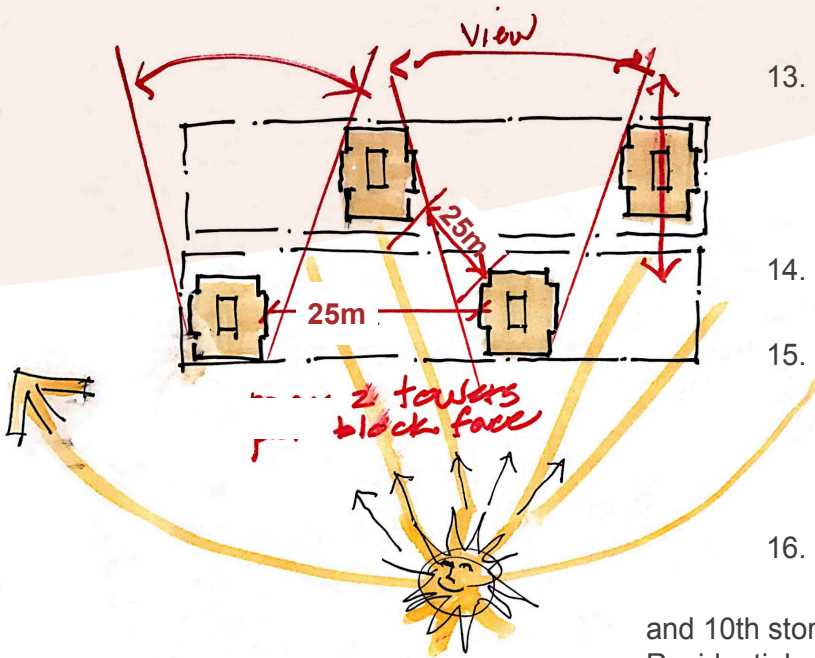
### Pedestrian Circulation + Accessibility

1. New development shall tie into and extend existing networks and infrastructure (pedestrian, cycling, vehicular).
2. Break up large development sites into a finer-grain block pattern with smaller sites and/or buildings, with publicly accessible streets, lanes and walkways through them.
3. Clearly defined and well lit pedestrian connections shall be provided between site functions (buildings, parking, loading, pedestrian spaces) and to connection points outside the site (e.g. sidewalks and bus stops).
4. Development should provide secure bicycle parking adjacent to primary building entrances.
5. Primary pedestrian spaces should be well lit and visible and should be linked to a comprehensive pedestrian network (e.g. to sidewalks, greenways, bicycle paths).
6. Provide fully accessible building and open space designs, including a site's pathways with smooth and saw cut treatments and primary building entrances for persons with disabilities.
7. Clearly signaled transitions between the public, semi-public, semi-private, and private realms shall be defined to enhance both the privacy of residences and the pedestrian experience, and may include: landscape terracing (e.g. grading retaining), structures (e.g. fences, pergolas, retaining), planting (e.g. low hedges) and/or changes in surfacing materials.



### Building siting + Orientation

8. Buildings are required to front and engage public streets and open spaces with active and attractive designs.
9. Integrate existing mature trees and vegetation in site design wherever possible.
10. All site designs should locate and orient buildings and open space so as to reduce shadowing on open spaces and minimize other impacts on adjacent buildings and sites, considering access to daylight and sunlight, ventilation, quiet, visual privacy, and view.
11. Design buildings and spaces between them to create comfortable sense of enclosure, through defining street and open space edges with buildings that create a street/open space width to building height ratio of between 1 to 1 to 2 to 1 (for example, building height should be at least half of the width of the adjoining street or open space).
12. Consider perimeter block or 'quadrangle' building layouts to create semiprivate amenity spaces and courtyards in the block interior, and comfortable, framed public open spaces in multi-phase commercial or mixed-use redevelopments.



13. Site and building design may complement adjacent building forms by mirroring and/or aligning with neighbouring roof lines, heights, scale of building masses, building and landscape forms, extending or addressing outdoor spaces.
14. Orient interior amenity uses towards central amenity areas.
15. For development on the edge of a land use change: site and orient buildings so as to best integrate them with and complement adjacent land uses. For instance, loading and service areas should not abut residential properties.
16. Separation between tall building towers (above the 8th storey in Mid Rise Residential areas

and 10th storey in Transit Oriented Core and Transit Oriented Residential areas) should be 25 meters or greater.

17. Where possible, tall buildings should be oriented north-south to reduce shadowing impacts.
18. High visibility corner locations should feature buildings that front both streets with active ground floors and feature signature public open space features and spaces (eg. corner cut plazas).
19. Encourage zero interior lot line residential buildings in the Downtown Historic Core, Transit-Oriented Core and Residential and Mixed Use land use areas, provided they include enhanced public open and amenity spaces.

### Vehicular Access + Parking

20. Provide all parking in secured parkades and minimize above-grade projection of parkade structures.
21. Provide drop-off and loading areas and accessible parking at grade near primary building entrances, where possible.
22. Structured parking and parking lots should be located at the back of buildings, where possible.
23. Where above-ground structured parking is required along street frontages:

- the ground floor shall be wrapped by active retail or ground-oriented residential units to maintain an active and attractive streetscape; and,
- storeys above the ground floor shall be, wherever possible, wrapped by residential units or other active uses; or shall be wrapped with an attractive façade treatment that complements the overall architectural design of the entire building and includes durable materials and glazing.



24. Above-grade parkade walls must be tiered to reduce massing at grade level, and treated and/or screened with brick/stone, stamped concrete/masonry or other cementitious material facing, colour treatments, landscaping, landscaped berms, public art or combination thereof. Exposed concrete parkade walls are prohibited.
25. Surface parking lots should be broken up into smaller parking areas with dedicated pedestrian pathways buffered by significant landscaping for the safe movement of pedestrians to and from on-site destinations and public sidewalks. A minimum of one tree is required for every six parking spaces.
26. Off-street parking and loading access should always be taken from the lowest order road. Where this is not possible, driveways accessing from arterial roads or fronting streets should be consolidated to minimize the number of access points.
27. Loading and service areas, including garbage and recycling facilities, must be concealed, preferably within a building, and accessed from a lane or rear of the building. Minor, on street loading areas may be considered provided that they do not create conflict with the pedestrian-oriented nature of an area and/or vehicle movements.

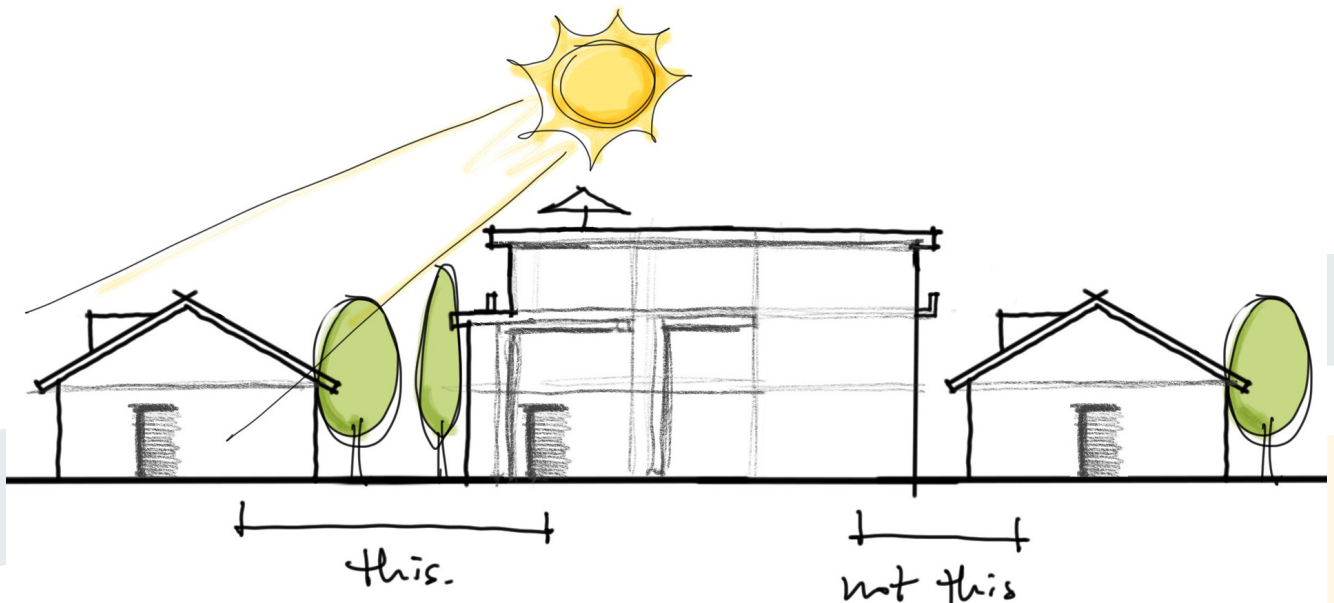
### Crime Prevention Through Environmental Design (CPTED)

28. Apply CPTED principles to building and open space design, in accordance with the City's CPTED checklist.

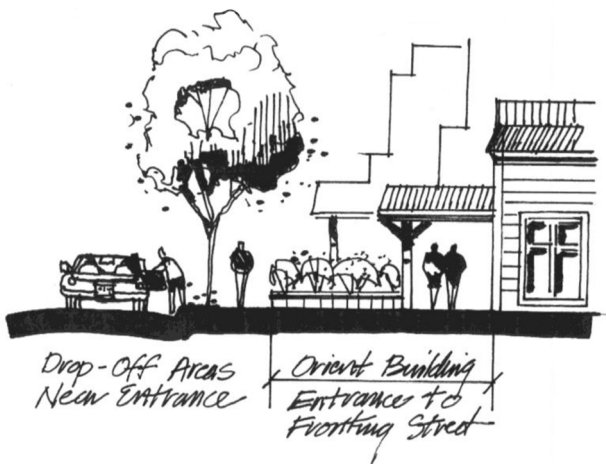
## ARCHITECTURE

### Massing + Articulation

29. Incorporate “good neighbour transitions” by stepping building heights and massing to relate to adjacent buildings and open spaces to soften height transitions, mitigate adverse microclimatic effects (wind tunnels, shadowing) and maintain view corridors.
30. Reduce the apparent mass of buildings through roof design and façade articulation, materials, and colours.



31. Break up long building faces with architectural breaks, such as building projections and recesses. Uniform building faces over 50 metres are prohibited.
32. Design buildings to include three recognizable 'base', 'middle' and 'top' elements, achieved through cornices or other architectural features, projections, building step backs, and changes in building shape/massing, materials, colours and window/balcony placement, and design. A step back or material/colour change is encouraged to differentiate the ground floor of a commercial or mixed-use building from the rest of the façade; this approach is also encouraged with multifamily buildings, where a step back or material/colour change can occur above the 1st or 2nd storey.
33. Step back building façades, above the 6th storey, along streets and public open spaces, through the use of façade articulation, balcony design, cornices/reveal lines and material and colour changes. In the Transit Oriented Core and Transit Oriented Residential land uses this step back can be located at the top of the 8th storey for taller buildings. This step back does not apply to high-rise tower portions of 'tower and podium' buildings as described in Guideline 34.
34. Design high-rise buildings in a tower and podium form. The podiums shall be at least 6 metres high and the ground level shall include windows and entrances that address streets and open spaces. Taller podium buildings are supported if there is reasonable vertical and horizontal façade articulation that provide variations, breaks, massing step backs and landmark architecture and enhanced public open and amenity space designs. Where podium buildings are taller than 4 storeys, design tower components to be visually distinct from podium buildings, through façade features and articulations that extend from the ground floor to the top of towers, and stepping podium building facades back from adjoining tower facades.



35. All building portions that are taller than 8 storeys within the Mid-rise Residential, Mixed Use and University District land uses should have a floorplate of approximately 750 m<sup>2</sup> or less to achieve a slender, landmark shape. This floorplate also applies to building portions taller than 10 storeys in the Transit Oriented Residential and Transit Oriented Core land uses.

### Entrances

36. Orient building entrances toward - and make them visible to - fronting street(s).
37. Entrances shall be prominent feature on a building face, and may be recessed while ensuring visibility between entry doors and the street and sidewalk.

### Facades + Roofs

38. Avoid blank or undifferentiated facades, particularly along fronting streets and primary pedestrian paths. Where they cannot be avoided, blank facades visible from roads should be treated with landscape, architectural feature(s), material and colour variations, or artwork so as to cover at least 50% of the blank surface.

39. Use high quality exterior finishes to create attractive facades and ensure building envelope integrity. Designs that complement the surrounding areas and durable and low maintenance materials like stone, brick, metal, and cementitious tile/siding are encouraged. Stucco and other similar materials are prohibited.
40. Provide balconies and roof gardens as amenity space.
41. RCABC certification is required for flat roofs.

## Materials

42. High quality and durable exterior finishes should be used to ensure the integrity of the building envelope.
43. All asphalt shingle roofing material shall have a minimum 40 year product warranty – alternative materials shall be assessed on a case by case basis.
44. Utilize reflective roof materials that reduce urban heat island effects.

## LANDSCAPE ARCHITECTURE

### Landscape Design

45. Landscape plans and designs shall be prepared by a registered BC Landscape Architect in accordance with, or exceeding, BCNTA/BCSLA standards

### Material selection: Softscapes

46. All trees shall be a minimum 6.0 cm caliper.
47. Street trees shall comply with the City of Langley Street Tree Master Plan.
48. Landscape designs and plant selection should consider opportunities for seasonal interest (e.g. colourful foliage and/or flowering at various times of the year).
49. Structural diversity in plant composition - including combinations of groundcovers, shrubs or various heights and trees - is encouraged.
50. Plant selection should emphasize local and native plants and/or similarly well-adapted plants to the regional climate and microclimate.

### Material Selection: Hardscapes

51. Material selection should reflect an extension of overall functional design and should emphasize local, natural, and climate appropriate materials.
52. Pedestrian areas shall feature distinct surface treatments (concrete, brick, or stone) from vehicular parking and maneuvering areas.
53. Outdoor furniture shall be composed of steel coated or similar non-fade/no-rot materials to ensure long-term usability and durability.



54. All wood applications shall be pressure treated.

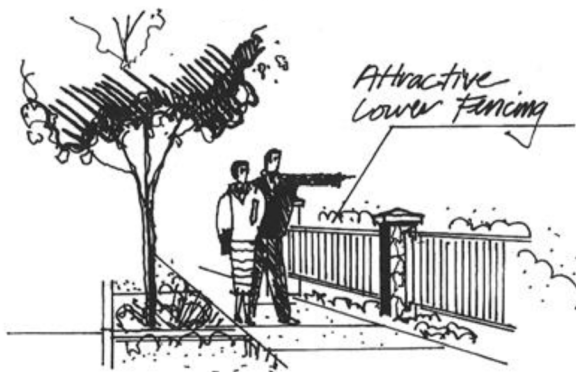
### Landscape Elements: Fencing

55. Fencing located along a street edge should be low and/or not create a solid barrier (i.e. it should be visually transparent)
56. Where applicable, fencing shall be wrought iron, aluminum, or an approved alternate. Wood fencing, chainlink fencing and barbed/razor wire treatments are prohibited.



### Screening

57. Screen parking and service areas which are visible from a street, lane or adjacent residential uses, preferably with evergreen vegetation and/or architectural treatments that complement the building.



### Community Gardens

58. Proponents must submit a garden site plan, including garden beds, plots, equipment and maintenance, sheds, water connections, etc.
59. Site compost and waste bins, along with sheds and maintenance areas away from public right-of-ways.
60. Provide an ornamental perimeter garden between the community garden and the adjacent lands and street to buffer with the neighbourhood.
61. Gardens shall include provisions for accessibility for seniors and/or persons with disabilities with fully accessible paths and be designed with clear site lines to ensure easy surveillance of garden interiors from adjoining spaces and user safety.

### Public Art

62. Consider both free standing and integrated public art opportunities. Where appropriate, add public art embellishments to practical elements in the public realm, such as walls, planters, benches and other seating elements, paving and steps, signage, and weather protection and lights mounted on buildings.

## SPECIAL CONSIDERATIONS

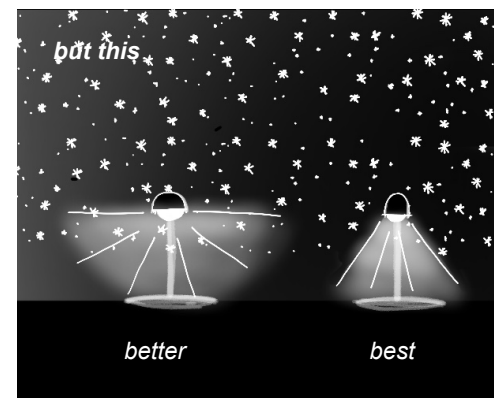
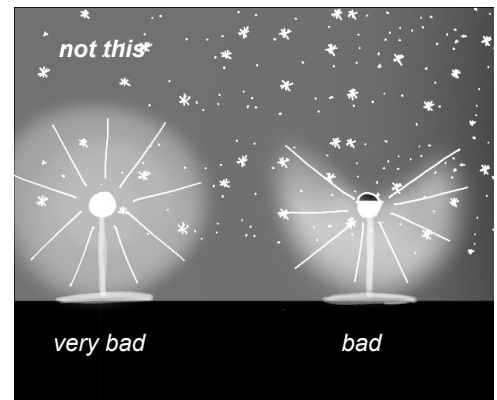
### Lighting



- 63. Lighting should mitigate light pollution, directing lighting downwards through use of full cut off fixtures. Exceptions may be made for accenting signage, architectural elements, and landscape features.
- 64. On-site lighting should be sufficient to provide clear orientation and personal safety and site security. Ensure continuous lighting along mandatory connections: between parking, entrances and public sidewalks and clearly identify their termini (entrances, parking and loading areas, etc.).
- 65. Do not light areas that are not intended for nighttime use. Focus lighting on priority pathways that provide connection between key destinations that people use at night.
- 66. Encourage innovative lighting approaches, including the use of LED strip and accent lighting and neon-like applications, for landmark buildings and spaces within the Historic Downtown, Transit-Oriented Core areas adjacent to the SkyTrain corridor, and the Innovation Boulevard/KPU corridor. Ensure these approaches do not result in nuisance light spill on adjacent residential units and areas.

### Signage

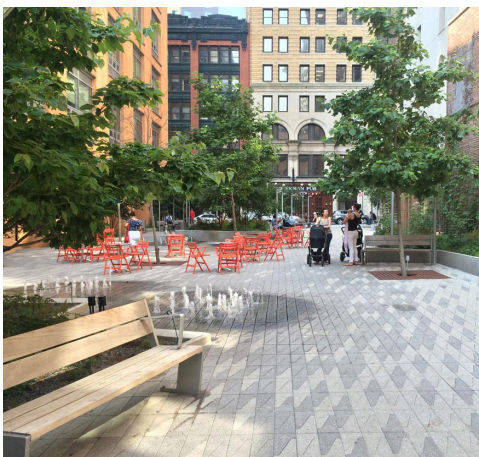
- 67. Signage should reflect or complement the site's architectural character and be approved by the project architect, if applicable.



### Utilities, Mechanical Services and Servicing

- 68. Mechanical / utility cabinets and transformer pads (units) shall be located at the rear of the property, behind the building. Where this is not achievable, units may be located at the edge of the side or front setback and must be incorporated into landscaped areas and screened from the street.

## PUBLIC OPEN SPACE



69. Locate public open spaces, such as plazas, squares and pocket parks, at the northeast and northwest corner of intersections, along major streets and at public walkway connections that intersect with streets, to take advantage of the south and west aspects and create prominent and safe public places with clear sightlines into, through and out of these spaces.
70. Wherever possible, design these spaces to have a minimum width of about 15 metres and a maximum width of 30 metres. These spaces can be located on a single property or shared between assembled properties.
71. Ensure public open spaces are framed by buildings and/or vertical elements on at least two sides.
72. Locate a building with an active ground floor (retail, restaurants, café, patios) directly adjacent to and interfacing with at least one side of these spaces. In larger plazas and open spaces, pavilions are encouraged to create activity nodes and visual interest. Pavilions shall be designed to have transparent glazing on least three sides.
73. Adjoining buildings and vertical elements shall frame these spaces with a minimum two storey expression.
74. All public plazas and squares will be designed to encourage public gathering and shall include elements such as:
  - 74.1 A hard-surface area of at least 50%.
  - 74.2 Accessible 'one-level' designs that provide ease of access and use for all users.
  - 74.3 Seating and other appropriate street furniture.
  - 74.4 Public art, water features and other elements that promote pedestrian interest and provide shade and respite.
  - 74.5 Generous use of trees to provide canopy, define pedestrian spaces and provide comfort, shade and interest. Use of other vertical elements to define pedestrian-scale spaces is also encouraged.
  - 74.6 Fronting buildings shall address the node with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.
  - 74.7 A portion with weather protection coverage to facilitate year-round use.
  - 74.8 A mix of hard and soft landscaping that does not impede safety (ie. sightlines) and accessibility.
  - 74.9 Sightlines to commercial uses and building entrances.
  - 74.10 Pedestrian oriented lighting.
  - 74.11 Three-phase electrical and non-potable water connections
  - 74.12 Wayfinding.

## **DOWNTOWN AND COMMERCIAL FORM & CHARACTER GUIDELINES**

## AREA

These guidelines apply to commercial development on all properties designated Transit-Oriented Core, Transit-Oriented Residential, Mixed Use, Historic Downtown Core, Civic Centre, and Corner Commercial.

## PURPOSE

These guidelines are intended to act as additional objectives to the General Form & Character Guidelines for commercial development in areas where a compact, human-scaled, and pedestrian-oriented built environment is key.

## SITE PLANNING

### Siting + Orientation

75. The siting of new buildings shall define the street wall by fronting directly onto the street (at their zoning setback minimums) and/or by aligning with adjacent buildings along the street, allowing for variations of up to 1m for ground floors.
76. Wherever possible, locate off-site traffic control, utility and transformer boxes away from major pedestrian pathways and intersection waiting areas on adjoining public streets and open spaces.
77. In cases where a building cannot provide street wall definition, street edge continuity shall be achieved through landscape elements such as trees, fencing and hedging and/or architectural features.

### Outdoor Spaces

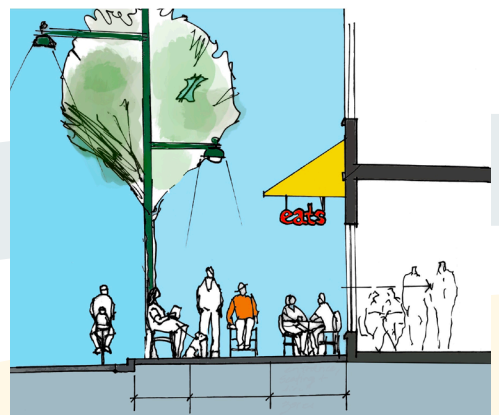
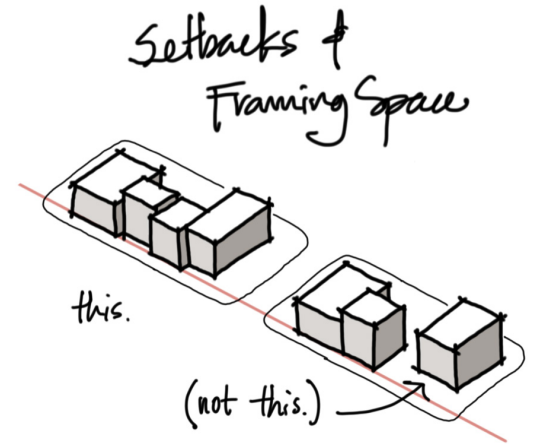
78. Establish “eyes on the street” and a strong street presence by placing active uses in street-fronting ground floors or locating active pedestrian outdoor spaces (e.g. plazas, courtyards) to address fronting streets (e.g. extended porches, recessed entries, and upper floor balconies).
79. Plazas and courtyards should be framed by buildings on a minimum of two sides to create well defined edges. The buildings should have active uses facing the plaza such as shop entrances, food/beverage, or recreation with transparent window glazing, entrances and patio/outdoor seating.

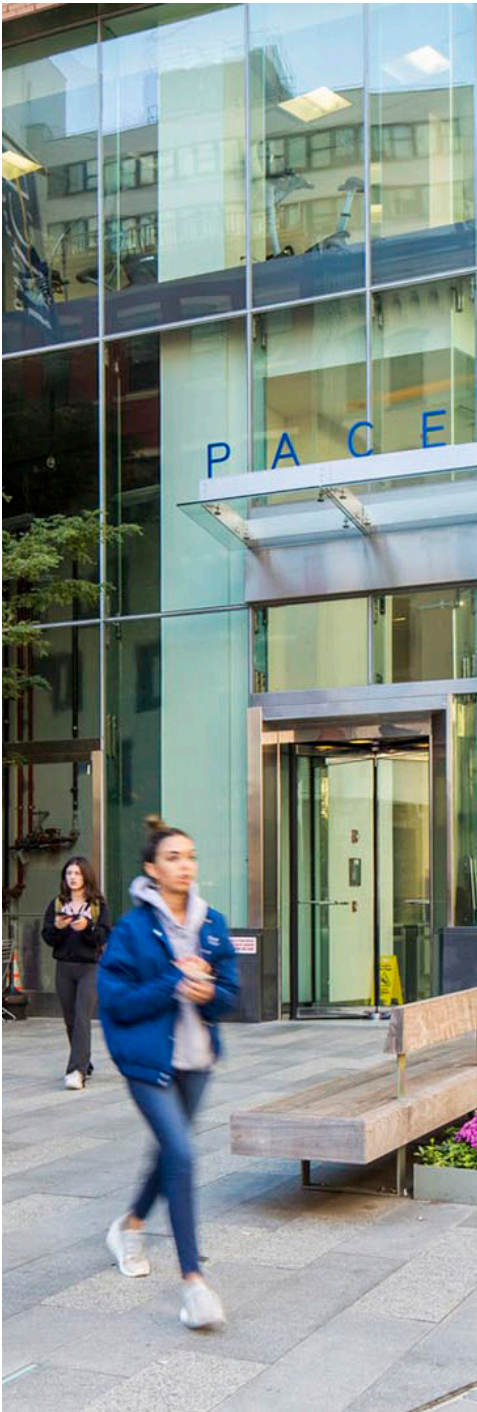
### Vehicular Access + Parking

80. Off-street parking should be located underground or at the back of buildings. “Tuck under” parking (e.g. open, ground-floor parking) is preferred to surface parking.

## ARCHITECTURE

### Massing + Articulation





81. Reduce the apparent mass of buildings through building orientation, articulation (e.g. balconies), roof treatment, and the choice of exterior materials and colours.
82. Buildings along Fraser Highway east of 204th Street shall front the street with a maximum 4 storey building height. Portions of buildings on properties fronting Fraser Highway may be taller than 4 storeys, provided these taller portions are set back from the street wall through the use of a substantial balcony/terrace or outdoor amenity area a minimum of 10 metres wide.
83. For commercial or mixed-use buildings, particularly along Fraser Highway, 56th Avenue and Douglas Crescent streetscapes between 204 Street and 206 Street:
  - Encourage additional building face massing step backs above the ground floor, through the use of façade articulation, weather protection structures, material/colour changes, and strong cornice lines, with an emphasis on locating balconies, café/dining terraces, patios or outdoor amenity areas, on the 2nd floor and above, that overlook adjacent streetscapes.
  - Building on the 'base, middle and top' building design approach, align ground floor elements such as floor heights, mid-cornice/horizontal building lines, window sills, weather protection structures, and cornices/banding at the top of ground floors with adjacent buildings to provide a robust, coordinated and pedestrian-friendly ground floor building expression and commercial unit rhythm along key shopping streets.
  - Design buildings with vertical columns, banding and features that complement adjacent buildings and reinforce the appearance of a collection of narrow storefronts along key shopping streets. Create façade articulation along primary facades at intervals of 10-15 metres to reflect a pattern of storefronts and/or residential units.
84. Design entrances to be safe, identifiable and attractive, e.g. through use of roof elements that can also provide cover.
85. Single floor commercial buildings or single floor portions of larger, multi-storey building complexes shall be designed to exhibit a two-storey building height expression.
86. At least 50% of the ground floor building façade shall be glazed to the exterior on street frontage sides.

## Roofs

87. Where feasible, design rooftops to include gardens, "green roof" technology, terraces, outdoor amenity spaces, and patios to improve rooftop use, appearance and sustainable function.
88. Continuous weather protection (awnings/canopies) shall be provided on all buildings along commercial streets. High quality, weather-resistant structures are strongly encouraged, including those incorporating glass, steel and non fabric elements.

89. Mechanical equipment on the roof of any building shall be concealed by incorporating it within the building roof, or by screening it in a way that is consistent with the character and finishing of the building.

## Materials + Colours

90. Finishing materials shall consist of glass and glazed window wall systems, brick, stone, cementitious panels, architectural concrete, pre-cast coloured concrete, or pre-finished metal. Exposed, untreated concrete is prohibited. For buildings along Fraser Highway, Douglas Crescent and 56 Avenue, between 204 and 206 Streets, the use of durable, warm colour materials, such as brick and masonry, is strongly encouraged on ground floor facades, and designers are encouraged to carry these material treatments onto upper floor facades and features;
91. Building colours should provide visual interest.

## LANDSCAPE ARCHITECTURE

### Landscape Design

92. Internal streets in large developments shall be lined with street trees

## SPECIAL CONSIDERATIONS

### Lighting

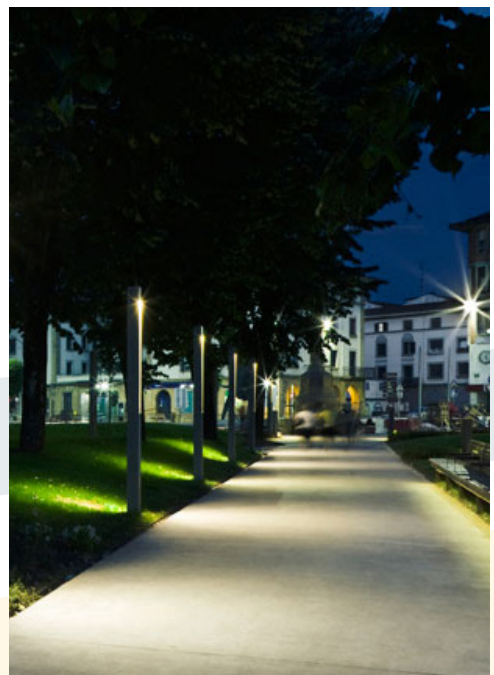
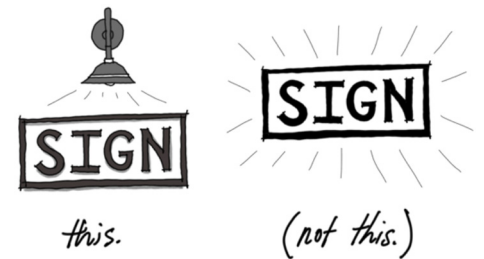
93. Light sources should emit a warm tone of light.
94. Place lighting fixtures no higher than 6.0m from the ground
95. Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered to ensure integration with building and landscape design.

### Signage

96. Signage throughout the downtown should be pedestrian oriented with respect to location, orientation and scale.
97. Rooftop, billboard and internally-lit plastic box signs are discouraged. Pylon (standalone/freestanding) signs are prohibited except on Service Commercial properties along the Langley Bypass.
98. Update Sign Bylaw to include specific requirements for signage in the Historic Downtown Langley.

### Disruptive Impacts

99. Development fronting the SkyTrain guideway, and/or any



Provincial Highway, major arterial and railway, shall incorporate measures to mitigate noise impacts and incorporate Canada Mortgage and Housing Corporation's (CMHC) guidelines for maximum acceptable levels of noise in dwellings, including triple-glazed windows, additional wall insulation, sound dampening or absorbing walls and cladding materials, and concrete construction, solid glazed balconies, sound absorptive landscaping and street tree plantings, and water features.

100. Design mixed use developments to address any potentially disruptive impacts such as noise, vibration or odor between commercial and residential units, through the use of improved insulation, ventilation system that exhaust at a locations with least impact on both the sidewalk and residential livability, and sensitive unit layout and room placement, (i.e. place noise-sensitive residential rooms as far away as possible from commercial areas).

## MULTIFAMILY FORM & CHARACTER





## GUIDELINES

### AREA

These guidelines apply to residential development on all properties designated Transit-Oriented Core, Transit-Oriented Residential, Mid Rise Residential, Low Rise Residential, Low Rise Mixed Use, Ground-Oriented Residential, Urban Residential, Suburban Residential, Historic Downtown Core, and Civic Centre. These guidelines do not apply to single detached homes, garden suites and carriage homes.

### PURPOSE

These guidelines are intended to act as additional objectives to the General Form & Character Guidelines for multifamily residential development in areas where a compact, human-scaled, and pedestrian-oriented built environment is key.

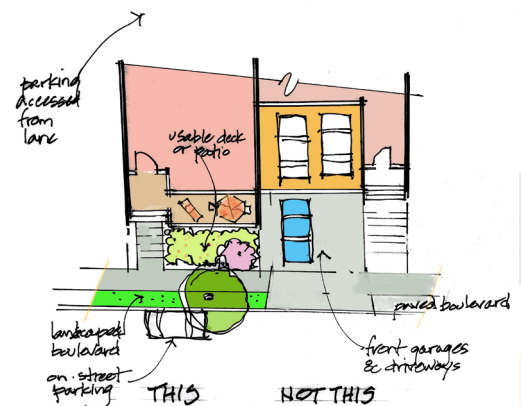
### SITE PLANNING

#### Outdoor Spaces

101. All multi-family developments shall provide outdoor amenity space, to include but not limited to, seating, landscaping, activities, garden plots and children's play areas.
102. In multiple building developments, site buildings to wrap courtyards and other landscaped spaces. Incorporate play areas that are visible from ground-oriented and upper-storey dwellings.

#### Vehicular Access + Parking

103. Provide resident parking underground or in garages of ground-oriented units.
104. Off-street parking shall be located underground or at the back of buildings. "Tuck under" parking (e.g. open, ground-floor parking) is preferred to surface parking.





105. Wherever possible, design driveways and lanes on private property with a clear 8 metre width to accommodate Fire Truck (Ladder) access and use. This 8 metre width can include a driving surface and sidewalks, provided the entire 8 metre width is constructed as a single monolithic slab and includes a minimum 6 metre wide drive aisle.

## ARCHITECTURE

### Massing + Articulation

106. Building separation between multifamily apartments (4 storeys and above) on the same parcel shall be a minimum of 10 -12 metres for the first 8 storeys, unless otherwise approved.
107. Reduce the apparent mass of buildings through building orientation, articulation (e.g. balconies), roof treatment, and the choice of exterior materials and colours.
108. Require ground floor units, wherever practical, to be ground oriented with direct, gated access between units and public streets and open spaces. These units should be elevated above grade and include semi-private patios.
109. Require ground floor non-residential spaces (dining rooms, amenity rooms, foyers, entrances), wherever practical, to provide clear glazing, pedestrian access, patios and other features that visually and physically interface with adjacent open space and streets.



### Townhomes and Plex Homes

- 110a. Private patios and yards shall be provided for each unit. Private yards are to measure a minimum of 4.5 metres deep, measured outwards from the building face that directly abuts the private yard. Yards fronting public streets may be reduced to 3 metres deep, if additional landscaping and tree screening is provided.
- 110b. Where townhomes are directly adjacent to lots designated Urban or Suburban Residential, building faces and balconies shall be set back a minimum of 6 metres from shared property lines. Smaller setbacks may be considered in side-to-side building face conditions across property lines.
111. Avoid overly long rowhouse buildings (buildings should contain no more than six units).
112. Individual units or small unit groupings are to be differentiated to avoid monotonous repetition, through articulation of facades, and variations in window, entry door, porch placement, roof forms and lines, building materials, colours and design accents.
113. Facades of end or corner units facing streets, lanes and open spaces are to be treated as front facades, with front entrances, windows and porches, and similar façade articulation and materials. Blank walls are prohibited.
114. For individual applications involving four or fewer units in one

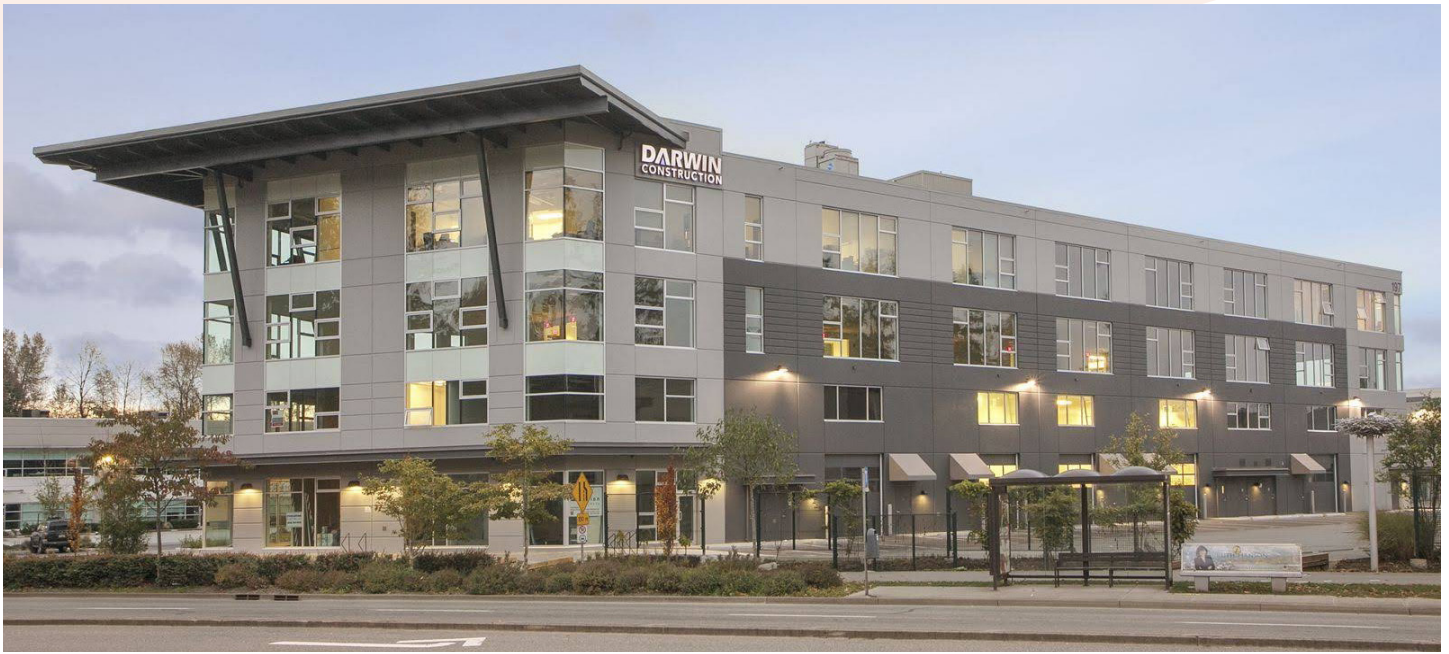


- building, encourage designs to reflect single detached home massing, facade treatments and roof lines. Avoid 'mirror image' designs.
115. Minimize the appearance of garages and garage doors by recessing these features into the overall façade and set behind building entrance features, porches or other façade projections. Where ever possible, orient garages to internal driveways and lanes and away from street frontages.
  116. Utilize high quality, low maintenance exterior cladding material such as cementitious siding, brick, stone, treated wood on facades fronting streets, lanes and open spaces. Detailing and façade materials shall be carried around side elevations to minimize blank/undifferentiated side yard elevations.
  117. Building siting and design features, including balconies and rooftop patios, must consider privacy for on-site and neighbouring users and prevent overlook into adjacent properties, yards, patios, and windows. Rooftop patios shall not face properties designated Suburban or Urban Residential in the OCP. Rooftop patios are to be designed to minimize sound transfer to rooms underneath the rooftop patio and adjacent units, and provide opportunities for shade producing structures.
  118. Visually impermeable privacy screening is required between porches adjacent to units and patios, including rooftop patios. Landscape screening and opaque fencing is required where individual unit yards directly abut other unit yards on adjacent properties.
  119. Require a minimum 9 metre separation distance between buildings that face each other. A minimum 8 metre separation may be considered for short distances, if necessary due to constrained sites.
  120. Design internal driveways, lanes and pedestrian paths, wherever possible, to be pedestrian-friendly and well-lit, and include decorative paving and traffic calming features, landscaping and trees.
  121. Locate and screen outdoor cooling and heating apparatus and vents to minimize visual, aesthetic and noise impacts.
  122. Require low and vertically-aligned fencing and landscaping for units facing streets, lanes and public open spaces.
  123. Roofs are encouraged to reflect the designs of nearby buildings' roofs, especially when nearby roofs are peaked.
  124. When reducing the footprint of the 3rd floor of a plex-home, step backs are encouraged to be provided in a way that maximizes sensitive interfaces with neighbouring buildings (e.g. greater step backs beside shorter buildings).
  125. Active transportation connectivity and access to transit should be considered as part of the site plan layout and design.
  126. Prioritize areas for vegetable gardens and flower beds as part of outdoor amenity spaces.
  127. Landscape plans are to include additional trees wherever practical, aiming for a target of at least one new tree per unit.
  128. Townhome driveways are required to be either sized according to parking space dimensions in the Zoning Bylaw or are not permitted.

## **LANDSCAPE ARCHITECTURE**

### **Landscape Design**

129. Utilize a layering of elements - including but not limited to ample landscaping, stoops, porches, patios and street-facing stairs - to transition between private-use and the public realm.
130. A minimum landscape strip of 1.5 meters is required adjoining a public road.



## **SERVICE COMMERCIAL, MIXED EMPLOYMENT AND INDUSTRIAL FORM & CHARACTER GUIDELINES**

### **AREA**

These guidelines apply to commercial and industrial development on all properties designated Mixed Employment, Service Commercial, and Industrial.

### **PURPOSE**

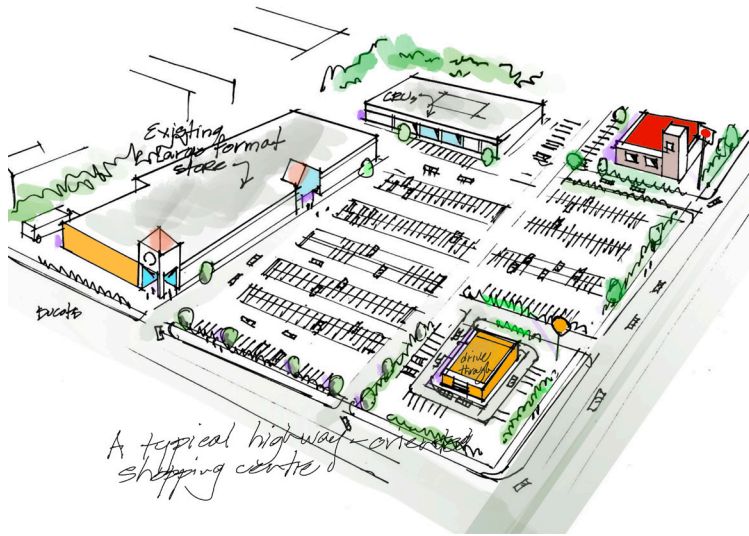
These guidelines are intended to act as additional objectives to the General Form & Character Guidelines for commercial and industrial development in areas where auto-oriented uses are common and considerations around safety and circulation are key.

### **SITE PLANNING**

#### **Siting + Orientation**

131. Site buildings along the street edge to create definition, where possible.
132. If possible, design sites and site buildings with long-term pedestrian-oriented re-development and infill in mind, wherever possible.
133. Pedestrian walkways through parking lots shall be provided to ensure safe and convenient access to building entrances.
134. Minimize the number and width of curb cuts. Provide a maximum of one curb cut for a mid-block sites and a maximum of two curb cuts, if necessary for a corner sites.

#### **Vehicular Access + Parking**



135. Mitigate the impact of parking lots by locating them under buildings, or at the back or side of buildings.

## ARCHITECTURE

### Office Building + Parks

136. Office buildings shall employ modern architectural forms utilizing high quality glass and metal finishes.

### 56 Avenue & 200 Street

137. Buildings on 56 Avenue and buildings on 200 Street shall be oriented to these respective streets with parking and service access located to the rear.

138. Building facades along 56 Avenue and 200 Street shall be articulated and glazed to present an attractive streetscape.



## LANDSCAPE ARCHITECTURE

### Landscape Design

139. Provide a minimum 3.0 metre wide landscaped area between parking areas and drive isles and public streets / sidewalks by planting trees, shrubs and low walls that screen cars from view while allowing eye level visibility into the site.

140. New developments in these areas shall plant additional street trees along their frontages, whether on the public right of way or on-property.

141. Screen outdoor storage areas with shrubs and/or fencing.



## HAZARD GUIDELINES

### AREA

These guidelines apply to properties that have within them lands with slopes of 20% or greater and land within 20m of slopes that are 20% or greater, as shown on Map 12.

### PURPOSE

These guidelines are intended to protect development from hazardous conditions on lands with steep slopes where land slip and erosion may impact the safety of people, property, and buildings.

1. A geotechnical assessment report is required for development on a parcel subject to this development permit to determine risks from natural hazards and required mitigation measures to the satisfaction of the City.
2. Avoid developing on land with slopes over 30%.
3. No development shall take place which is likely to result in erosion, sloughing, excessive run-off or siltation within or adjacent to the Development Permit Area.
4. Buildings, structures and paved surfaces shall be located away from areas subject to erosion, sloughing or landslip or damage there from.
5. Appropriate measures shall be put in place to direct surface run-off away from areas subject to erosion and sloughing and from downstream developed lands unless the downstream services are designed to accommodate the increased storm water load.
6. Contain any excessive run-off, erosion or siltation at the clearing and construction stage and for the completed development.
7. Buildings, structures and paved surfaces shall be sited so as to preserve natural vegetation on the steeper slopes, minimize cutting into slopes and avoid the use of retaining walls over 1.5 metres [4.92 ft.] in height.
8. Terrace retaining walls with sufficient width to allow plantings and maintenance. Lock style retaining walls are not permitted.
9. Protect slopes identified as unsuitable for development by a geotechnical report through dedication to the City, rezoning, or Restrictive Covenants in accordance with Section 219 of the Land Title Act.

# ENVIRONMENTALLY SENSITIVE AREA GUIDELINES

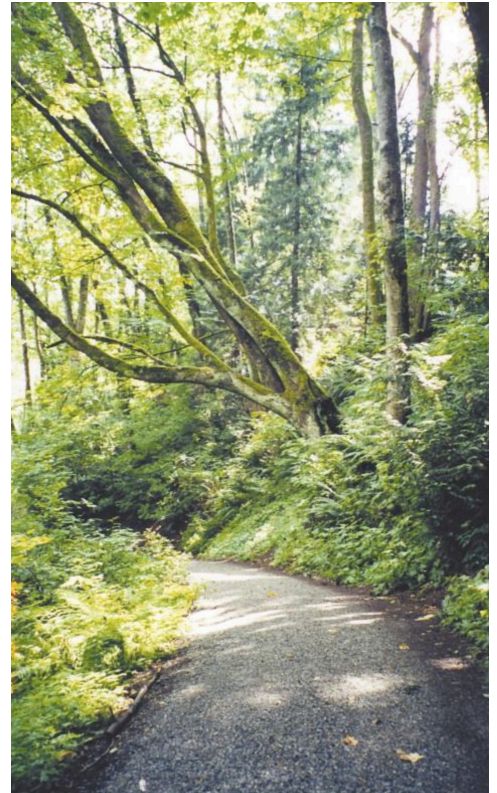
## AREA

These guidelines apply to properties that have environmentally sensitive areas (ESA) within them as shown on Map 13.

## PURPOSE

These guidelines are intended to protect the natural environment, its ecosystems, and biological diversity where healthy riparian habitat, watercourses, and tree stands are key to achieving the OCP's key directions and policies related to mitigating the impacts of climate change and enhancing biodiversity.

1. Development in ESAs ranked as moderate to high value is prohibited.
2. Development in ESAs ranked as moderately low to low value is strongly discouraged and shall maintain ecological connectivity and function where possible.
3. Ensure development results in no net loss of habitat area. Where loss of habitat is unavoidable, replace the value of lost habitat at a ratio of 2:1.
4. Locate and design development to protect, complement and enhance ESA values, including natural areas, landforms, and hydrological function.
5. Applicants may be required to provide a detailed environmental inventory study and/or environmental impact assessment in accordance with the requirements of the B.C. Ministry of Environment.
6. Applications affecting environmentally sensitive areas shall be reviewed in consultation with the B.C. Ministry of Environment, the Department of Fisheries and Oceans, and the Kwantlen First Nation (where applicable).
7. Development must be set back from sensitive areas to minimize any impacts on riparian habitat in accordance with the methods for determining streamside protection and enhancement areas under the Riparian Areas Protection Regulation, and the recommendations of a Qualified Environmental Professional (QEP).
8. Land development projects shall adhere to Land Development Guidelines for the Protection of Aquatic Habitat prepared by the B.C. Ministry of Environment and the Department of Fisheries and Oceans.
9. Habitat protection boundaries shall be formalized through dedication to the City, rezoning, or Restrictive Covenants in accordance with Section 219 of the Land Title Act.
10. Applicants may be required to provide an arborist's report and tree replacement plan, for the subject development site and potentially adjacent properties as well, complete with security for replanting prior to issuance of a development permit.
11. Any subdivision of land shall consider natural features including topography, mature trees, creeks and ravines;
12. An arborist's report and tree replacement plan, complete with security for replanting, may be required by the Approving Officer prior to subdivision approval.







06

## 06. IMPLEMENTATION

## **ENGINEERING SERVICES POLICIES**

Engineering services comprise the basic infrastructure need for sustaining the City of Langley and its residents, and the future growth as envisioned by the land uses and policies of this OCP. The following objectives are key to successfully implementing the OCP, and ensuring the needs of a growing City are met.

### **WATER SUPPLY**

- 6.1. Ensure an uninterrupted high quality water supply and distribution network to serve the projected population for the year 2050.

### **SANITARY SEWER/WASTEWATER**

- 6.2. Ensure adequacy of the sanitary sewerage network for all new development and employ required upgrades to accommodate and guide projected growth to the year 2050.

### **STORMWATER MANAGEMENT**

- 6.3. Ensure system adequacy for facilitating anticipated changes in land use and density.
- 6.4. Require on-site retention/detention of storm water for redevelopment projects (densities higher than single family).
- 6.5. Identify appropriate storm water servicing requirements for single family home developments in Suburban Residential land use areas.
- 6.6. Proceed with future development and re-development while protecting and enhancing the overall health of streams/creeks in the City.

### **SOLID WASTE MANAGEMENT**

- 6.7. Work with Metro Vancouver to achieve it's long term zero waste goals.

### **TRAFFIC/TRANSPORTATION**

- 6.8. Achieve transportation-related objectives outlined in the City's Official Community Plan by contributing to a sustainable community and multi-modal transportation access to and within the City.

## ALIGNMENT WITH OTHER PLANS

Langley City has many plans and strategies that provide direction for planning and development, the environment, transportation, engineering, and parks, recreation, and culture. Some of these plans and strategies already generally align with the OCP and may require a small update, while others may require a rethink in the approach and the outcomes.

In other instances, there are gaps in strategic direction and oversight for important geographic areas or topics within the city. Regardless, updates or creation of new plans or strategies must consider and align with the OCP.

### PLANS TO UPDATE

There are a number of plans that have a direct impact on the growth and development of the city that should be updated following adoption of the OCP as part of the implementation strategy. The following is a list of plans that must be updated and undergo a critical review to align with the vision, policies and regulations of this OCP.

- Zoning Bylaw
- Affordable Housing Strategy
- GHG Targets & Reductions Strategy
- Parks, Recreation, & Culture Master Plan
- Master Transportation Plan
- Infrastructure & Servicing Master Plans
- Development Cost Charge Bylaw
- Economic Development Strategy
- Subdivision & Development Servicing Bylaw
- Engineering Design Criteria Manual
- Hazard Risk & Vulnerability Analysis
- Sign Bylaw

### PLANS & STRATEGIES TO CREATE

The following plans and policies do not exist and would further support the vision, policies, and regulations of this OCP.

- Community Safety & Policing Strategy
- Urban Forest Plan and/or Tree Management Bylaw
- Amenity Contributions and Bonus Policy
- Glover Road Innovation Boulevard Plan
- Public Realm Plan for SkyTrain Guideway and Core & Shoulder Streets
- Heritage Resource Reference Guide

## MONITORING PROGRESS

The long term vision described in this plan and its accompanying objectives and policies will take many years to achieve. To ensure the City is headed in the right direction, this section provides a high-level framework to help City Council, City staff, and the broader community measure and monitor progress.

In order to measure and monitor progress, the following types of reports are expected to be created by staff and received by Council:

- **an annual summary** detailing development activity and alignment with the OCP's land use plan.
- **a comprehensive OCP implementation report** completed every five years. Aligned with Census data, a baseline report can be completed using the 2021 Census. The comprehensive report should include a set list of indicators to monitor against the OCP's five Goals. These indicators will be developed once the OCP is adopted.





07

## 07. REGIONAL CONTEXT STATEMENT

## REGIONAL CONTEXT STATEMENT

The purpose of the Regional Context Statement is to identify the relationship between the Official Community Plan and Metro Vancouver's Regional Growth Strategy (RGS) and how the OCP will be made consistent with the RGS over time.

Metro Vancouver's RGS includes 5 goals to help shape land use and future development across the region.

**Goal 1** | Create a Compact Urban Area

**Goal 2** | Support a Sustainable Economy

**Goal 3** | Protect the Environment and Respond to Climate Change Impacts

**Goal 4** | Develop Complete Communities

**Goal 5** | Support Sustainable Transportation Choices

The following pages outline the relationship between the RGS & this plan, and more specifically, the way in which this OCP's policies address each one of the five goals.

## RGS GOAL 1: CREATE A COMPACT URBAN AREA

As a fully built out city 10km<sup>2</sup> in area, Langley City can only grow through redevelopment and by intensifying existing land uses. The land use policies within this OCP focus that growth in close proximity to transit, park amenities, services, and infrastructure. (Chapter 3 - Growth, Land Use, & Design)

### Strategy 1.1 - Contain Urban Development within the Urban Containment Boundary (UCB)

#### Strategy 1.1.3a

Depict the UCB on a map

See **Map 1 - Regional Context Map**

#### Strategy 1.1.3b

Provide municipal population, dwelling unit, and employment projections and demonstrate how municipal plans will work towards accommodating the projected growth within the UCB

See growth allocation in **chapter 03. Growth, Land Use & Design**, aligned with the following projections and land use capacity figures:

YEAR	POPULATION	JOBS	HOUSEHOLDS
2019	28,085	16,293	12,866
2035	35,481	20,087	16,901
2050	41,438	22,185	20,125

Unit Type	Current Units	Total Capacity
Apartment	7,260	24,713
Duplex & Townhouse	1,945	6,094
Single Detached	3,760	3,046

### Strategy 1.2 - Focus Growth in Urban Centres and Frequent Transit Development Areas (FTDA)

#### Strategy 1.2.6a

Provide population, dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas

Approximately 91% of Langley City's new households and 99% of jobs are anticipated to be located in the Langley Regional City Centre by 2050.

YEAR	POPULATION	JOBS	HOUSEHOLDS
2019	17,694	16,130	9,392
2035	24,558	19,886	13,063
2050	30,074	21,960	15,997

<p><b>Strategy 1.2.6b i</b> Identify location and boundaries of Urban Centres</p>	<p>See <b>Map 1 - Regional Context Map.</b></p>
<p><b>Strategy 1.2.6b ii</b> Focus growth and development in Urban Centres</p>	<p>See <b>Map 3 - Land Use</b> and <b>Policy 1.1 Residential Development Options</b> focusing growth and development within areas aligned with the regional Urban Centre.</p>
<p><b>Strategy 1.2.6b iii</b> Encourage office development</p>	<p>See <b>Policy 4.6 Incentivize Office</b></p>
<p><b>Strategy 1.2.6b iv</b> Reduce parking in Centres where appropriate</p>	<p>See policies in policy section <b>2. A Highly Connected City Aligned with Rapid Transit</b>, including:</p> <ul style="list-style-type: none"> <li>• Policy 2.20 Public Parking</li> <li>• Policy 2.21 Reduce Parking Requirements</li> <li>• Policy 2.22 Shared Parking</li> <li>• Policy 2.26 Vehicle Parking</li> </ul>
<p><b>Strategy 1.2.6c i</b> Identify location</p>	
<p><b>Strategy 1.2.6e</b> Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Urban Centres and FTDA's</p>	<p>See <b>Map 3 - Land Use</b> with respect to Industrial, Mixed Employment, New Civic Facilities, New Park &amp; Open Spaces and <b>Map 11 - Parks &amp; Open Space.</b></p> <p>See policies in policy section <b>3. A Safe &amp; Inclusive City Rich with Community Amenities</b>, including:</p> <ul style="list-style-type: none"> <li>• Policy 3.2. New Public Space</li> <li>• Policy 3.3 SkyTrain Stations</li> <li>• Policy 3.31-3.32 Density Bonusing &amp; Community Amenities</li> </ul> <p>See policies in policy section <b>4. A Responsive Economy that Creates New Jobs</b>, including:</p> <ul style="list-style-type: none"> <li>• Policy 4.2. New Zones</li> <li>• Policy 4.4 Mixed Employment</li> <li>• Policies 4.7-4.10.</li> </ul>

<p><b>Strategy 1.2.6f i</b> Minimize the impacts of urban uses on industrial activities</p>	<p>See <b>Map 3 - Land Use</b>.</p> <p>Mixed Employment area helps buffer core area from adjacent land uses.</p>
<p><b>Strategy 1.2.6f ii</b> Encourage safe and efficient transit, cycling, and walking</p>	<p>See <b>Map 5 - Active Transportation</b></p> <p>See policies in policy <b>section 2. A Highly Connected City Aligned with Rapid Transit</b></p>
<p><b>Strategy 1.2.6f iii</b> Implement transit priority measures where appropriate</p>	<p>See policies in policy <b>section 2. A Highly Connected City Aligned with Rapid Transit</b> including:</p> <ul style="list-style-type: none"> <li>• Policy 2.1 Hierarchy of Transportation</li> <li>• Policies 2.28-2.32 Public Transit</li> </ul>
<p><b>Strategy 1.2.6f iv</b> Support district and renewable energy where appropriate</p>	<p>See General Environmental Guidelines in chapter <b>05. Development Permit Areas</b> and policy section <b>5. Environmental Solutions to Fight Climate Change</b>.</p>
<p><b>Strategy 1.3 - Protect rural areas from urban development</b></p>	
<p><b>Strategy 1.3.3a</b> Identify rural areas and their boundaries on a map</p>	<p>N/A - no Rural areas designated in City of Langley</p>
<p><b>Strategy 1.3.3b</b> Limit development to be consistent with the intent for rural land use (scale, form, density) and is compatible with sewer servicing</p>	<p>N/A - no Rural areas designated in City of Langley</p>

**Strategy 1.3.3c i**

Specify the allowable density and form for rural land uses

N/A - no Rural areas designated in City of Langley

**Strategy 1.3.3c ii**

Support agricultural uses within and outside the ALR

See **Map 3 - Land Use** with respect to the agricultural land use designation.

## RGS GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

Langley City is a job magnet. In 2016, over 2,000 more workers commuted into the City than commuted out of the City. Langley City also provides significant industrial and mixed employment areas that will allow a range of future industrial and commercial uses. The economic policies are outlined primarily in policy section 4. A Responsive Economy that Creates New Jobs.

### Strategy 2.1 - Promote land development patterns that support a diverse regional economy and employment close to where people live

#### Strategy 2.1.4a

Support economic development in urban centres, frequent transit development areas, industrial and mixed-employment areas

See Policies in **policy section 4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.2. New Zones
- Policy 4.4 Mixed Employment
- Policies 4.7-4.10.

#### Strategy 2.1.4b

Support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.6 Incentivize Office

#### Strategy 2.1.4c

Discourage major commercial and institutional development outside Urban Centres or FTDA's

See **Map 3 - Land Use** and **chapter 03. Growth, Land Use & Design** which preclude major commercial or institutional development outside the Urban Centre.

#### Strategy 2.1.4d

Show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies

The Innovation Boulevard (Policies 4.15 - 4.18) supports the creation of an Innovation Boulevard Master Plan as a key economic development strategy.

Kwantlen Polytechnic University is located within the City Centre and is supported in Policies 4.15-4.18, and 4.22.

### Strategy 2.2 - Protect the supply of industrial land

#### Strategy 2.2.4a

Identify Industrial areas and their boundaries on a map

See **Map 3 - Land Use Plan**

#### Strategy 2.2.4b i

Support and protect industrial uses

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policies 4.7 - 4.12

#### Strategy 2.2.4b ii

Support appropriate accessory uses, including commercial space and caretaker units

See Policies in **4. A Responsive Economy that Creates New Jobs**, specifically:

- Policy 4.9 Industrial Definition

#### Strategy 2.2.4b iii

Exclude uses which are inconsistent with the intent of industrial uses

See Policies in **4. A Responsive Economy that Creates New Jobs**, specifically:

- Policy 4.9 Industrial Definition

#### Strategy 2.2.4b iv

Encourage better utilization and intensification of industrial areas for industrial activities

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.9 Industrial Definition
- Policy 4.11 Employment Densification

**Strategy 2.2.4c**

Identify the Mixed Employment areas and their boundaries on a map.

See **Map 3 - Land Use**. While the Mixed Employment land use designation has slightly shifted in locations, this OCP represents a net increase in Mixed Employment designated lands.

**Strategy 2.2.4d i**

In Mixed Employment areas, support a mix of industrial, commercial, office and other related employment uses while maintaining support for established industrial areas

The Mixed Employment land use designation allows the greatest flexibility and diversity of employment uses, including office, research and post secondary educational uses. More specifically it allows:

- Mixed use: Light industrial & Commercial
- Light industrial
- Commercial

**Strategy 2.2.4d ii**

In Mixed Employment areas, allow large and medium format retail, where appropriate.

The Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.

**Strategy 2.2.4d iii**

In Mixed Employment areas, concentrate commercial and other major trip-generating uses in urban centres and Frequent Transit Development Areas

The Mixed Employment land use designation is entirely within the regionally designated Langley Regional City Centre.

**Strategy 2.2.4d iv**

Where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities

The Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.

**Strategy 2.2.4d v**

In Mixed Employment areas, allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities.

All Mixed Employment lands are in close proximity to future planned SkyTrain stations. As such, the Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.

**Strategy 2.2.4d vi**

In Mixed Employment areas, exclude residential uses, except for an accessory caretaker unit.

The Mixed Employment land use designation excludes residential uses, but allows a caretaker dwelling unit.

**Strategy 2.2.4e**

Include policies that help reduce environmental impacts and promote energy efficiency.

See Sustainability policies (5.1 - 5.2), Mitigation of Climate Change policies (5.3 - 5.6), Sustainable Infrastructure policies (5.8 - 5.13) in **5. Environmental Solutions to Fight Climate Change** and General Environmental Guidelines in **chapter 05. Development Permit Areas**

**Strategy 2.3 - Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production**

**Strategy 2.3.6a**

Specify the Agricultural areas and their boundaries on a map

See **Map 3 - Land Use Plan**

**Strategy 2.3.6b i**

Assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture.

See agricultural areas in **Map 3 - Land Use Plan** and the Agriculture land use designation in **chapter 03. Growth, Land Use & Design** which maintains existing agricultural activities and prevents non-farm development.

**Strategy 2.3.6b ii**

Discourage subdivision of agricultural land leading to farm fragmentation

The Agriculture land use designation includes a minimum lot size of 2.0 hectares and does not support further subdivision.

**Strategy 2.3.6b iii**

Where possible, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities.

See **Map 10 - Storm Drainage System**

**Strategy 2.3.6b iv**

Manage the agricultural-urban interface to protect the integrity and viability of agricultural operations

The focus of agricultural policies in the OCP is to expand food production (i.e. community gardens) in urban areas given the very few agricultural parcels that exist in Langley City.

See **Policy 5.19 Food and Agriculture**

**Strategy 2.3.6b v**

Demonstrate support for economic development opportunities for agricultural operations

See **Policy 5.19 Food and Agriculture**

**Strategy 2.3.6b vi**

Encourage the use of agricultural land, with an emphasis on food production

See **Policy 5.19 Food and Agriculture**

**Strategy 2.3.6b vii**

Support educational programs that provide information on agriculture

See **Policy 5.19 Food and Agriculture**

## RGS GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

The Official Community Plan plays an important role in managing land use and development to maintain the health and well-being of the community and its environment in perpetuity. The environmental policies are outlined primarily in Policy Section 5. Environmental Solutions to Fight Climate Change.

### Strategy 3.1 - Protect Conservation and Recreation lands

#### Strategy 3.1.4 a

Identify Conservation and Recreation areas and their boundaries on a map

See **Map 3 - Land Use Plan**

#### Strategy 3.1.4b i

Support the protection of Conservation and Recreation areas that are consistent with public service infrastructure, including drinking water supply

See **Map 3 - Land Use Plan** with respect to Parks & Open Space & New Parks & Open Space land use designations, and **Map 10 - Parks & Open Space**.

See policy **section 3. A Safe & Inclusive City Rich with Community Amenities**, which includes Parks and Public Spaces policies (3.1 - 3.17).

#### Strategy 3.1.4b ii

Support the protection of Conservation and Recreation areas that are consistent with environmental conservation

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas.

See **Map 11 - Parks & Open Space** which aligns with **Map 13 - Natural Environment DPA, Environmentally Sensitive Areas**.

#### Strategy 3.1.4b iii

Support the protection of Conservation and Recreation areas that are consistent with recreation, primarily outdoor

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas.

See **Map 11 - Parks & Open Space** which aligns with existing and proposed new bike routes and trails on **Map 5 - Active Transportation**.

#### Strategy 3.1.4b iv

Support the protection of Conservation and Recreation areas that are consistent with education, research and training facilities.

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas. Schools and small-scale institutional facilities are allowed in select City parks.

#### Strategy 3.1.4b v

Support the protection of Conservation and Recreation areas that are consistent with commercial uses, tourism activities, and public amenities.

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas. Small-scale institutional and commercial uses are allowed in select City parks.

<p><b>Strategy 3.1.4b vi</b> Support the protection of Conservation and Recreation areas that are consistent with agricultural use</p>	<p>See <b>Map 3 - Land Use Plan</b></p>
<p><b>Strategy 3.1.4c</b> Buffer Conservation and Recreation areas from activities in adjacent areas</p>	<p>See <b>chapter 05. Development Permit Areas</b> which establish several guidelines for development to ensure the protection of the ESAs through buffering and landscaping strategies to maintain privacy of adjacent lands.</p>
<p><b>Strategy 3.2 - Protect and enhance natural features and their connectivity</b></p>	
<p><b>Strategy 3.2.4</b> Include policies and/or maps that indicate how ecologically important areas and natural features will be managed.</p>	<p>See Development Permit Area guidelines for Hazards and Environmentally Sensitive Areas as well as <b>Map 12 - Natural Hazards DPA</b> and <b>Map 13 - Natural Environmental DPA</b>.</p>
<p><b>Strategy 3.2.5.</b> Develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>See <b>Map 5. Active Transportation</b> and policies in policy <b>section 2. A Highly Connected City Aligned with Rapid Transit</b>, including:</p> <ul style="list-style-type: none"> <li>• Policies 2.8-2.12 Walking, Cycling, and Rolling</li> <li>• Policy 2.33 Collaborate with Adjacent Municipalities</li> </ul>
<p><b>Strategy 3.2.6</b> Identify measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers where important.</p>	<p>See policies in policy <b>section 5. Environmental Solutions to Fight Climate Change</b>, particularly policies 5.14 - 5.20.</p> <p>See <b>chapter 05. Development Permit Areas</b> which establish several guidelines for development to ensure the protection and restoration of ESAs.</p>
<p><b>Strategy 3.2.7</b> Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans</p>	<p>See policies in policy <b>section 5. Environmental Solutions to Fight Climate Change</b>, including:</p> <ul style="list-style-type: none"> <li>• Policy 5.10 Integrated Storm Water Management Planning</li> <li>• Policy 5.25 Integrated Storm Water Management Planning</li> </ul>
<p><b>Strategy 3.3 - Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality</b></p>	
<p><b>Strategy 3.3.4a</b> Identify how municipalities will use their land development and transportation strategies to meet their GHG reduction targets.</p>	<p>Assignment of Growth (Chapter 3) and land development policies aim to concentrate development in high density, mixed use centres to maximize energy efficiency and support walking, biking and public transit use. Climate action policies including GHG emission targets are outlined in policy <b>section 5. Environmental Solutions to Fight Climate Change</b>.</p>
<p><b>Strategy 3.3.4b</b> Identify policies/programs that reduce energy consumption and GHG emissions, and improve air quality from land use and transportation infrastructure.</p>	<p>See policies in policy <b>section 5. Environmental Solutions to Fight Climate Change</b>, including:</p> <ul style="list-style-type: none"> <li>• Policies 5.3 - 5.6 Mitigation of Climate Change</li> <li>• Policy 5.8 Infrastructure Standards</li> <li>• Policy 5.9 Green Infrastructure</li> <li>• Policy 5.12 Natural Asset Management</li> <li>• Policy 5.19 Urban Forest</li> <li>• Policy 5.21 Pollutant Interceptors</li> <li>• Policy 5.25 Green Buildings</li> </ul>

**Strategy 3.3.4c**

Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas along TransLink's Frequent Transit Network.

See **Map 11 - Parks & Open Space** with respect to locations for new plazas or open spaces and greenways which are primarily located within the Langley Regional City Centre.

See policies in policy **section 3. A Safe and Inclusive City Rich with Community Amenities**, including:

- Policies 3.2 - 3.3 Parks & Public Spaces

**Strategy 3.3.4d**

Implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.

See policies in policy **section 5. Environmental Solutions to Fight Climate Change**, including:

- Policies 5.8 - 5.13

See General Environmental Guidelines in chapter **05. Development Permit Areas**

**Strategy 3.4 - Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks**

**Strategy 3.4.4**

Include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards

See **chapter 05. Development Permit Areas** with respect to guidelines for Hazards and Environmentally Sensitive Areas as well as **Map 12. Natural Hazards DPA** and **13. Natural Environmental DPA**

See **Policy 5.7 Flooding Hazards**.

**Strategy 3.4.5**

Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

See policies in policy **section 5. Environmental Solutions to Fight Climate Change**, including:

- Policy 5.7 Flooding Hazards
- Policy 5.8 Infrastructure Standards

See **chapter 06. Implementation** with respect to the List of Plans to Update, including **Hazard Risk and Vulnerability Analysis (HRVA)**.

## RGS GOAL 4: DEVELOP COMPLETE COMMUNITIES

As Langley City continues to grow, each neighbourhood will accommodate new residents, with a greater diversity of uses and densities in strategic locations across the City. The complete community policies are outlined primarily in Policy Section 1. Affordable Living & Diverse Housing for All Generations and Policy Section 3. A Safe and Inclusive City Rich with Community Amenities.

### Strategy 4.1 - Provide diverse and affordable housing choices

#### Strategy 4.1.7a i

Articulate the need for diverse housing options

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations.**

#### Strategy 4.1.7a ii

Increase the supply and diversity of the housing stock through infill development, compact housing forms and density.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**, including:

- Policies 1.1.1 - 1.1.4 Residential Development Options
- Policies 1.4.1 - 1.4.3 Diverse & Balanced Housing

#### Strategy 4.1.7a iii

Create supply of affordable rental housing, in collaboration with federal and provincial governments.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**, including:

- Policies 1.6 - 1.12 Rental and Non-Market Housing
- Policy 1.21 Partner with Non-Profits & Senior Governments

#### Strategy 4.1.7a iv

Encourage affordable housing development through measures such as reduced parking requirements, streamlined approval processes, below market leases of publicly owned property.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.6 Density Bonus
- Policy 1.8 Incentives for Affordable Housing
- Policy 1.10 City-Owned Land

#### Strategy 4.1.8a

Implement Housing Action Plans which assess local housing market conditions by tenure

See **chapter 03. Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.15 Mixed Tenure Redevelopments
- Policy 1.16 Rental Housing
- Policy 1.17 Specific Unit Types

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in **chapter 06. Implementation.**

#### Strategy 4.1.8b

Implement Housing Action Plans which identify housing priorities

See **chapter 03. Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.4 Diverse & Balanced Housing
- Policy 1.16 Rental Housing
- Policy 1.17 Specific Unit Types

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in **chapter 06. Implementation.**

**Strategy 4.1.8c**

Implement Housing Action Plans which identify implementation measures within the jurisdiction

See **chapter 03. Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**.

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in **chapter 06. Implementation**.

**Strategy 4.1.8d**

Implement Housing Action Plans which encourage the supply of new rental housing

See **chapter 03. Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.4 Diverse & Balanced Housing
- Policy 1.8 Incentives for Affordable Housing
- Policy 1.15 Mixed Tenure Redevelopments
- Policy 1.16 Rental Housing
- Policy 1.20 Strata Conversion

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in **chapter 06. Implementation**.

**Strategy 4.1.8e**

Implement Housing Action Plans which identify opportunities to secure additional affordable housing units (working with other levels of government)

See **chapter 03. Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**, including:

- Policies 1.6 - 1.12 Rental and Non-Market Housing
- Policy 1.21 Partner with Non-Profits & Senior Governments

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in **chapter 06. Implementation**.

**Strategy 4.1.8f**

Implement Housing Action Plans which cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation.

See policies in policy **section 1. Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.21 Partner with Non-Profits & Senior Governments

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in **chapter 06. Implementation**.

## Strategy 4.2 - Develop healthy and complete communities with access to a range of services and amenities

**Strategy 4.2.4a**

Support compact, mixed use, transit, cycling and walking oriented communities

See **Map 3 - Land Use** along with **chapter 03. Growth, Land Use & Design** and **policy sections 1. Affordable Living & Diverse Housing for All Generations** and **2. A Highly Connected City Aligned with Rapid Transit**

**Strategy 4.2.4b**

Locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit

See **Map 3 - Land Use**.

See policies in policy **section 3. A Safe & Inclusive City Rich with Community Amenities**, including:

- Policies 3.18 - 3.22 Heritage, Arts, & Culture
- Policies 3.23 - 3.27 City for All
- Policy 3.32 Community Amenities

**Strategy 4.2.4c**

Provide public spaces and other place-making amenities for increased social interaction and community engagement.

See **Map 11 - Parks & Open Space.**

See policies in policy **section 03. A Safe and Inclusive City Rich with Community Amenities**, including:

- Policies 3.18 - 3.22 Heritage, Arts, & Culture
- Policies 3.23 - 3.27 City for All
- Policy 3.32 Community Amenities

**Strategy 4.2.4d**

Support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments

See **Map 11 - Parks & Open Space.**

See policies outlined in policy **section 03. A Safe and Inclusive City Rich with Community Amenities**, including:

- Policies 3.1 - 3.17 Parks & Public Space

**Strategy 4.2.4e**

Support food production and distribution throughout the region

See **Policy 5.19 Food and Agriculture**

**Strategy 4.2.4f**

Assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities

Fraser Health Authority’s Healthy Built Environment office has been a key stakeholder throughout the OCP update process and provided feedback on land use and healthy built communities.

See policies in policy **section 3. A Safe and Inclusive City Rich with Community Amenities**, including:

- Policy 3.23 Community Services
- Policy 3.26 Children, Youth, and Families
- Policy 3.34 Health Care Facilities

See chapter 05. Development Permit Areas, with respect to Downtown and Commercial Form & Character Guidelines that address disruptive impacts, including noise.

**Strategy 4.2.4g**

Support universally accessible community design

See **Policy 3.4 Universal Design.**

**Strategy 4.2.4h**

Identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit

See **Map 3 - Land Use** with respect to the Corner Commercial land use designation.

**Strategy 4.2.4i**

Recognize the Special Employment Areas

See **Policy 4.15 Innovation Boulevard Plan.**

## RGS GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

With a compact and walkable downtown, and new routes for high-frequency transit and cycling, Langley City can transform into a place where people choose and enjoy getting around by walking, rolling, cycling, and public transit. The sustainable transportation policies are primarily outlined in Policy Section 2. A Highly Connected City Aligned with Rapid Transit. Also, Langley City will be updating its Master Transportation Plan following the adoption of this Official Community Plan.

### Strategy 5.1 - Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

#### Strategy 5.1.6a

Identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network

See **Map 3 - Land Use, Map 4 - Core & Shoulder Lands, Map 5 - Active Transportation, and Map 6 - Future Transit Network.**

Both the Transit-Oriented Core & Transit-Oriented Residential designations are intended to support future SkyTrain stations with the highest residential densities and greatest mix of uses. The Ground Oriented designation along 200 and 208 Streets aligns with Translink's future frequent bus routes.

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policy 2.2 Core and Shoulder Areas
- Policy 2.3 Align Land Use and Transportation

#### Strategy 5.1.6b

Support the development and implementation of municipal and regional transportation system and demand management strategies.

See **Map 6 - Future Transit Network.**

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.28 - 2.32 Public Transit

#### Strategy 5.1.6c

Identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policy 2.5 Update Standard Street Designs
- Policy 2.8 Prioritize Investments
- Policies 2.28 - 2.32 Public Transit
- Policies 2.33 - 2.36 Walking, Cycling, and Rolling

### Strategy 5.2 - Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

#### Strategy 5.2.3a

Identify routes on a map for the safe and efficient movement of goods

See **Map 7 - Road Network.**

#### Strategy 5.2.3b

Identify land use and related policies and actions that support optimizing the efficient movement of vehicles

See **Map 7 - Road Network.**

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.18 - 2.22 Vehicles and Parking

#### Strategy 5.2.3c

Support the development of local and regional transportation system management strategies.

See **Map 7 - Road Network.**

See policies in policy **section 2. A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.18 - 2.22 Vehicles and Parking

#### Strategy 5.2.3d

Identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways

The City is a partner in Roberts Bank Rail Corridor Railway Crossing Information System (RCIS)

Langley City's Transportation Master Plan identifies potential future rail overpass locations.



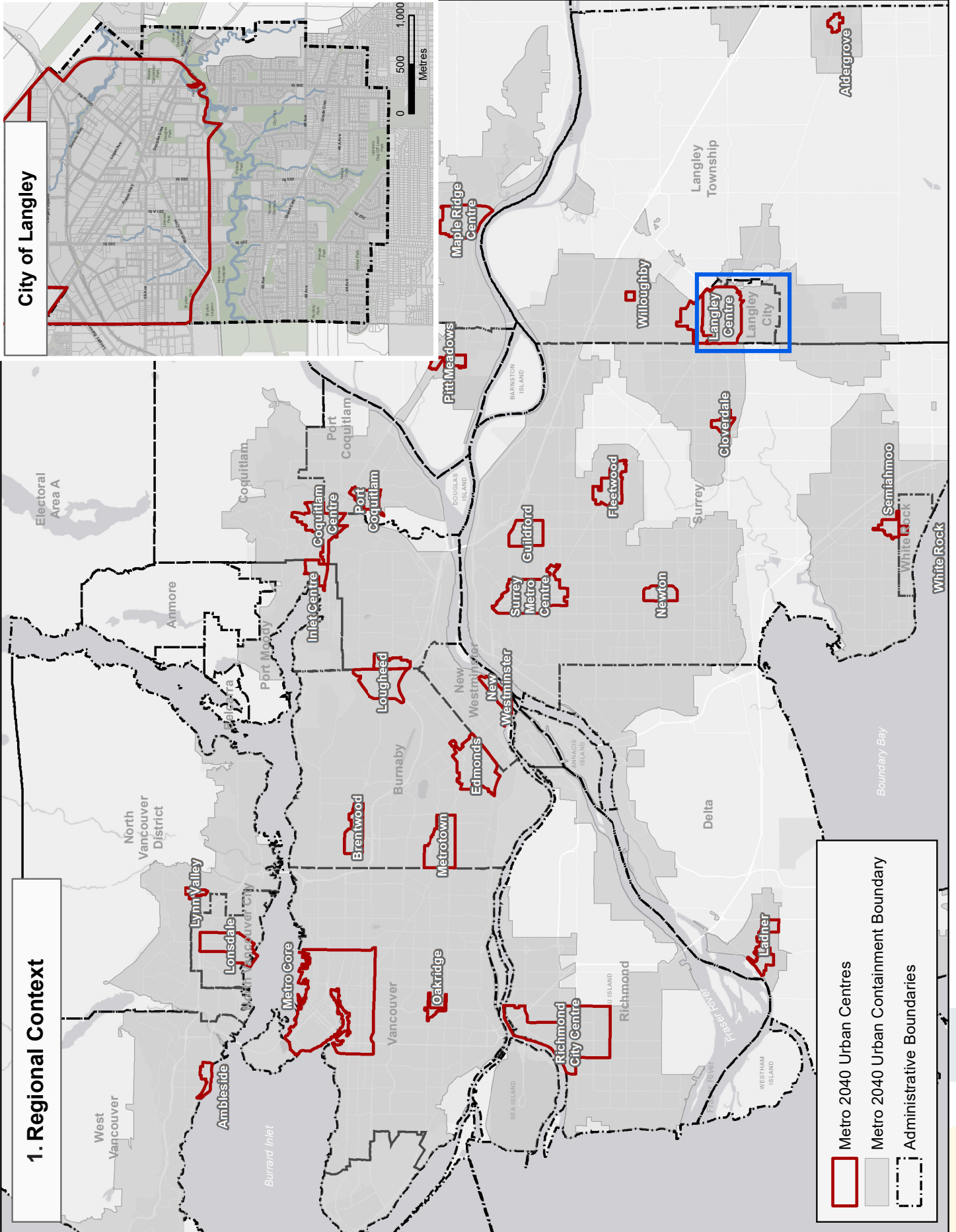
# 08

## 08. MAPS



## LIST OF MAPS

1. Regional Context
2. Regional Land Use Designations
3. Land Use Plan
4. Core & Shoulder - Transit-Oriented Development
5. Active Transportation
6. Future Transit Network
7. Road Network
8. Water Distribution System
9. Sanitary Sewer System
10. Storm Drainage System
11. Parks & Open Space
12. Natural Hazard Development Permit Area
13. Natural Environment Development Permit Area
14. Nicomekl River District Neighbourhood Plan Area
15. District Areas
16. Airport Zoning
17. Flood Elevation Bylaw











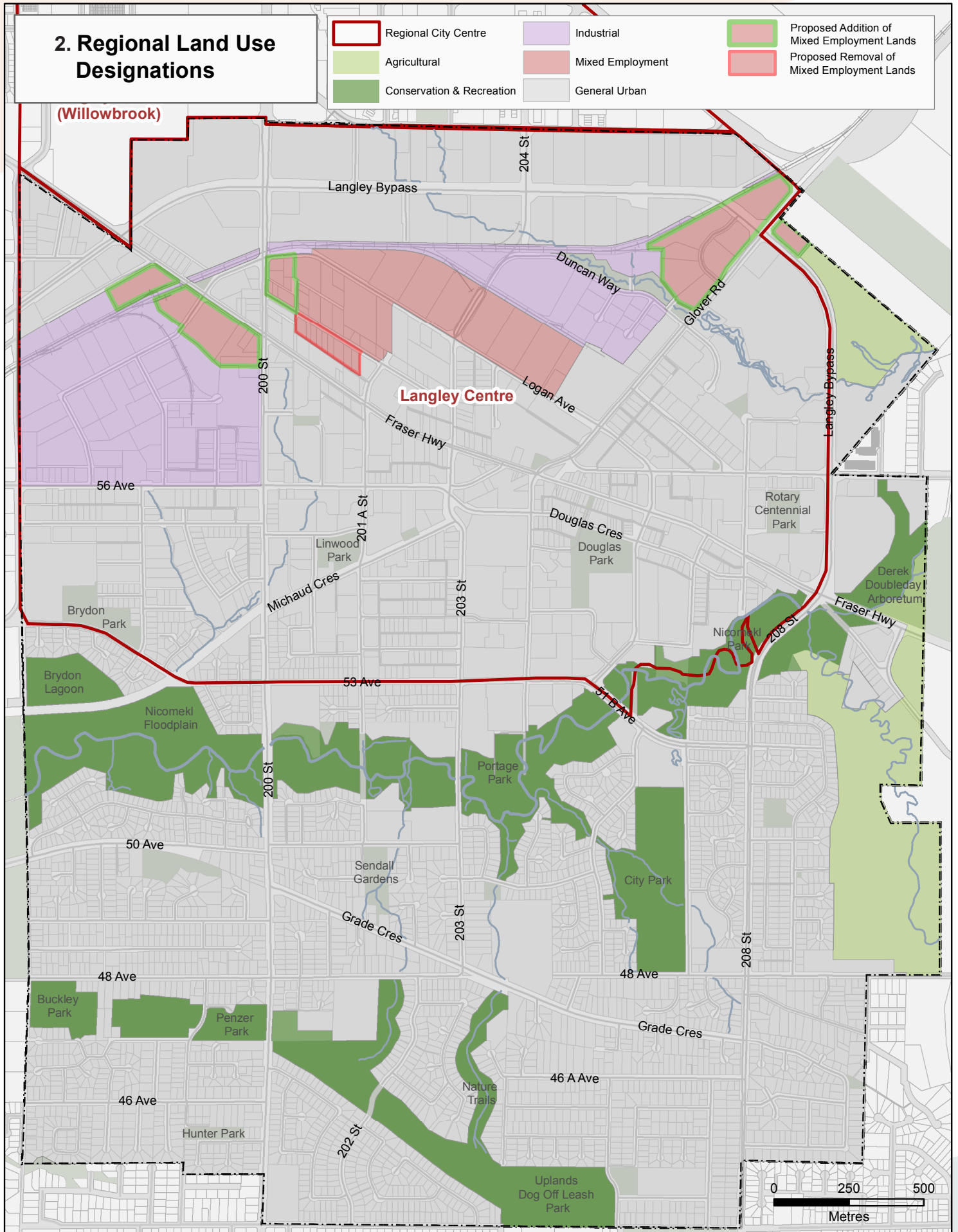
# 1. Regional Context

# City of Langley

- Metro 2040 Urban Centres
- Metro 2040 Urban Containment Boundary
- Administrative Boundaries

## 2. Regional Land Use Designations

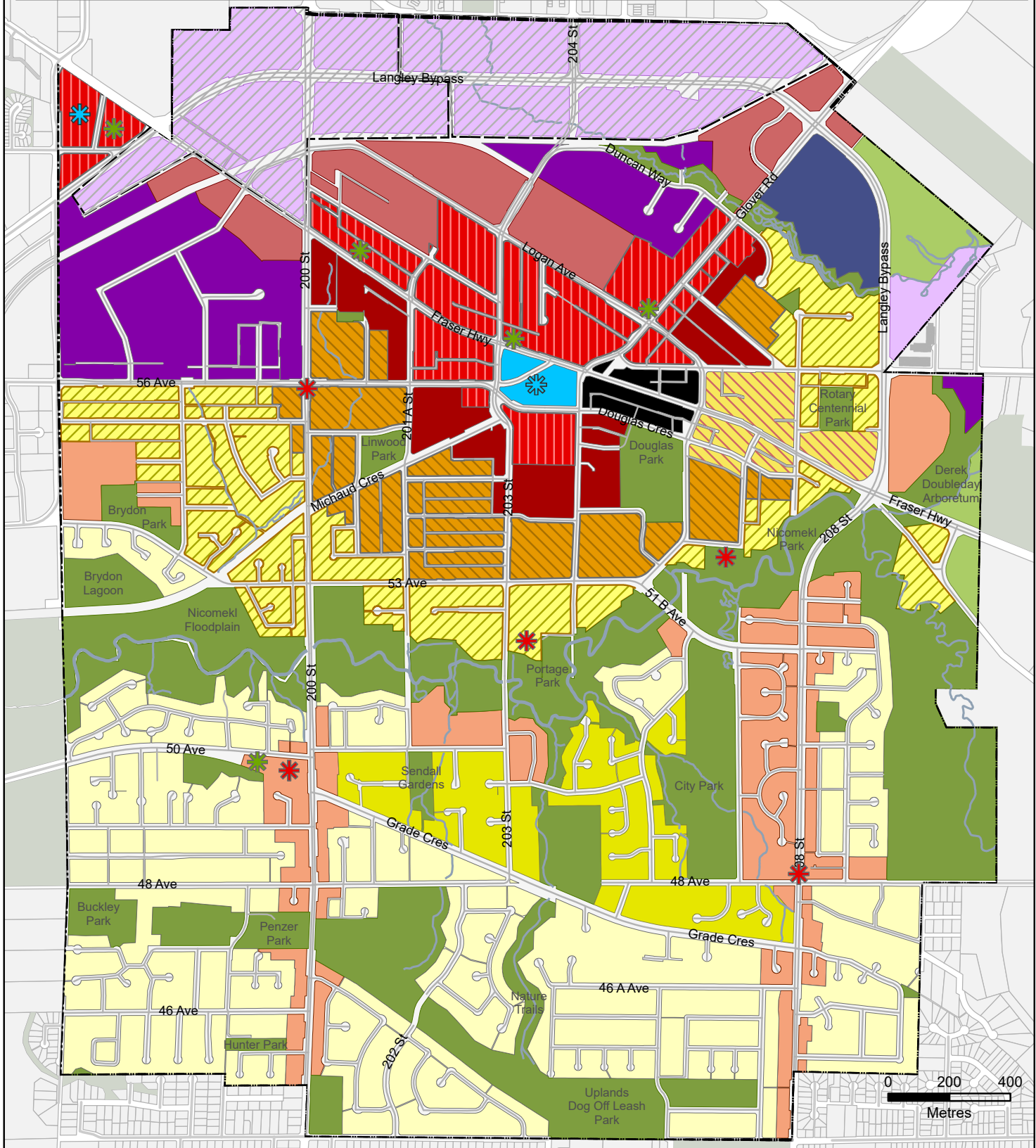
- |   |   |   |
|---|---|---|
|  Regional City Centre      |  Industrial       |  Proposed Addition of Mixed Employment Lands |
|  Agricultural              |  Mixed Employment |  Proposed Removal of Mixed Employment Lands  |
|  Conservation & Recreation |  General Urban    |   |







### 3. Land Use

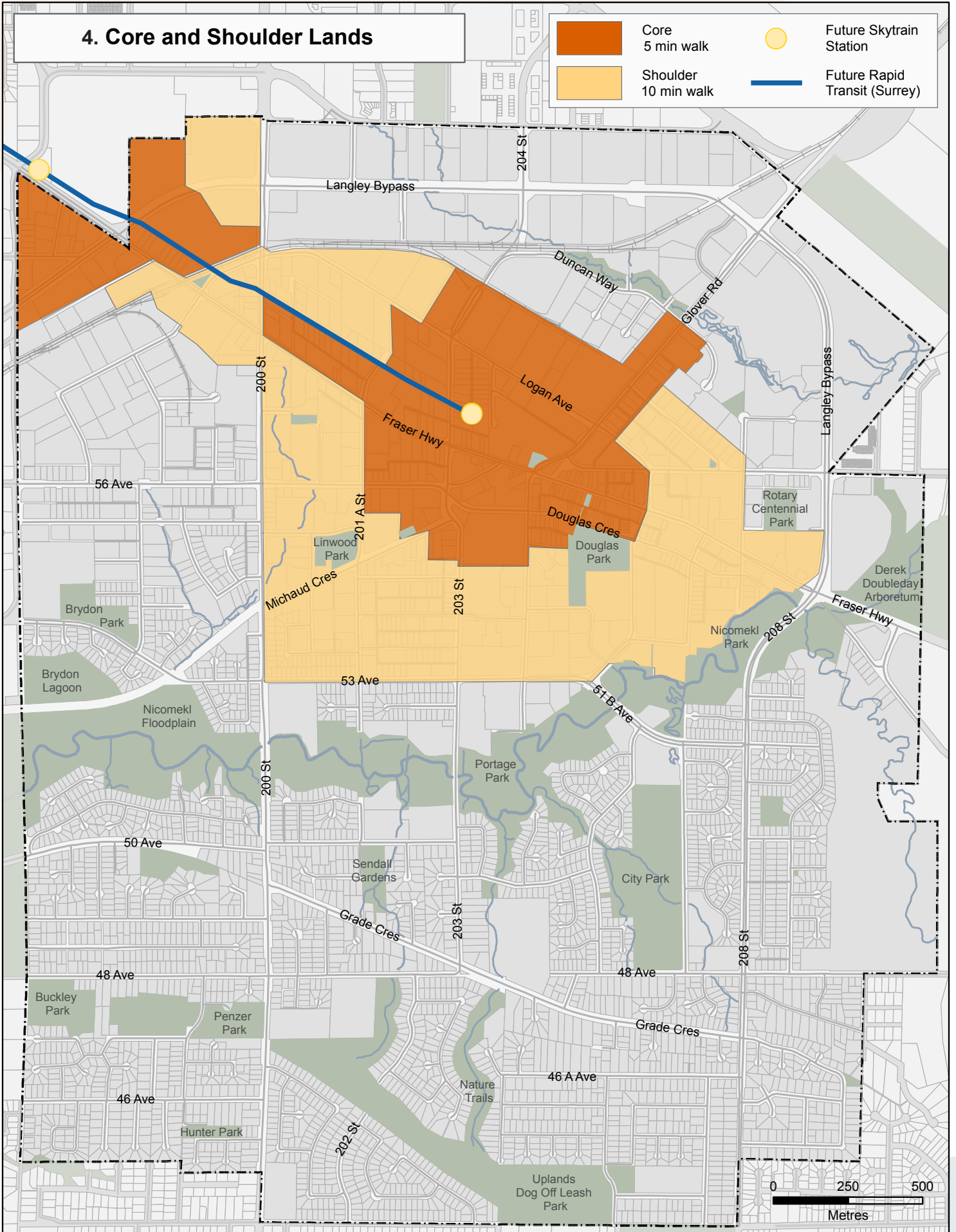
- \* Corner Commercial
- \* New Civic Facility
- \* New Park / Open Space

	Agriculture		Historic Downtown Core		Low Rise Residential		Parks and Open Space		Suburban		University District
	Civic Centre		Industrial		Mid Rise Residential		Potential Study Area		Transit-Oriented Core		Urban Residential
	Ground Oriented		Low Rise Mixed Use		Mixed Employment		Service Commercial		Transit-Oriented Residential		



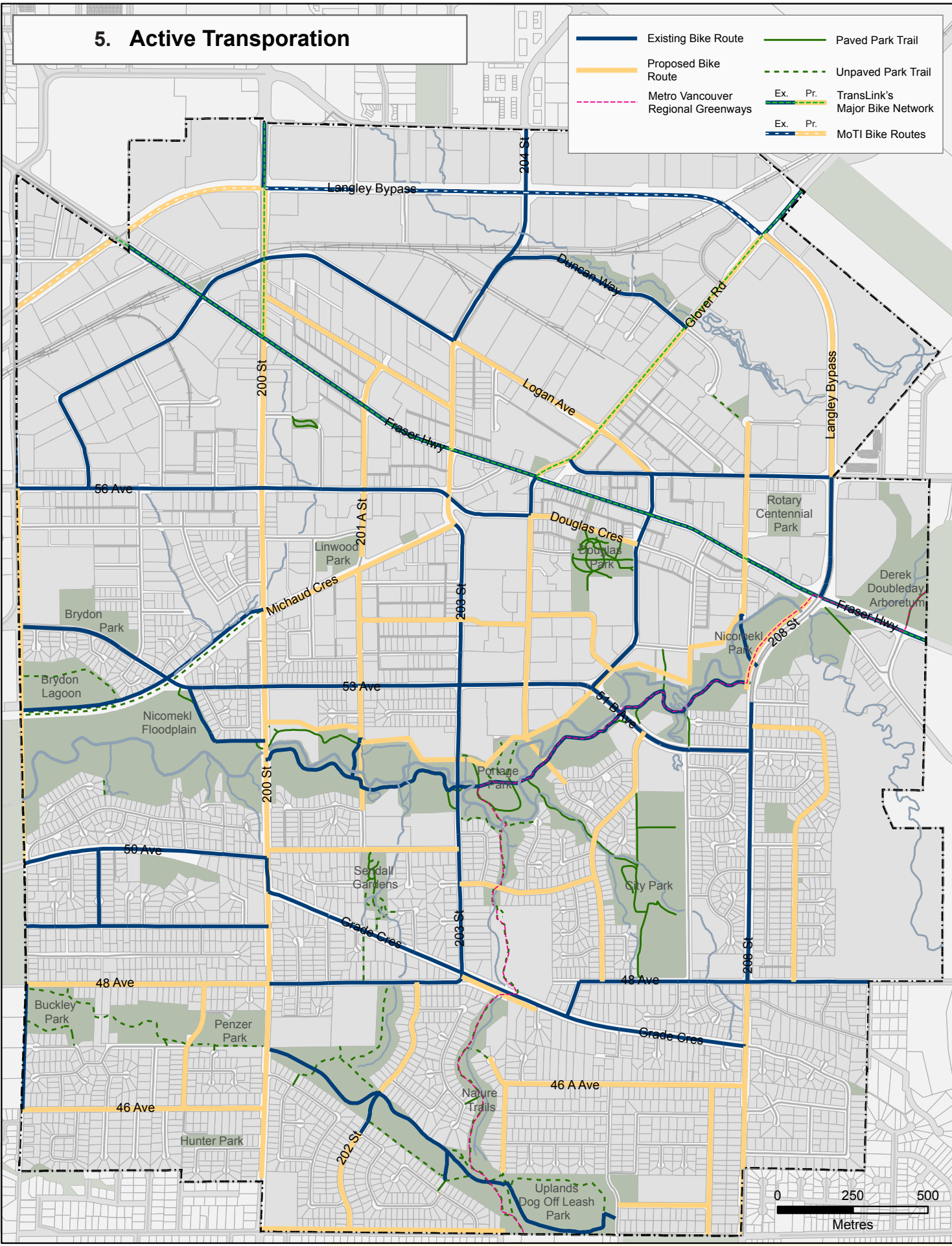
# 4. Core and Shoulder Lands

	Core 5 min walk		Future Skytrain Station
	Shoulder 10 min walk		Future Rapid Transit (Surrey)











# 5. Active Transportation

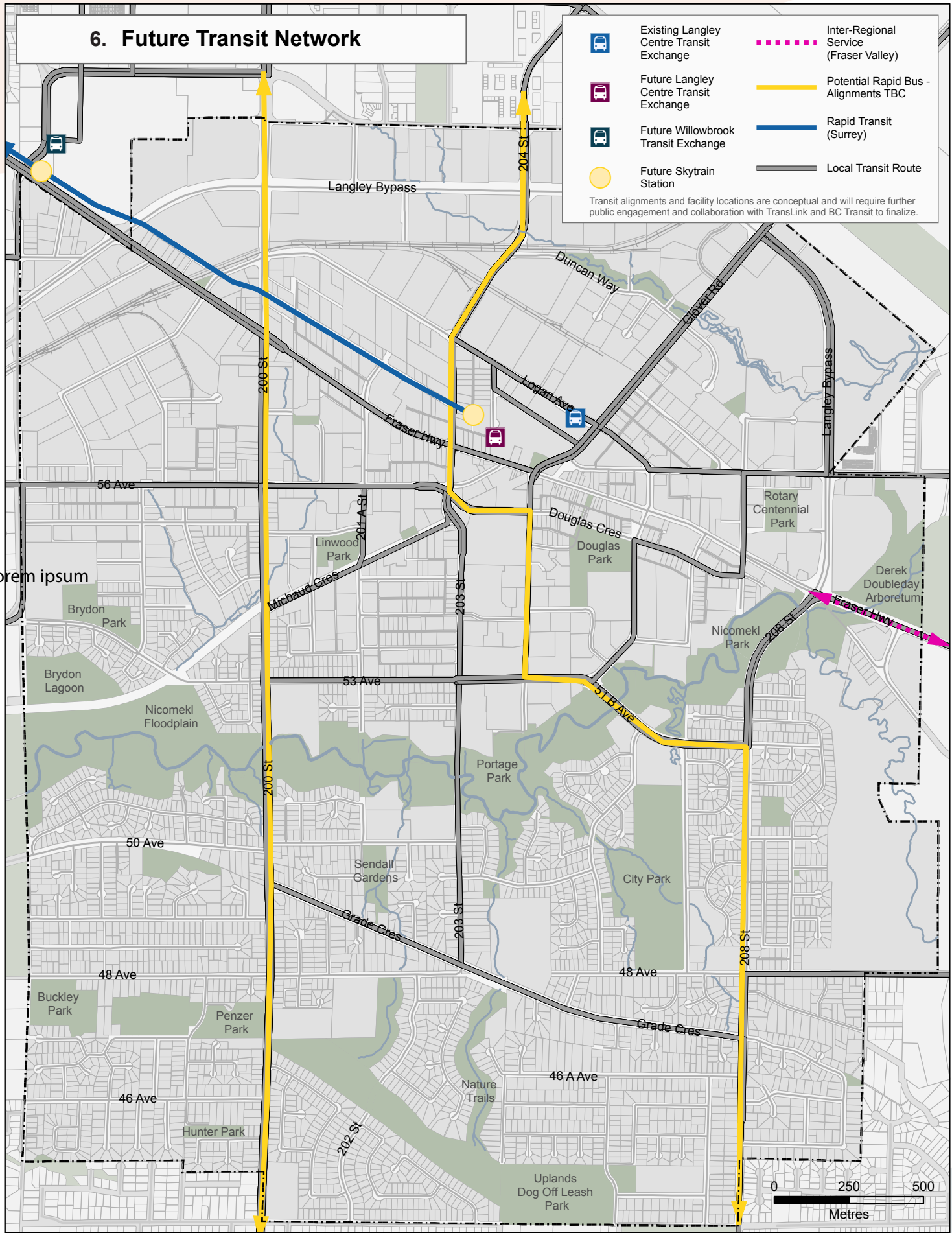
- Existing Bike Route
- Proposed Bike Route
- - - Metro Vancouver Regional Greenways
- Paved Park Trail
- - - Unpaved Park Trail
- Ex. - - - Pr. TransLink's Major Bike Network
- Ex. - - - Pr. MoTI Bike Routes



# 6. Future Transit Network

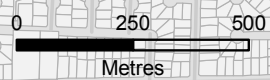
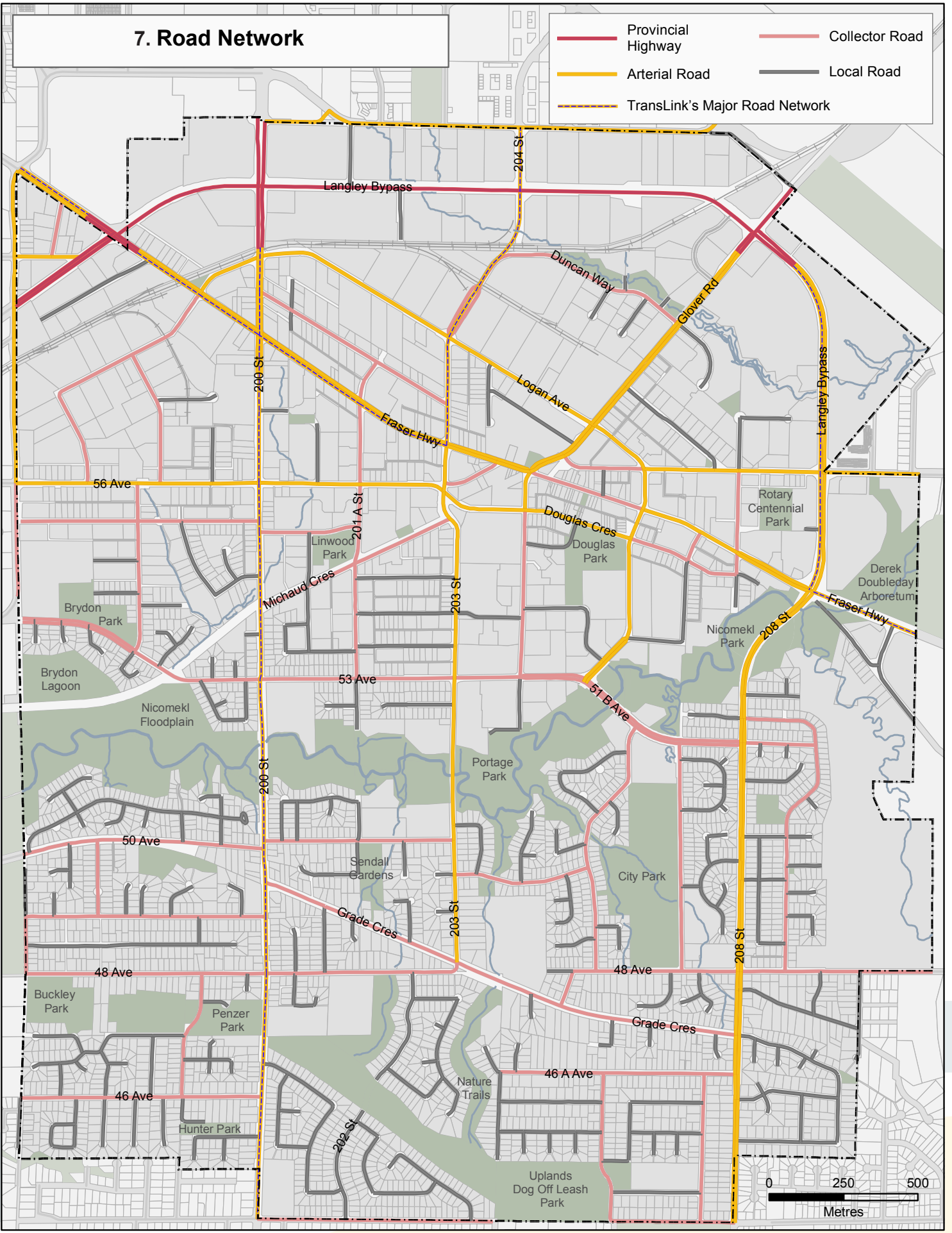
	Existing Langley Centre Transit Exchange		Inter-Regional Service (Fraser Valley)
	Future Langley Centre Transit Exchange		Potential Rapid Bus - Alignments TBC
	Future Willowbrook Transit Exchange		Rapid Transit (Surrey)
	Future Skytrain Station		Local Transit Route

Transit alignments and facility locations are conceptual and will require further public engagement and collaboration with TransLink and BC Transit to finalize.



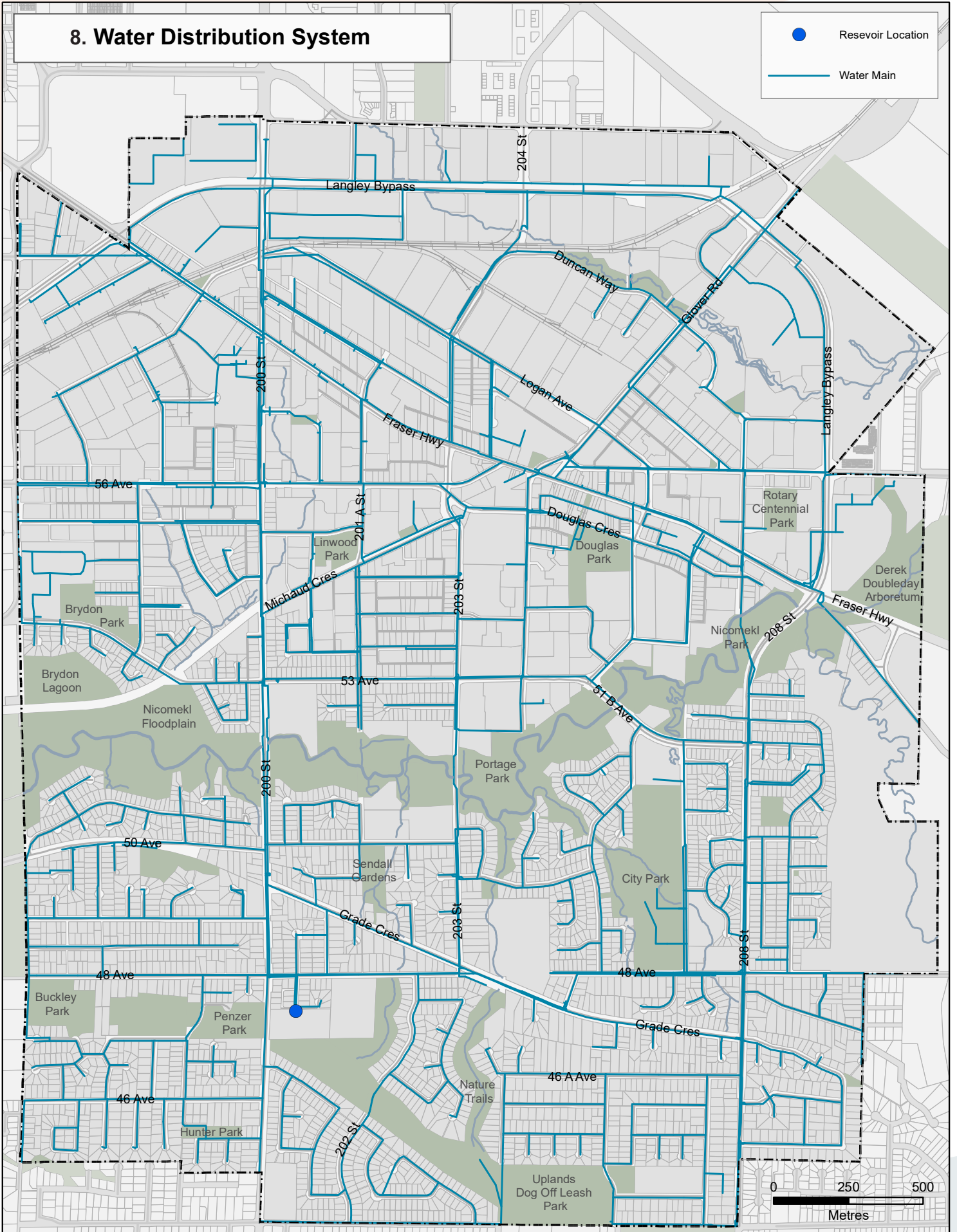
# 7. Road Network

- Provincial Highway
- Arterial Road
- - - TransLink's Major Road Network
- Collector Road
- Local Road



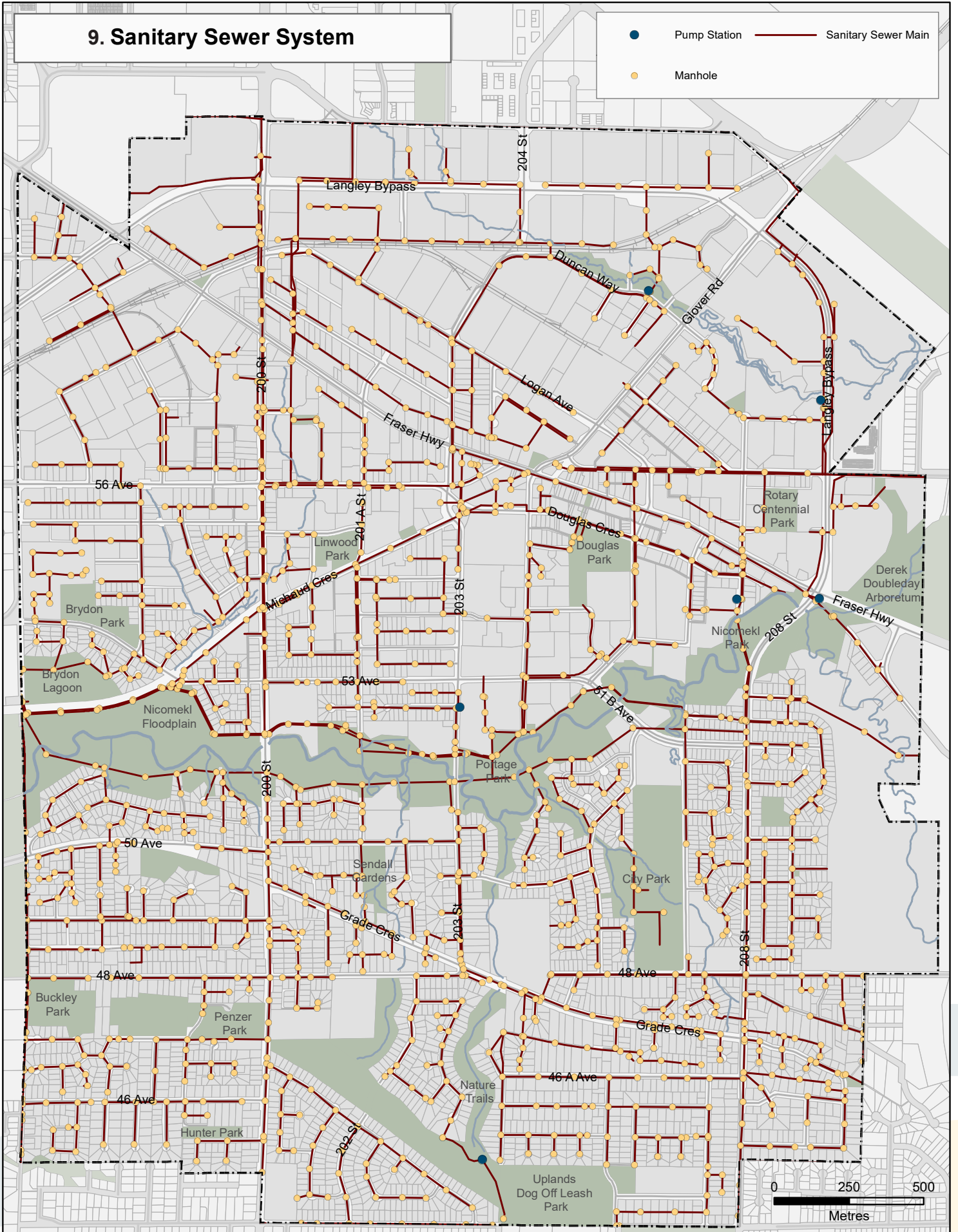
# 8. Water Distribution System

● Reservoir Location  
— Water Main



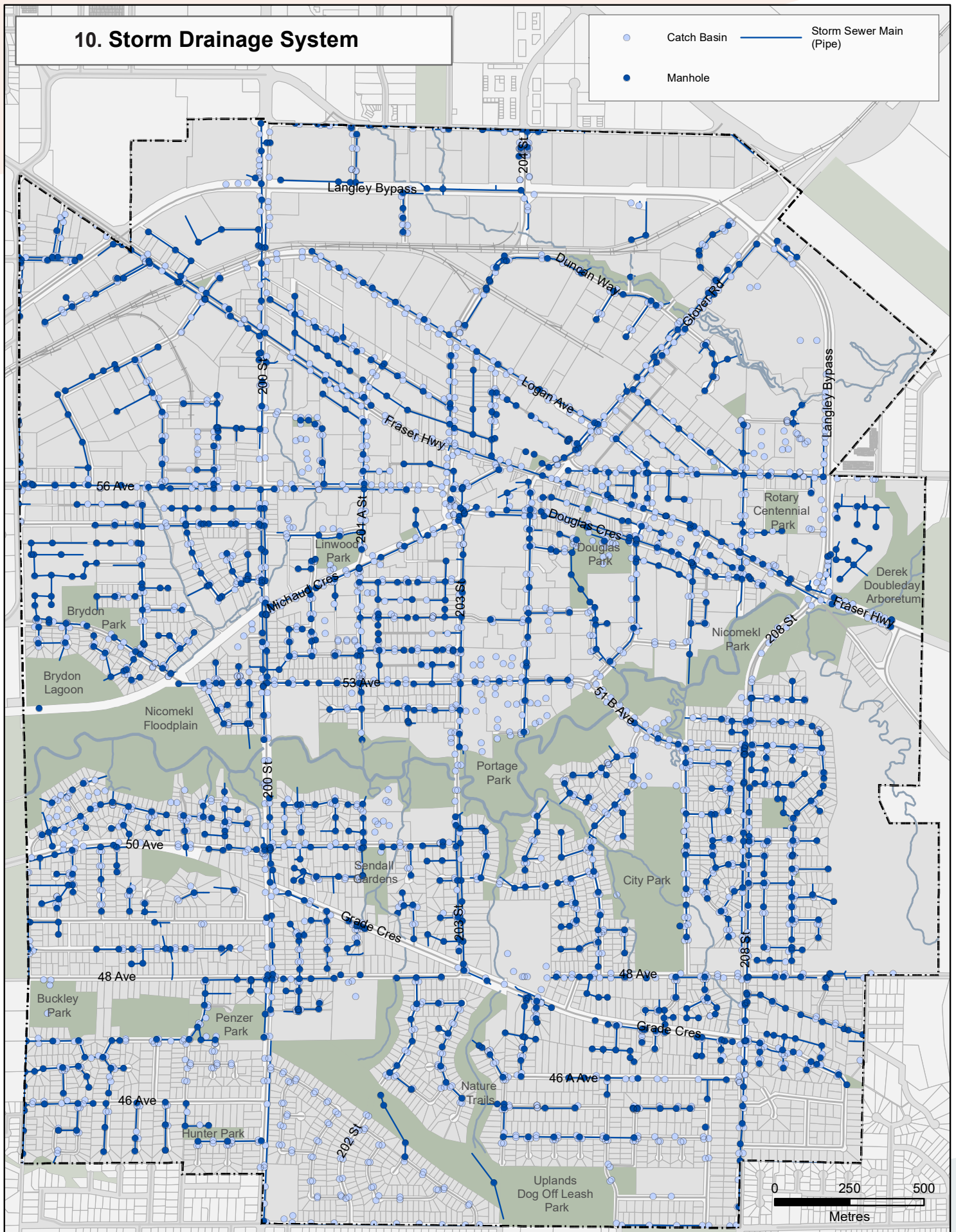
# 9. Sanitary Sewer System

-  Pump Station
-  Sanitary Sewer Main
-  Manhole








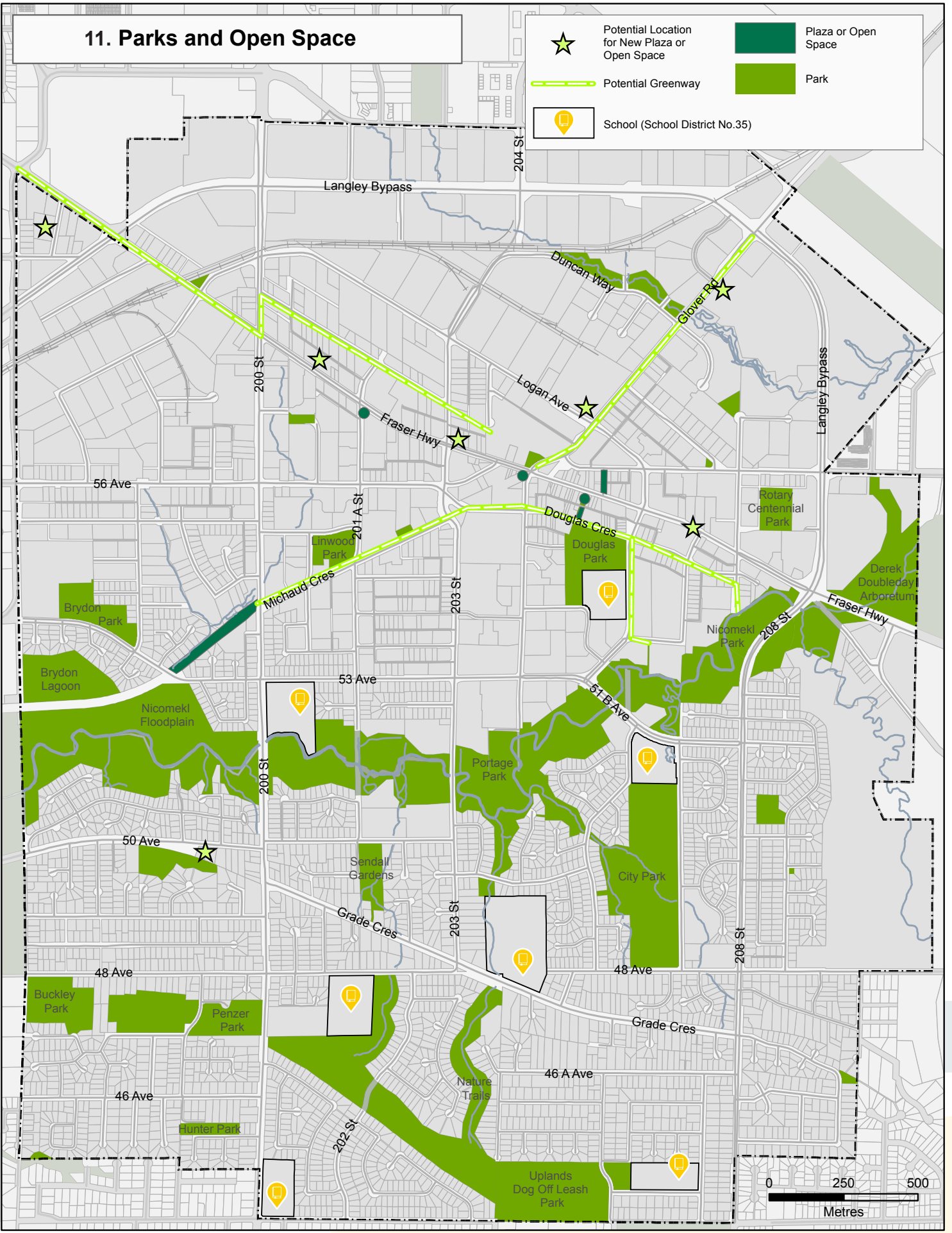
# 10. Storm Drainage System

- Catch Basin
- Manhole
- Storm Sewer Main (Pipe)






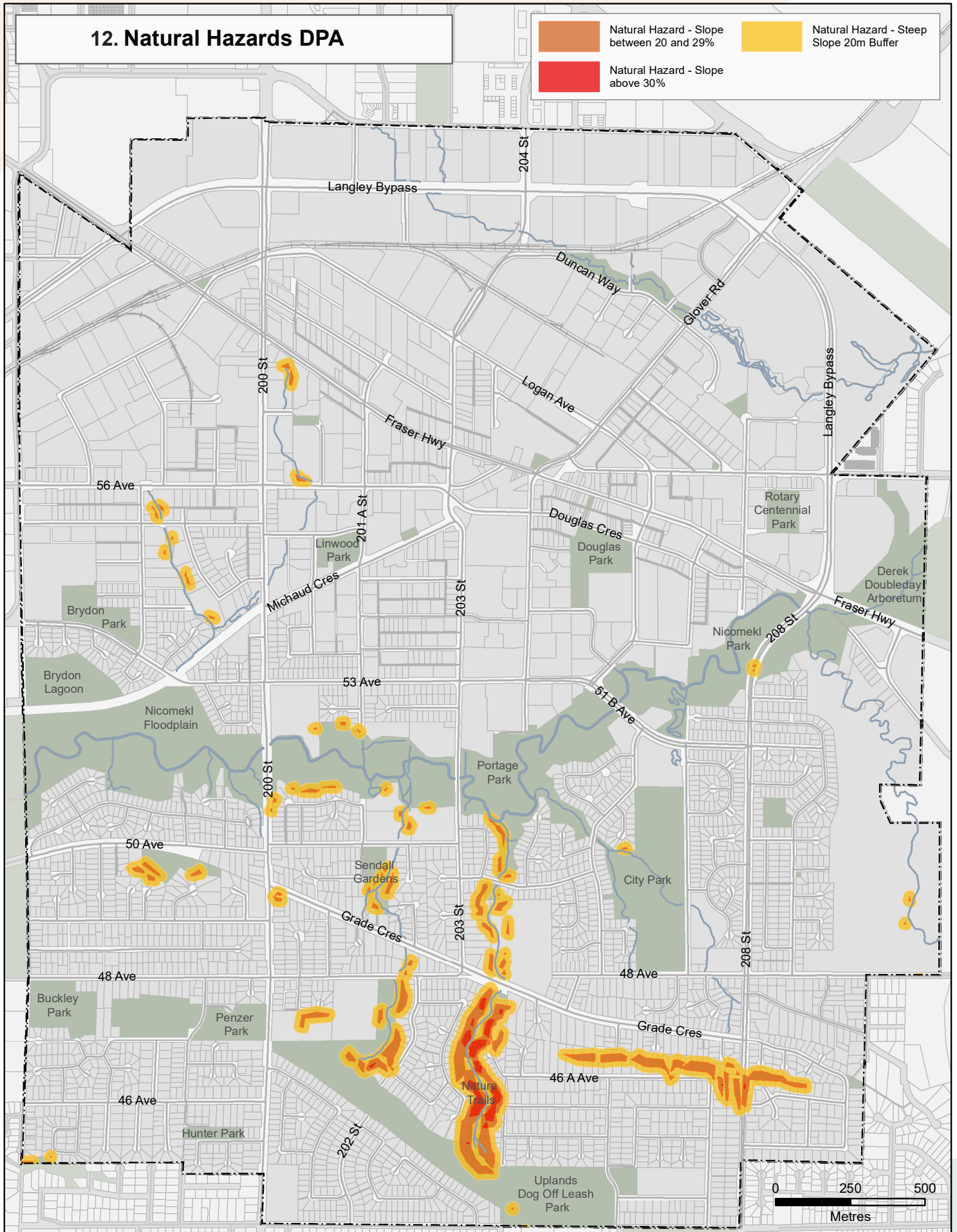
# 11. Parks and Open Space

	Potential Location for New Plaza or Open Space		Plaza or Open Space
	Potential Greenway		Park
	School (School District No.35)		



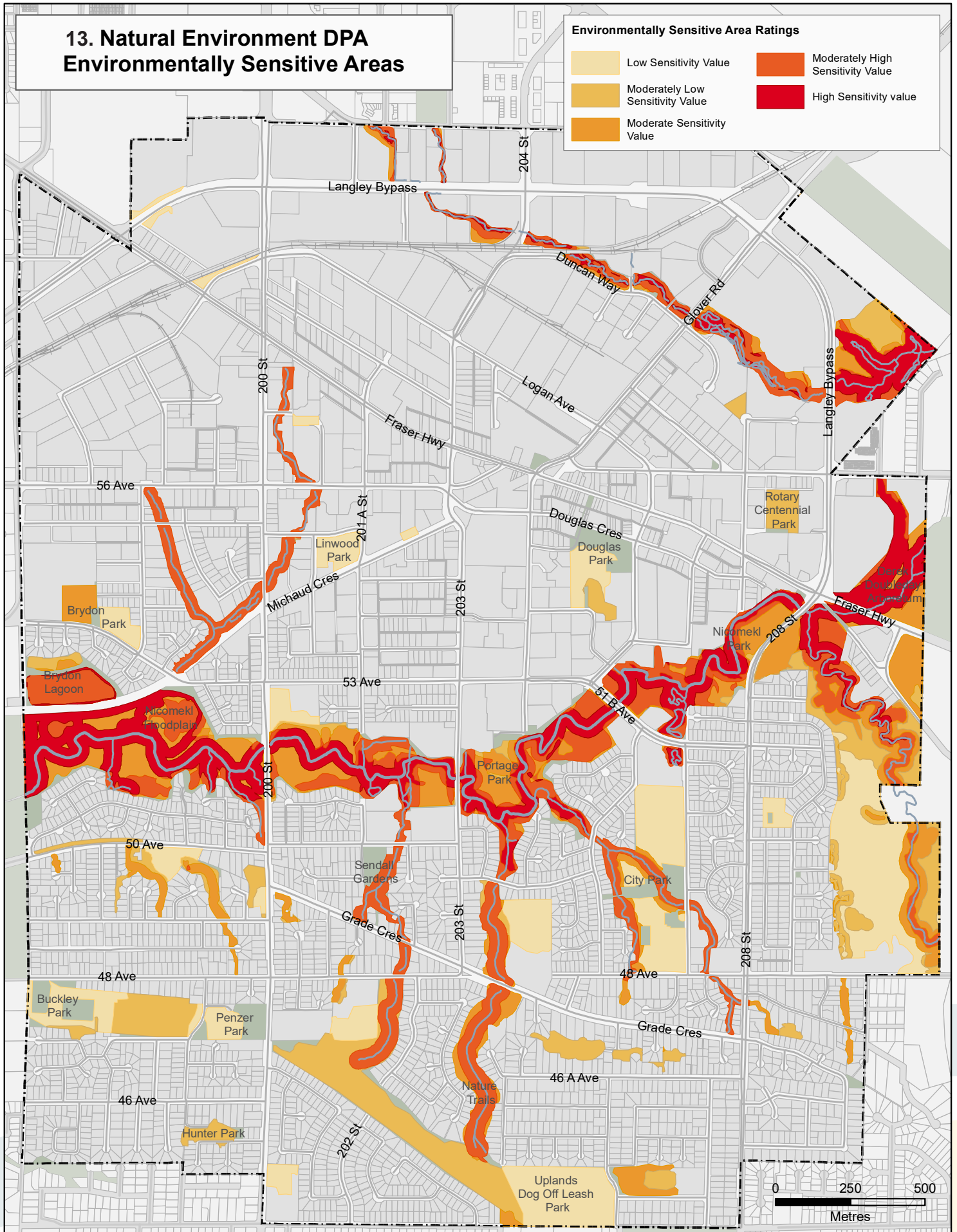
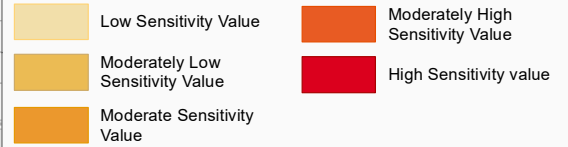
# 12. Natural Hazards DPA

	Natural Hazard - Slope between 20 and 29%		Natural Hazard - Steep Slope 20m Buffer
	Natural Hazard - Slope above 30%		

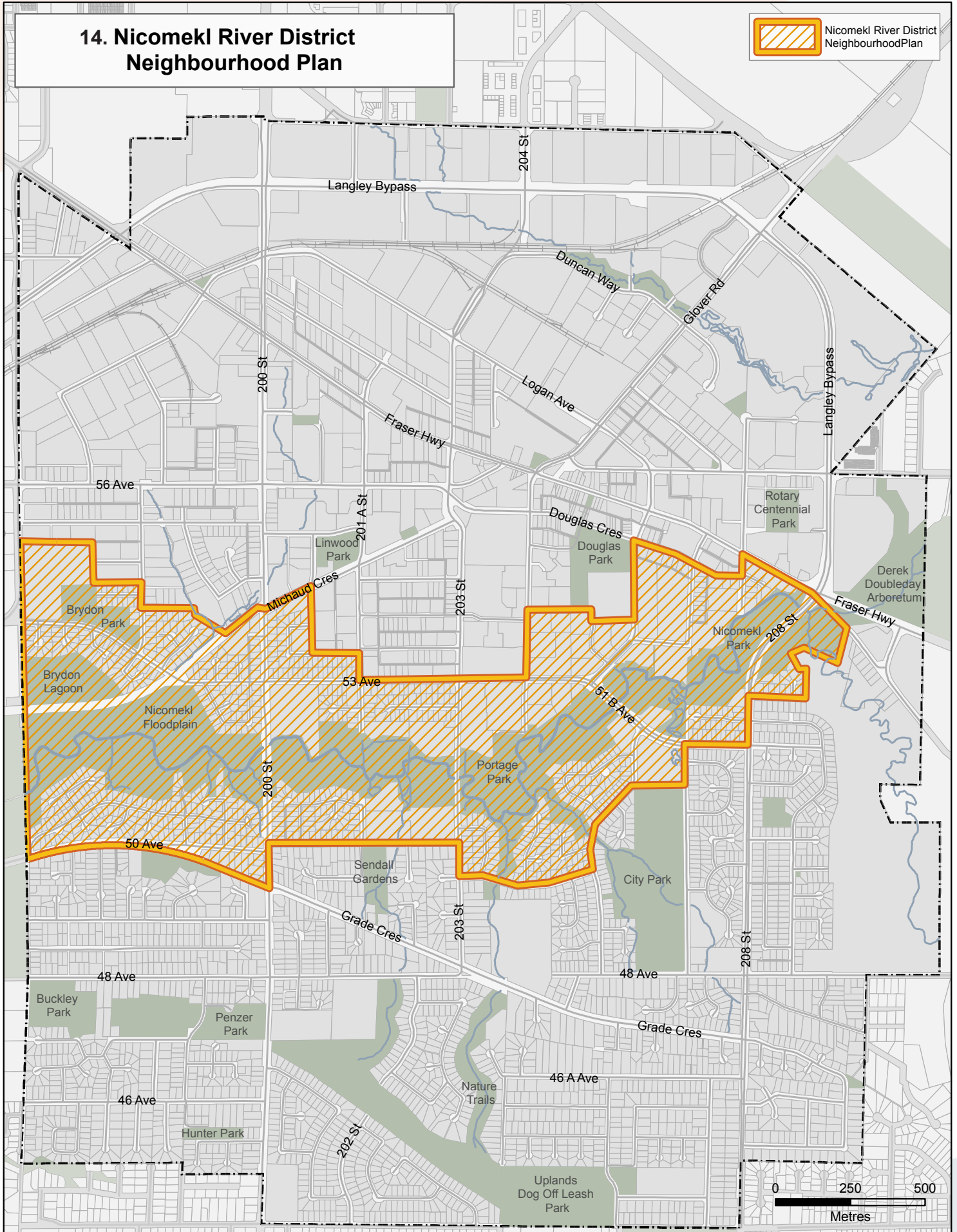
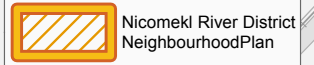


# 13. Natural Environment DPA Environmentally Sensitive Areas










## Environmentally Sensitive Area Ratings

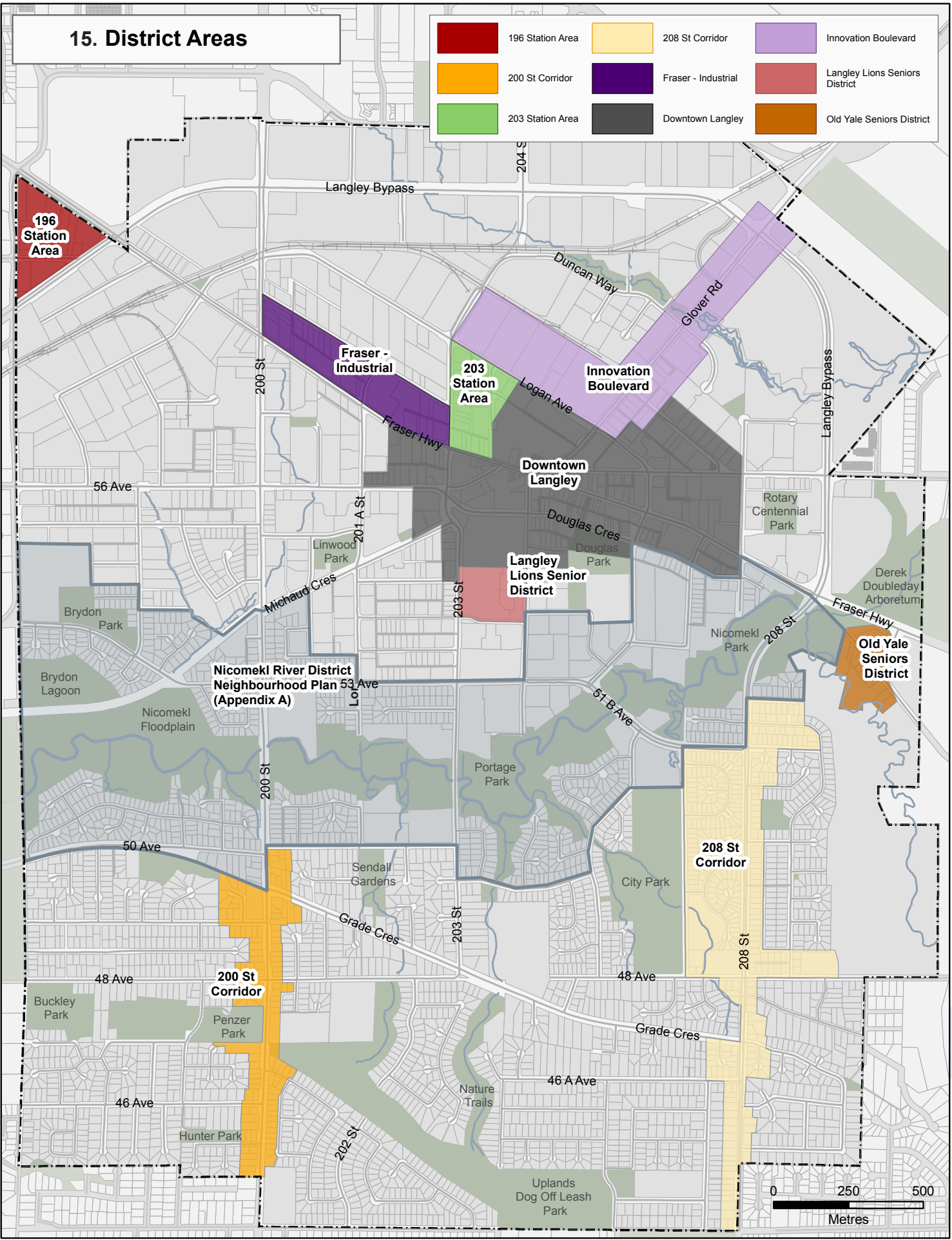


# 14. Nicomekl River District Neighbourhood Plan



# 15. District Areas

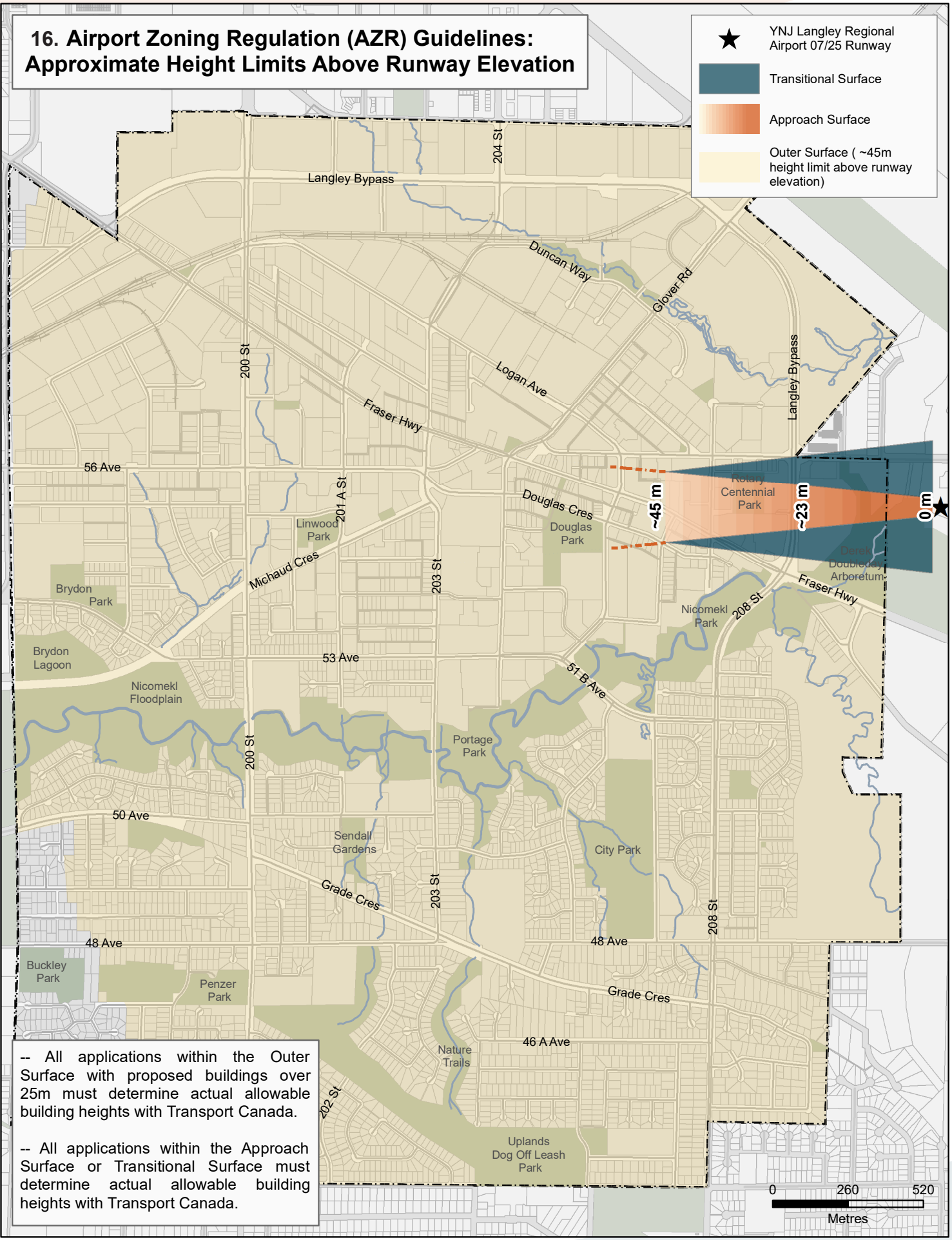
	196 Station Area		208 St Corridor		Innovation Boulevard
	200 St Corridor		Fraser - Industrial		Langley Lions Seniors District
	203 Station Area		Downtown Langley		Old Yale Seniors District



# 16. Airport Zoning Regulation (AZR) Guidelines: Approximate Height Limits Above Runway Elevation

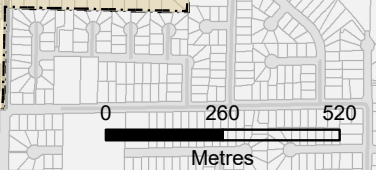
★ YNJ Langley Regional Airport 07/25 Runway

- Transitional Surface
- Approach Surface
- Outer Surface (~45m height limit above runway elevation)



-- All applications within the Outer Surface with proposed buildings over 25m must determine actual allowable building heights with Transport Canada.

-- All applications within the Approach Surface or Transitional Surface must determine actual allowable building heights with Transport Canada.



# 17. Flood Construction Level

 Application Zone for Flood Construction Level

 200-Year Flood Extent

