



## **PHASE 2 ENGAGEMENT SUMMARY**

City of Langley  
Zoning Bylaw Update & OCP Update  
Survey & Open House

September 23, 2025

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## Introduction

On November 22, 2021, following extensive public and stakeholder consultation, Langley City Council adopted a new Official Community Plan (OCP). The updated OCP provides a vision for a growing community, including policies that shape future growth and relate to Langley City's housing, transportation, culture, economy, and climate.

Making the OCP vision a reality requires updates to the City's Zoning Bylaw, to ensure it reflects OCP policy, best practices, Provincial housing legislation and the needs and expectations of current and future Langley City residents. As a legal document, the Zoning Bylaw regulates how land, buildings, and other structures are used, and includes rules for the design of buildings (e.g. height, setbacks, lot coverage, etc.), parking provision, amenity spaces, and more.

Between November 2023 and March 2024 an initial 'Phase 1' round of public engagement was held, to seek public input on broad Zoning Bylaw updates (and related OCP updates, which are required to ensure the Zoning Bylaw and OCP are consistent with each other). This has now been followed by a 'Phase 2' round of public engagement, to seek public input on proposed updates to the Zoning Bylaw and OCP that integrate and reflect:

- **Phase 1 Engagement Recommendations** – the proposed updates are based on community feedback from the Phase 1 round of engagement and relate to the following topics: residential zones, carriage homes, child care, parking, indoor/outdoor amenity spaces, funding community amenities, and more. See [Phase 1 Engagement Summary](#) for background and recommendations.
- **Small Scale Multi Unit Housing (SSMUH) and Transit Oriented Areas (TOA) Updates** – newly proposed regulations that follow new Provincial housing legislation.

**This report summarizes the findings from a public open house held on June 25<sup>th</sup>, 2025, and an online survey held between June 25<sup>th</sup> – August 4<sup>th</sup>, 2025. Recommendations for each proposed update, based on feedback received, are listed on pp. 61-64 of this report.** Public insights gathered from these Phase 2 engagement activities will help refine and finalize the updated Zoning Bylaw. Through these collaborative efforts, the aim is to ensure that the finalized, updated Zoning Bylaw effectively mirrors the aspirations and needs of Langley City residents, implements Provincial housing legislation and aligns with the vision of the OCP.

The Phase 2 open house and survey were structured to achieve two key objectives. First, they sought to determine if the proposed zoning bylaw changes – which respond to input from Phase 1- reflect and align with community priorities and perspectives. Second, they provided an opportunity to gather more specific feedback on new additional topics, including sloped roofs for single detached/plex homes, secondary suite residency requirements, and RV regulations.

## What We Did

### Online Survey

A survey was conducted from June 25<sup>th</sup> – August 4<sup>th</sup>, 2025 to gather input from residents that will help inform and refine the draft Zoning Bylaw. In total, 87 responses were collected.

### Open House

An open house was held on June 25<sup>th</sup>, 2025 from 4-7pm at City Hall to gather input from residents and inform them on new provincial legislation related to Small-Scale Multi-Unit Housing (SSMUH) and Transit Oriented Areas (TOA) legislation. In total, 44 residents attended the event.

### Social Media

This section highlights the promotional activities conducted on social media for the Langley City Zoning Bylaw and OCP open house event and on-line survey. Below are the key findings:

#### **Facebook:**

Three Facebook posts were shared before the open house, starting from June 6<sup>th</sup>, 2025. Four Facebook ads were run during the survey campaign. In total, the Facebook posts achieved 52,487 views, 1,159 link clicks and 22 shares. Peak volume was achieved on the June 26<sup>th</sup> post, which saw 33,990 views, 981 link clicks and 9 shares.

#### **Instagram**

One post was shared on Instagram before the open house, on June 19<sup>th</sup>, 2025 and another after the open house on June 26<sup>th</sup>, 2025. Total Instagram engagement metrics included 2,644 views and 4 shares.

### Website, City eNewsletter and Newspaper Advertisements

This section highlights the promotional activities conducted on the Langley City website, eNewsletter and newspaper advertisements for the Langley City Zoning Bylaw and OCP open house event and on-line survey.

**Langley City Website:**

The Langley City website played a crucial role in promoting the Zoning Bylaw Survey. A web slider, displayed from June 6<sup>th</sup> to August 4<sup>th</sup>, attracted users on the homepage. The web slider was linked to a comprehensive project page with detailed information about the Zoning Bylaw and OCP Open House, survey and background information. The open house event on June 25<sup>th</sup> was featured on the website and linked back to the Zoning Bylaw project page.

**Langley City Connects eNewsletter**

On June 26<sup>th</sup>, the Langley City Connect eNewsletter circulated to 3525 subscribed users. At the top portion of the eNewsletter sat the advertisement for the Zoning Bylaw Update Open House. This mode of marketing garnered 188 total clicks with a total click rate of 4.6%.

**Newspaper Advertisements**

The survey advertisement was circulated through the community through the physical and digital Langley Times newspaper on July 2<sup>nd</sup>, 9<sup>th</sup>, 16<sup>th</sup>, and 23<sup>rd</sup>. The advertisement contained key details such as date, time, location, a brief synopsis, as well as a QR code for users to scan to find more information on the main Zoning Bylaw Update Project Page.

## Engagement Analysis Methodology

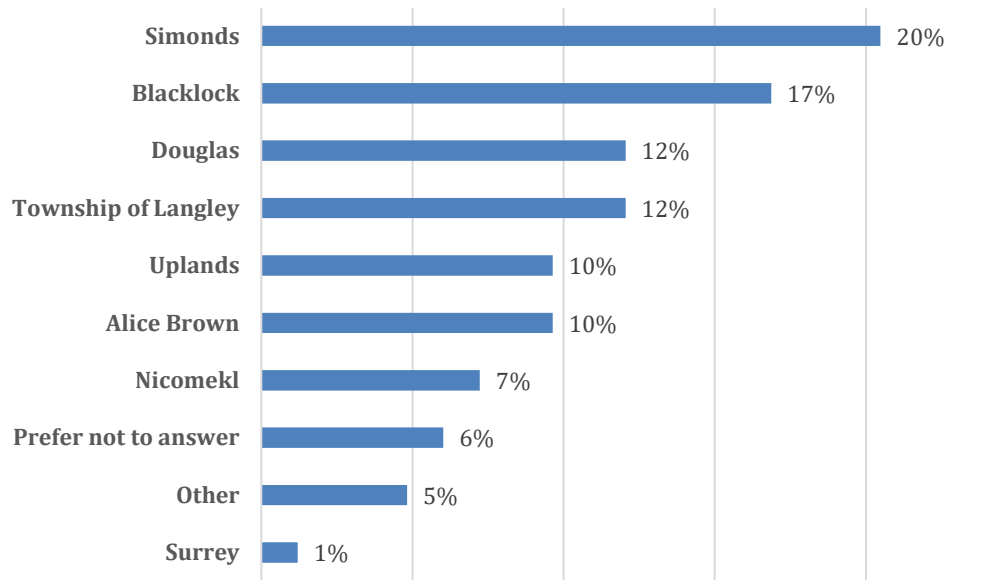
**Calculating Levels of Support and Concern (listed in Recommendations on pages 61-64)**

To calculate *supportive feedback* for topic areas with a multiple-choice aspect in the survey, the 'strong support' and 'moderate support' multiple-choice responses were consolidated with the open house 'explicitly supportive' responses. Similarly, to calculate *concerned feedback* for topic areas with a multiple-choice aspect in the survey, 'strong opposition' and 'moderate opposition' multiple-choice responses were consolidated with 'explicitly opposed' open house responses. However, for topics without a multiple-choice aspect in the survey, both survey and open house written responses that were 'explicitly supportive' were consolidated, with the same process being conducted from 'explicitly opposed' responses. Finally, if a comment was neither explicitly supporting nor explicitly opposing the topic area, it was not coded to either category and are otherwise known as neutral responses.

## Who We Heard From

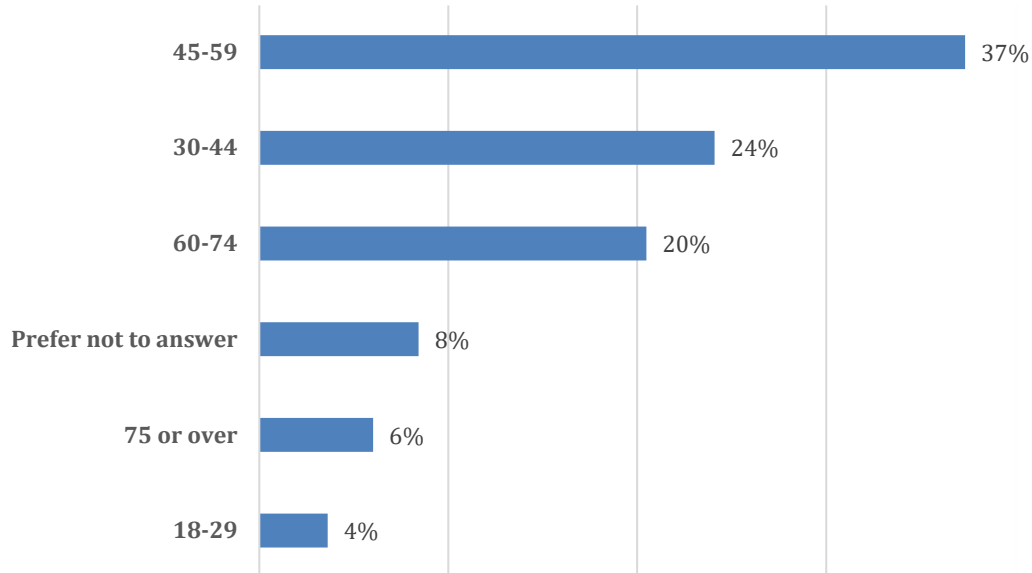
### Online Survey

***Where do you currently reside? (n= 83 respondents)***



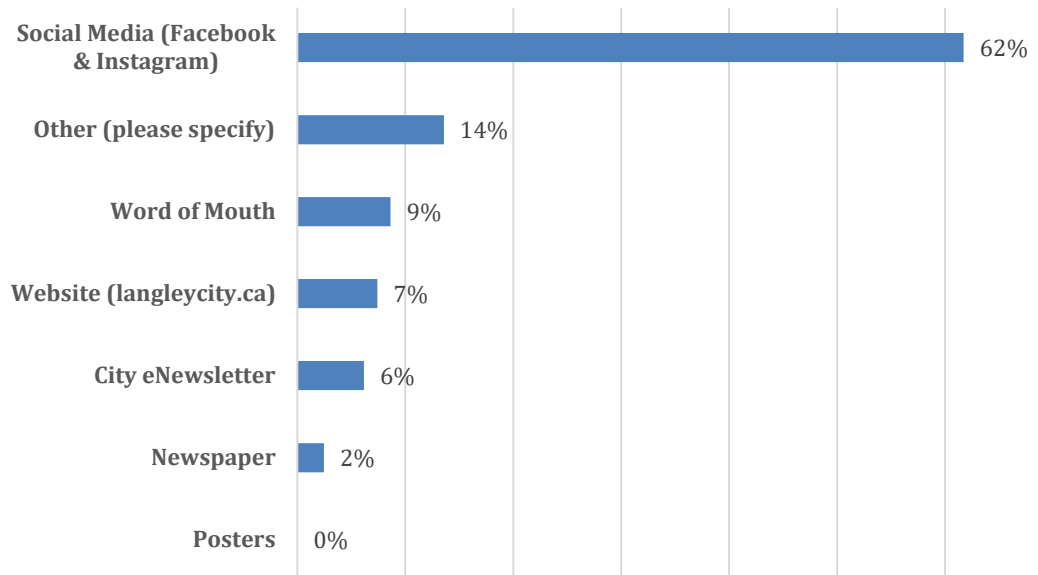
Within the 'Other' category, responses were received from Township of Langley (including Walnut Grove) and West Langley.

***Which is your age bracket? (n=83 respondents)***



The three largest age groups represented in the survey were those aged 45-59, 30-44 and 60-74. Respondents between the ages of 18 and 29 were the least represented in the survey results.

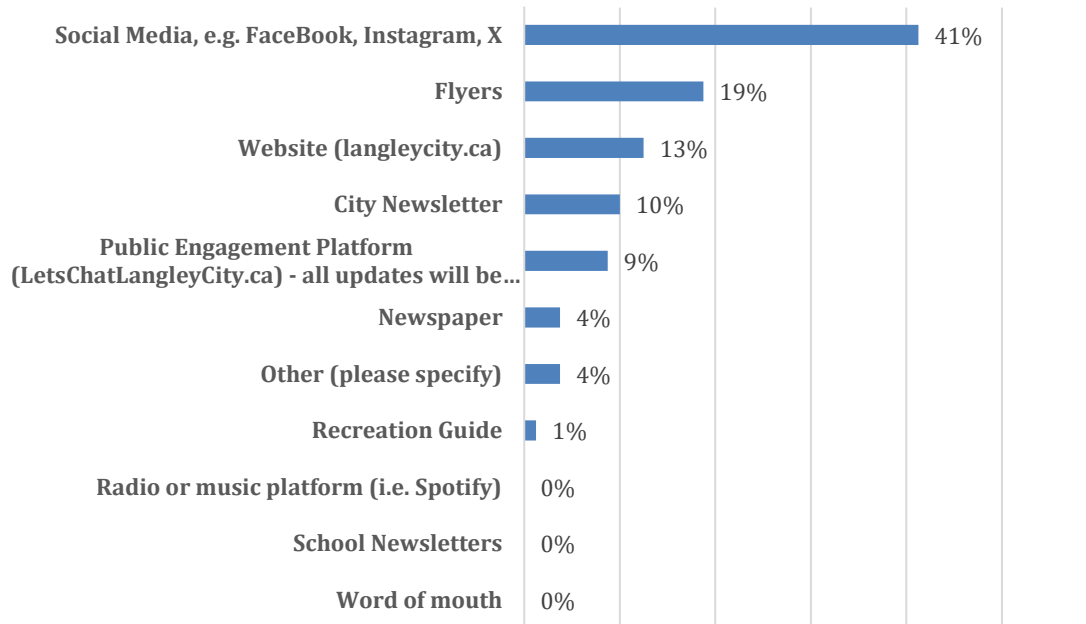
***How did you hear about this survey? (n=81 respondents)***



The majority of respondents (62%) heard about the survey via social media posts (Facebook & Instagram). Another 14% received the information through other sources, primarily via email, 9% heard about the survey through word of mouth, 7% were informed through the website, 6% through the City eNewsletter, and 2% read about it in the City newspaper.



**What are the best ways for the City to provide information to you regarding Zoning Bylaw information? (n = 80 respondents)**



Respondents were asked about their preferred methods to receive information about zoning bylaw and OCP updates. The top three most popular communications platforms were Social Media (i.e. FaceBook, Instagram and/or X), followed by flyers and the Langley City Website.

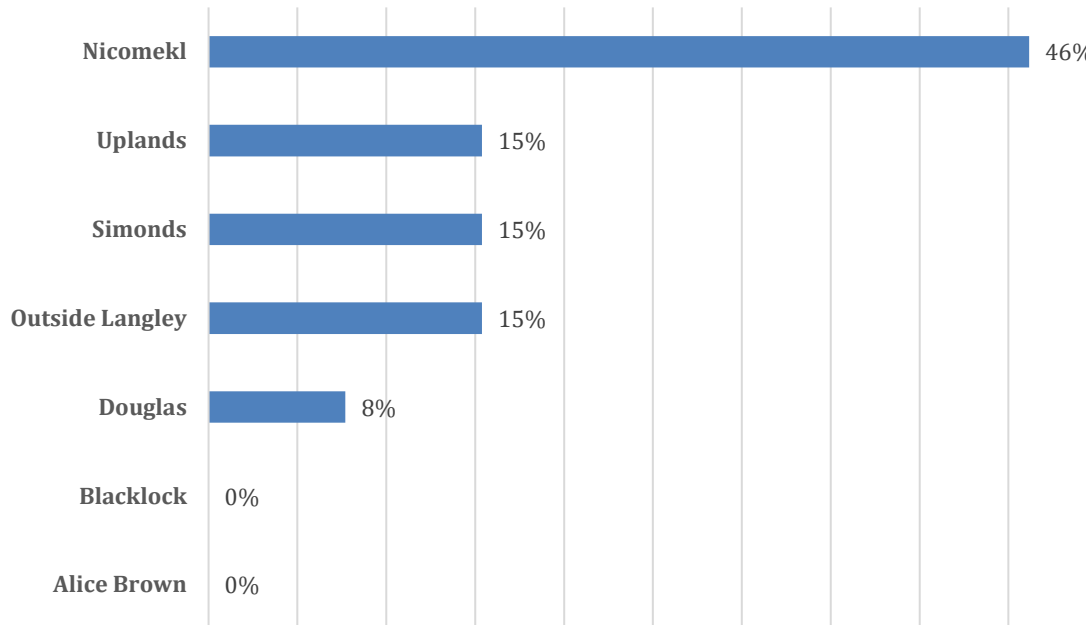
**Are there any other ways you would like to receive information?**

Respondents mentioned that other communication methods that they would like to receive information through included:

- Multiple communication methods (15)
- Email (13)
- Social Media (6) – such as Facebook.
- Physical Mail (5) - Prefer receiving information via mail out and newsletters
- Other (3) – community group consultation, publish-subscribe messaging, paper no longer delivered to neighbourhood.
- Website (3) – along with seeing what reports are on the website.
- Newspaper (2)
- Public Engagement (2)

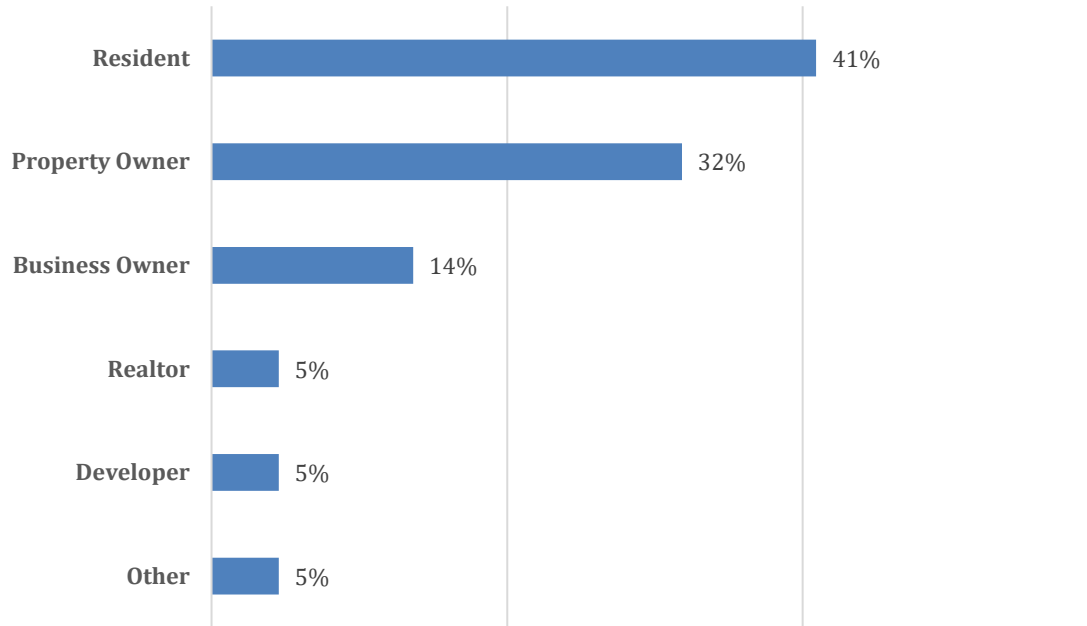
## Open House

### *Where do you currently reside? (n = 13 respondents)*



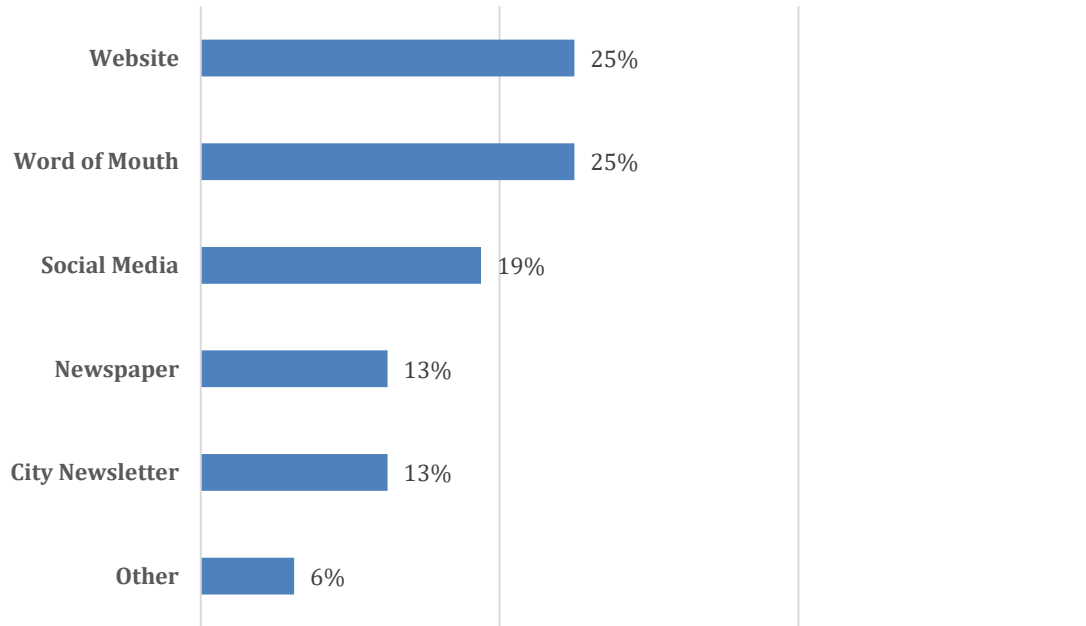
Of those who filled out an exit survey at the open house, the majority (46%) were from Nicomekl. Additionally, 15% were from Uplands, Simonds, and outside Langley. Another 8% were from Douglas and no responses were recorded from residents of Blackrock and Alice Brown.

***How would you characterize yourself? (n = 22 respondents)***



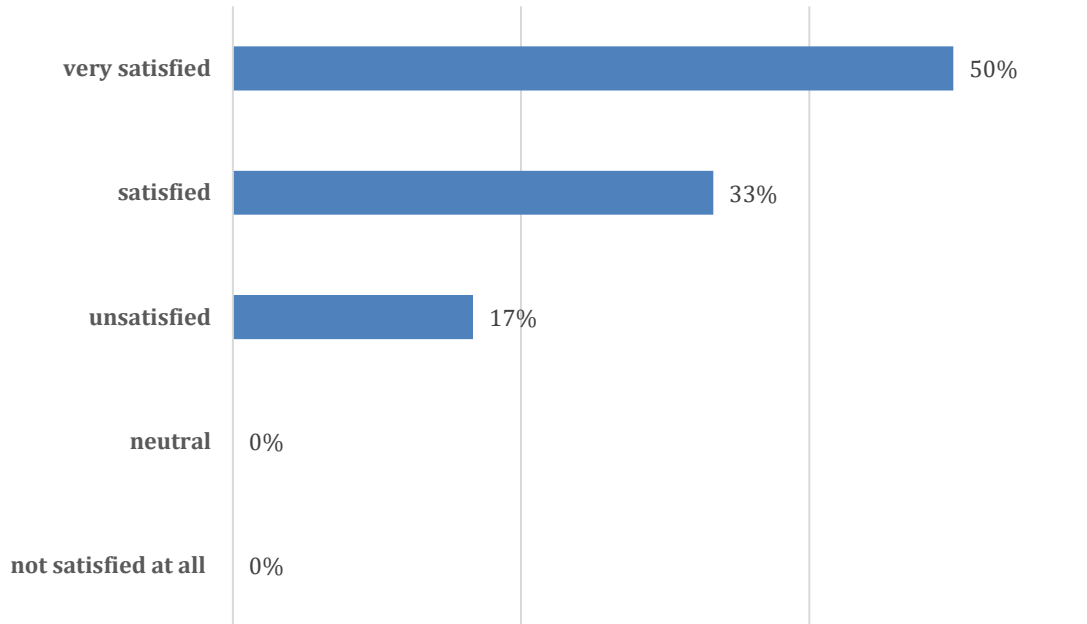
The majority of respondents identified as residents or property owners (73%). Other respondents identified themselves as either Business Owners (14%) and (5%) Realtors, Developers, and Other.

***How did you hear about the open house? (n = 16 respondents)***



Unlike the online survey, word of mouth and the Langley City website (25% each) were the most important communication methods for those who responded to the exit survey. Social media (19%) was key in informing respondents about the open house, while the Newspaper and the City newsletter (13%) also played a role.

***Overall, how satisfied are you with the open house? (n = 12 respondents)***



A majority of exit survey respondents felt either very satisfied (50%) or satisfied (33%) with the open house, compared to those who felt unsatisfied (17%).

***Do you have any suggestions for how we can improve open houses in the future?***

Most participants enjoyed the event but mentioned that refreshments, seating, more options to attend, advertising stating that the event would be an open house, and music would have been beneficial.

Some respondents fully supported the proposed planning regulation & policy changes. Others expressed concern for the proposed changes, specifically how the character of the City may be impacted, how more commercial space is required, and the need for solutions to increase tax revenue. A need for amenities, such as a pool, were also expressed.

# What We Heard

## Key Takeaways

The following results and themes emerged and will be considered when updating and finalizing the Zoning Bylaw.

### Part 1: New Uses and Zoning Updates

Respondents were asked to share their level of support for a range of proposed regulations, as shown below. Most of the proposed regulatory changes to zoning, land use, and the OCP were supported by survey and open house respondents. When asked to provide additional information on why they chose their level of support for various proposed regulatory updates, the following high-level themes emerged:

**PRESERVE AND ENHANCE FORM AND CHARACTER** | Respondents generally supported incentivizing sloped roofs in the R1 zone, highlighting the importance of maintaining Langley City's distinctive character and identity. The changes to R1 massing were supported on the condition that new builds integrate with existing neighbourhoods, ensuring changes enhance rather than detract from the city's unique charm.

**EXPAND INFRASTRUCTURE AND PARKING** | Primarily in response to proposed increases in density, respondents identified a shortage of adequate vehicle, electric vehicle, and bike parking. While proposed increases to electric vehicle and bike parking were supported, reducing vehicle parking requirements was generally not supported unless alternative transportation means were provided. Many respondents also underscored a need for hard infrastructure, such as laneway and road improvements, to enhance accessibility throughout the City.

**PRIORITIZE LIVABILITY** | Respondents generally supported the proposed regulatory updates to expand amenities and essential services such as greenspace, fire and police, and child care. It was stated that these amenities and services should enhance community well-being, the health of the environment, and not decrease housing affordability. On the latter, density bonusing and inclusionary zoning were generally supported as methods to create more affordable below market rental housing, but it was also emphasized that these initiatives should not compromise the viability of new apartment developments. Lastly, to ensure public, and especially youth, safety was maintained, many respondents stated that distance requirements for cannabis retail stores should be increased.

## Part 2: OCP Policy Updates

Respondents were presented with proposed OCP policy updates related to Provincial legislation on transit-oriented areas, updates to development permit area guidelines, and new proposed zones and floor-area updates. When asked to provide their thoughts on the proposed updates, the following high-level themes emerged:

**PRESERVE FORM AND CHARACTER** | Generally, respondents support densifying select areas so long as it blends in with existing neighbourhood form and character.

**EXPAND INFRASTRUCTURE AND PARKING** | Similar to comments on updates to land use and zoning, respondents expressed concern that increases in density would strain parking availability and infrastructure, such as roads and transit.

**ENSURE SAFETY** | Some respondents were concerned about how public safety would be impacted by increases in density. Specific concerns included how crime and traffic safety would be managed, and how environmental hazards, such as flood risk, would be managed in areas experiencing increases in density.

## Part 1. New Uses and Zoning Updates

### R1 Massing & Proposed Sloped Roof Incentive

#### *Proposed Changes:*

#### **New Zones: R1 Massing (R1: Single Detached Homes and Plex-Homes)**

The R1 - Suburban Residential zone, which permits single detached homes and plex-homes on a minimum 557 m<sup>2</sup> lot, is proposed to:

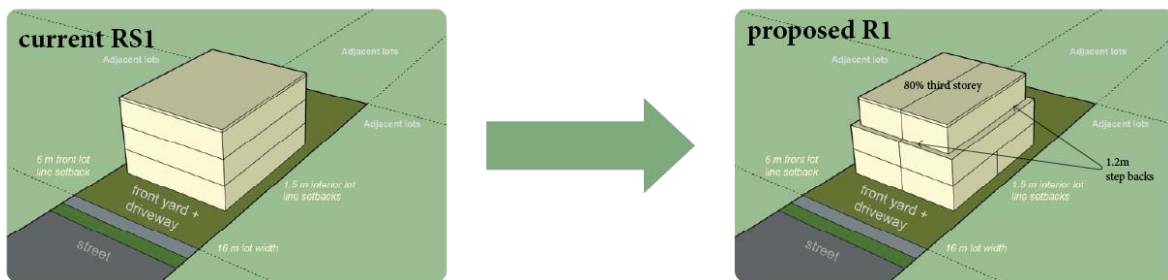
- Merge R1 and R2 to align with the OCP Suburban Residential land use
- Include minor updates to setbacks and lot coverage to accommodate 4 dwelling units on a lot, in response to Provincial small-scale multi-unit housing (SSMUH) legislation; and,
- Reduce the size of upper storeys and permit carriage homes, in response to public feedback.

#### **R1 Zone – Overall New Features**

- Reduced floor area for third storey involving the greater of:
  - 80% of the ground floor area with a 1.2m step back from the front or side of building
  - 50m<sup>2</sup> floorplate for each dwelling unit
- Detached backyard garden suites (1-storey) and carriage homes (2 storeys) permitted
- 9.8 m height for sloped roof only, to encourage sloped-roof buildings (Figures 2 & 3)
- Reduced front and rear lot line setbacks from 7.5m to 6.0m to support small-scale multi-unit housing
- Increased lot coverage from 33% to 36% to support small-scale multi-unit housing and upper floorplate reductions

The proposed reduced third storey floor area in the R1 zone is illustrated in Figure 1:





*Current RS1 Zone versus Proposed R1 Zone*

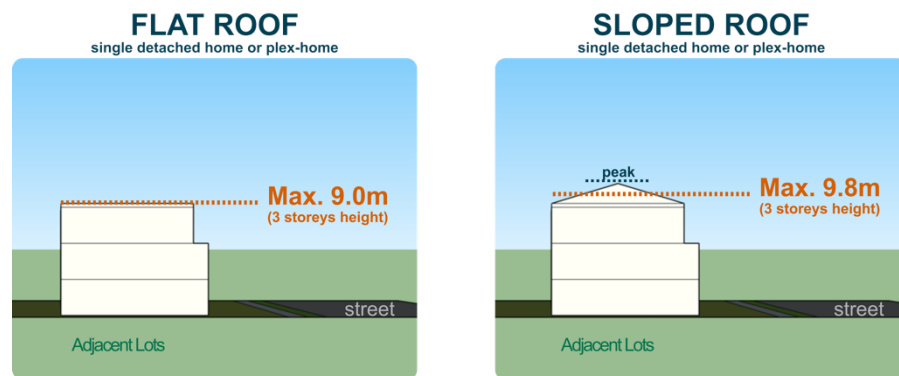


*Figure 1: Homes with a Reduced Third Storey*

## Proposed Sloped Roof Incentive

A sloped roof incentive is also being considered for the R1 zone. This is intended to reduce the boxiness of three storey houses and plex-homes by permitting a slightly increased height in exchange for a sloped roof. When combined with the 80% third storey floor area and building stepback requirements, this will help to reduce upper storey size and incorporate more traditional roof lines to better integrate new homes into established neighbourhoods.

### PROPOSED SLOPED ROOF INCENTIVE



\*For 3 storey buildings only

*Figure 2: (left): 9.0 meter height for flat roof; Figure 3 (right) 9.8 meter height for sloped roof*

Under the current Zoning Bylaw's 9 m height limit, 3 storeys are only possible with a flat roof. Increasing the height limit to 9.8 m is intended to encourage traditional sloped-roof designs to be used more often (the height increase is only permitted if a sloped roof is used).

### ***What we previously heard from the community (Phase 1 Engagement):***

Phase 1 public engagement (November 2023 - March 2024) results indicated that **59% of survey and open house respondents supported** updating the Zoning Bylaw to reduce the size of single detached homes, with **24% of respondents opposing** the updates. However, this engagement did not include questions pertaining to the proposed sloped roof changes. For more information, see pages 60-61 in the [Phase 1 Engagement Summary](#).

\*Total less than 100% due to "neutral" responses.

### ***Tell us your thoughts on these changes.***

*(This was specifically for the R1 zoning changes.)*

#### **Survey Feedback (n = 41 respondents)**

#### **Open House Feedback (n = 1 respondents)**

##### **Survey Feedback**

###### **Explicitly Support (16 comments)**

These respondents explicitly supported the proposed changes, primarily for the opinion that sloped roofs are of a more favourable character.

###### **Explicitly Opposed (15 comments)**

Some respondents were explicitly opposed to the proposed roof changes, noting that sloped roofs can be expensive and that increases in density could negatively impact single family homes, livability, fire safety, and neighbourhood character

##### **Open House Feedback**

###### **Design Guideline Concerns (1 comment)**

It was suggested that setbacks to the front and both sides be a requirement.

**No Change**  
(5 comments)

Some respondents stated that no change was necessary, and that rather current housing types be prioritized.

**Other**  
(5 comments)

Some respondents were concerned that the survey feedback would not be adhered to. Other comments included the negative impacts of large homes on neighbourhood character, and suggestions to facilitate necessary building practices that would yield more square footage.

**Infrastructure**  
(3 comments)

A few respondents stated that parking, drainage and infrastructure needed to be in place to support higher density development.

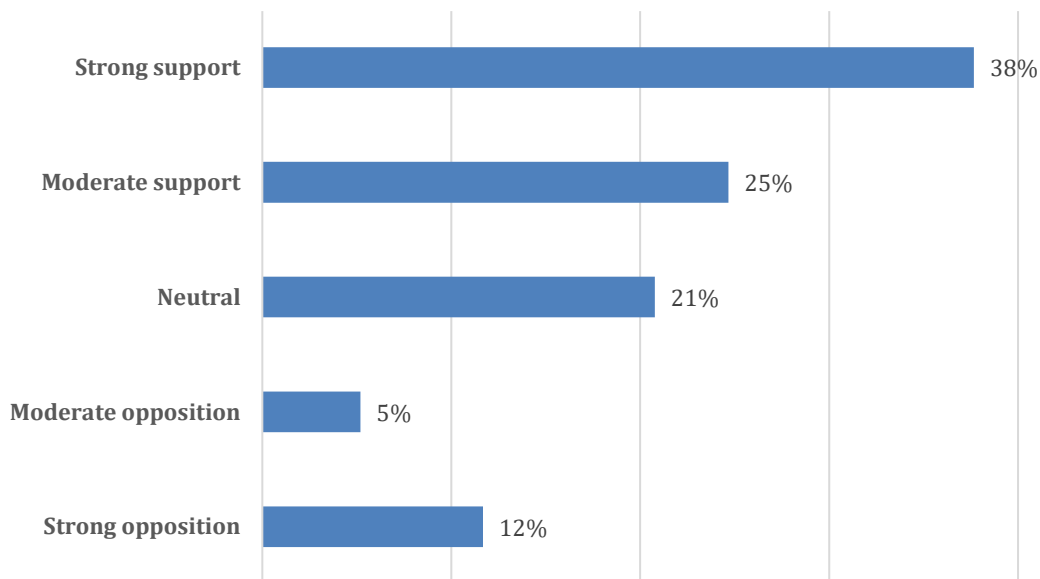
**Density, Development, Form and Character**  
(3 comments)

A few respondents stated that parking, drainage and infrastructure needed to be in place to support higher density development.

### **What do you think about the proposed sloped roof incentive?**

*(This question was asked in the survey in a multiple-choice format, and an open-ended format at the open house).*

#### **Survey Feedback (n = 77 respondents)**



A majority of survey respondents expressed strong support (38%) or moderate support (25%) for the proposed sloped roof incentive. Additionally, (21%) stated they were neutral on the proposed changes, where (12%) expressed strong opposition and (5%) moderate opposition.

#### **Open House Feedback (n = 2 respondents)**

##### **Design Guideline Concerns (2 comments)**

Concerned that it will not have the desired effect of creating an appealing form.

## Carriage Homes and Garden Suites

### ***Proposed Changes:***

Carriage homes are proposed to be permitted in the new R1 zone, to join garden suites as a new housing option. Carriage homes are detached 2-storey suites located in the backyard, often with a residential second floor above a first-floor garage. Garden suites are only a single storey.

The proposed carriage home and garden suite regulations in the R1 zone include:

#### **Carriage Home (2 Storeys)**

A two-storey secondary residential building in the backyard.

**Maximum height:** 6.8m

**Minimum setback from side and rear lot line:** 4.5m (3.0m if clerestory windows are used - Figure 4)

**Maximum footprint:** 100m<sup>2</sup>



*Figure 3: A Clerestory Window*

#### **Garden Suite (1 Storey)**

A 1-storey secondary residential building in the backyard.

**Maximum height:** 4.6m

**Minimum setback from side and rear lot line:** 1.5m

**Maximum footprint:** 100m<sup>2</sup>

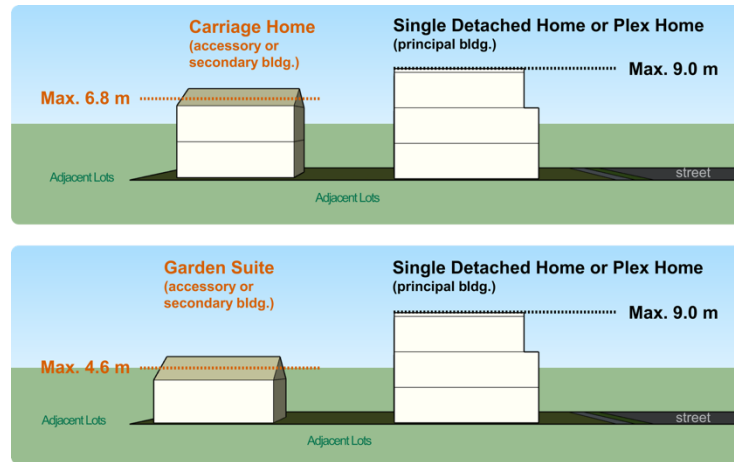


Figure 4: Carriage Home vs Garden Suite Maximum Height

### ***What we previously heard from the community (Phase 1 Engagement):***

Phase 1 public engagement results indicated that **69% of survey and open house respondents supported** the option of building a carriage home, where permitted, instead of a garden suite, with **29% of respondents opposing** this option. For more information, see pages 60-61 in the [Phase 1 Engagement Summary](#).

\*Total less than 100% due to “neutral” responses.

### ***Tell us your thoughts on these changes.***

**Survey Feedback (n = 54 respondents)**

**Open House Feedback (n = 4 respondents)**

#### **Survey Feedback**

##### **Explicitly Support (29 comments)**

These respondents were explicitly supportive of allowing carriage homes and garden suites, with some respondents stating that it could help create affordable housing.

##### **Infrastructure and Parking (14 comments)**

Some respondents were generally concerned about the strain on parking and safe road

#### **Open House Feedback**

##### **Explicitly Support (2 comments)**

Explicitly supported allowing carriage homes, though concerned about privacy impacts.

use. Others stated more transit and upgrades to infrastructure would be needed to support these changes.

#### Explicitly Opposed (11 comments)

These respondents were explicitly opposed to the proposed changes to carriage homes and garden suites.

#### Form and Character (10 comments)

Some respondents were concerned that carriage homes did not fit the neighbourhood character. Other respondents supported the proposed changes to carriage homes and garden suites, stating the sloped roof concept would fit the form and character of existing neighbourhoods better than flat roofs.

#### Density and Housing (9 comments)

Some respondents were opposed to increases in density, stating concerns such as infrastructure and essential service capacity and impacts to views. Others stated that increases in density could help provide affordable housing.

#### Other (5 comments)

Variety of comments including questions on setback variances and support for allowing mixed use zoning in R1 neighbourhoods.

#### Privacy and Serenity (4 comments)

Concerned that an increase in density will negatively impact privacy, sunlight availability, peace and harmony

#### More Parking (2 comments)

Interested in providing more parking to meet increased demands brought about by carriage homes.

## Secondary Suites

### ***Proposed Changes:***

Following new provincial housing legislation permitting 4 dwelling units per RS1 (proposed R1) lot, secondary suites are permitted in both single-detached houses and plex-homes (e.g. a duplex with each half including a secondary suite would total 4 units). The following secondary suite requirements are currently proposed, including an owner residency requirement which is already in the current Zoning Bylaw:

- The registered owner of the lot on which the secondary suite is situated must reside in either the principal dwelling or the secondary suite
- Must comply fully with the B.C. Building Code
- Shall not exceed a gross floor area of 100m<sup>2</sup>
- Shall not exceed 40% of the gross floor area of the building in which the principal dwelling and secondary suite are located
- Must provide at least one off-street parking space in addition to the two spaces normally required for a single detached residential use asset out in Section 3.5 of this Bylaw
- Must be inspected and approved for compliance with all requirements by way of a building permit application and recorded in a secondary suites registry maintained by the City of Langley.

Like Langley City, some municipalities also have owner residency requirements, while others allow the house and the suite to both be rented. The City is reviewing whether the owner residency requirement should be kept or not.



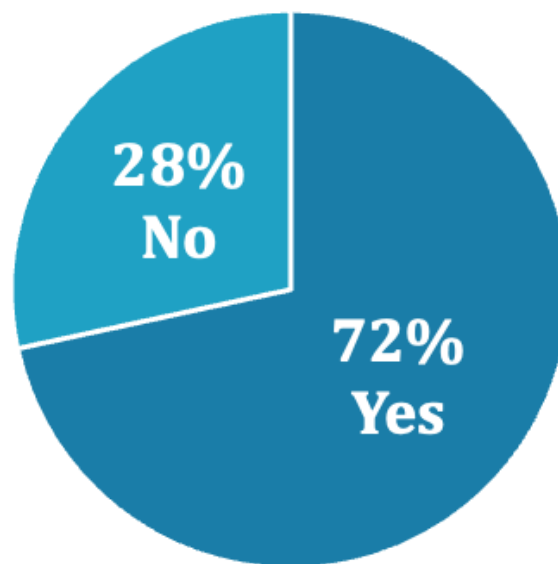
***What we previously heard from the community (Phase 1 Engagement):***

This was a new topic in our engagement efforts and was not explored in the Phase 1 engagement process.

***Do you believe the owner of the lot should be required to reside in the principal dwelling or secondary suite?***

*(Although only the survey asked this specific question, both the survey and the open house provided a space titled 'please specify' where participants could express their thoughts on the subject).*

**Survey Feedback (n = 81 respondents)**



***Please Specify (Do you believe the owner of the lot should be required to reside in the principal dwelling or secondary suite?)***

**Survey Feedback (n = 48 respondents)**

**Open House Feedback (n = 7 respondents)**

**Survey Feedback**

**Explicitly Support  
(21 comments)**

These respondents were explicitly supportive of the proposed changes, stating that it could help bolster the supply of rental housing, improve neighbourhoods and maintenance of properties, but would require consistent enforcement.

**Neighbourhood Care  
(20 comments)**

Respondents suggested owners living on the property result in better care of the property and integrity of neighbourhoods. Some expressed concern that rentals would cause unrest in neighbourhoods.

**Housing Supply  
(9 comments)**

Increased housing supply, specifically affordable housing, was stated as being a necessity by these respondents. There was concern that the proposed changes would negatively impact the housing supply.

**Explicitly Opposed  
(9 comments)**

These respondents were explicitly opposed to the proposed changes, stating that it could restrict owners from having a family member

**Open House Feedback**

**Explicitly Support  
(6 comments)**

Explicitly supportive of requiring lot owners, with secondary suites, to reside on the lot.

**Explicitly Opposed  
(1 comment)**

Interested in the purpose of secondary suites being only for family and concerned about parking availability.

live in a secondary house, and negatively impact affordable housing availability.

**Other**  
(6 comments)

Expressed a desire for only one tenant if the owner does not reside on the property, a lack of faith in the regulatory changes, and unsureness of the intent of the question. Impact of density on privacy and general health were also expressed.

**Governance**  
(5 comments)

It was suggested that less government involvement, but increased enforcement of existing bylaws and policies would benefit affordable housing availability.

**Accountability**  
(4 comments)

Having the owner reside on the property could result in more accountability for both the tenant and the landlord.

**Financial**  
(3 comments)

There were few concerns that these proposed changes would not be financially viable and expressed a desire to limit foreign investment.

## Child Care

### ***Proposed Changes:***

Today, child care is only allowed in the C1 Downtown Commercial zone and the P1 and P2 Institutional zones. Allowing child care in all commercial, multi-family apartment, and mixed-use zones is proposed to support the creation of more child care spaces, as called for by the City's Child Care Action Plan. This includes considering parking, pick-off/drop-off, and open space requirements to ensure child care facilities are well-integrated into local neighbourhoods.

### **Expanding Child Care to More Zones**

R2 - Townhouse Residential	C2 - Service Commercial
R3 - Low Rise Residential	I1 - Light Industrial (225m separation required)
R4 - Mid Rise Residential	I2 - Service Industrial (225m separation required)
R5 - High Rise Residential	I3 - Special Industrial (225m separation required)
M1 - Mixed Employment	U1 - University District

### **Encouraging Child Care In All Apartment Developments**

- FAR (Floor Area Ratio) exemption: up to 230m<sup>2</sup>
- Maximum child care indoor area for R3 and R4 zones: 230m<sup>2</sup>
- Minimum indoor & outdoor area: 8m<sup>2</sup> indoor and 6m<sup>2</sup> outdoor area per child (50% of required apartment outdoor amenity area can be allocated to child care outdoor area)

### ***What we previously heard from the community (Phase 1 Engagement):***

Phase 1 public engagement results indicated that **74% of survey and open house respondents supported** the expansion of the number of zones in which child care was a permitted use, with **11% of respondents opposing** this update. For more information, see pages 60-61 in the [Phase 1 Engagement Summary](#).

\*Total less than 100% due to "neutral" responses.

***Tell us your thoughts on these changes.***

**Survey Feedback (n = 56 respondents)**

**Open House Feedback (n = 2 respondents)**

#### **Survey Feedback**

##### **Explicitly Support (34 comments)**

These respondents were explicitly supportive of the proposed changes regarding child care, stating that these changes could make childcare more available and affordable.

##### **Building Type or Zone (12 comments)**

Generally, respondents were opposed to allowing child care in industrial zones and that size and location be considered to ensure it fits with the existing neighbourhood. There was support for allowing child care within most residential zones, commercial zones, and buildings.

##### **Explicitly Opposed (9 comments)**

Some respondents were explicitly opposed to the proposed changes to child care. Major concerns expressed were that child care would put added strain on parking, traffic, and commercial space availability and that it should not be allowed in all zones.

##### **Traffic and Parking (8 comments)**

Added strain on parking availability and traffic were the primary concerns expressed in response to the proposed child care changes. It was suggested that dedicated pick-up and

#### **Open House Feedback**

##### **Explicitly Support (2 comments)**

Explicitly supportive of increasing child care uses in more zones.

drop-off zones be implemented as a solution to this challenge.

#### Regulation and Enforcement

(7 comments)

Some respondents suggested increased regulatory oversight, licensing, and inspections would be needed because of the changes. However, other respondents stated less government involvement would benefit business development.

#### Safety

(5 comments)

Ensuring child safety was a primary need expressed by some respondents.

#### Other

(1 comment)

More information would be needed to make an assessment.

## Recreational Cannabis

### *Proposed Changes:*

Recreational cannabis has been legal since 2018, and many Metro Vancouver municipalities have policies that permit cannabis retail stores in their communities.

### Draft Cannabis Store Policy CO-85

A draft Cannabis Store Policy has been prepared. This draft Policy is based on public input and includes locational criteria to guide where cannabis retail stores could locate in the City. Any proposed cannabis store must be approved by Council through a commercial property-specific rezoning application and obtain an approved operating license from the Provincial Liquor and Cannabis Regulation Branch (LCRB).

### Draft Application Screening Criteria

Cannabis Store Applications will only be accepted for review after Council has approved a Cannabis Store Policy and Application Procedures. If the Policy is approved and applications are accepted, applications will be screened according to these criteria:

1. Proof of ownership or lease (subject site), and active LCRB application
2. Compliance with CO-85 Policy, including locational criteria
3. Operator Experience
4. Parking, access, lighting, signage, storefront and 'CPTED' design

### Proposed Separation Distances

The following cannabis store separation distances are proposed in the draft policy:

- **Parks, plazas and recreational facilities:** Storefront cannot face facility (including across street) or be within 25m of property line
- **Schools:** Minimum 200m away (lot line to lot line)
- **Child cares:** 100m away between storefronts, on the same block face (including across the street)
- **Other cannabis stores:** 1km minimum separation

### ***What we previously heard from the community (Phase 1 Engagement):***

Phase 1 public engagement results indicated **47% of survey and open house respondents supported** the allowance of cannabis retail stores in Langley City, with **33% of respondents opposing** this update. For more information, see pages 60-61 in the [Phase 1 Engagement Summary](#).

\*Total less than 100% due to “neutral” responses.

### ***Tell us your thoughts on these changes.***

**Survey Feedback (n = 55 respondents)**

**Open House Feedback (n = 5 respondents)**

#### **Survey Feedback**

##### **Explicitly Support (19 comments)**

These respondents were explicitly supportive of the proposed changes impacting cannabis retail, however, for the changes to be successful, many stated that ample parking, tax collection, discretion and safety would be needed.

##### **Youth spaces, Parks, and Recreational areas (18 comments)**

A primary concern for many respondents was that cannabis retail should not be located near schools, child care, and youth related areas such as recreation centers. Adjacent to parks and plazas were also mentioned as potential locations where cannabis stores should not be located.

##### **General Distance and Location (8 comments)**

General sentiment that the distance separating cannabis retail should be increased, or at least not reduced.

#### **Open House Feedback**

##### **Explicitly Opposed (4 comments)**

Explicitly opposed to the proposed changes to cannabis land uses.

##### **Explicitly Support (1 comment)**

Explicitly supportive of the proposed changes to cannabis land uses.



### Explicitly Opposed

(7 comments)

Some respondents were explicitly opposed to the proposed cannabis retail changes.

### Same as Liquor Stores

(7 comments)

Some respondents indicated that cannabis retail should be subjected to the same regulation as liquor stores.

### Commercial and Residential Areas

(7 comments)

Some respondents indicated that cannabis retail only be allowed in commercial zones, downtown areas, and not in residential zones.

### Other

(3 comments)

Too much restriction and better government coordination were also mentioned.

### Neutral

(2 comments)

These respondents expressed being neutral on the subject.

## Parking Updates

### ***Proposed Changes:***

#### **Electric Vehicle Parking**

The Provincial Zero-Emission Vehicles Act requires automakers to meet electric vehicle (EV) sales targets reaching 100% of new light-duty vehicle sales before 2035. There are no EV charging requirements in the current Zoning Bylaw, but the City has been asking for developers to provide 10% of parking spaces with installed chargers, on a case-by-case basis.

#### **Proposed Changes for Apartment & Townhome Buildings**

- Require 10% of parking spaces to feature Level II EV chargers
- Require all other resident parking spaces to feature energized outlets
- Require all visitor stalls with pre-ducting for EV chargers (not necessary for townhomes)

#### **Bike Parking**

Bike parking requirements are proposed to be simplified and made more flexible. In Transit-Oriented Areas (TOAs), where residential vehicle parking requirements are now prohibited by the Province, bike parking requirements are proposed to increase from the current requirement of 0.5 secure bicycle parking spaces per each multi-family residential unit.

#### **Proposed Changes for Bike Parking**

- Apartment in TOAs: 0.7 bike parking spaces/unit
- Commercial/Industrial: 1 space per 1,000m<sup>2</sup> of floor area
- Potential to share bike parking facilities with larger storage locker space for design flexibility

#### **Below Market Rental Residential Parking**

A study completed by Metro Vancouver shows an oversupply of parking spaces in apartment buildings across the region, particularly for rental and subsidized apartments. The study also found that parking use is lowest for buildings closer to frequent transit. For these reasons, the City is proposing to lower minimum parking requirements for below-market rental units, to improve the economics of building these units and allow more homes to be provided at lower rents.

### **Proposed Changes for Below-Market Rental units**

- Minimum 20% below-market rent: 0.7 parking spaces/unit
- Non-market Rental Unit (or Rent Geared to Income): 0.5 parking spaces/unit

Based on the response received during previous engagement regarding the proposed reduction of parking requirements for below-market residential units, it is recognized there are concerns with reduced residential parking. However, current parking requirements can act as a significant barrier to realizing affordable housing in Langley City. Reduced parking requirements support:

- Lower construction costs - a single underground parking space can cost over \$40,000
- Lower housing costs - by reducing construction costs
- More below-market units are possible with the same building and parkade size

### ***What we previously heard from the community (Phase 1 Engagement):***

#### **Electric Vehicle Parking (EV)**

**64% of survey and open house respondents supported** requiring a percentage of EV parking spaces in new developments and the remainder to be wired for future installation of EV chargers, with **18% of respondents opposing** this update.

#### **Bike Parking**

**59% of survey and open house respondents supported** increasing bike parking requirements in new buildings to provide more transportation options, with **16% of respondents opposing** this update.

#### **Below Market Rental Residential Parking**

**31% of survey and open house respondents supported** reducing minimum parking requirements for new subsidized rental buildings, with **51% of respondents opposing** this update.

For more information, see pages 60-61 in the [Phase 1 Engagement Summary](#).

\*Totals less than 100% due to “neutral” responses.

***Tell us your thoughts on these changes.***

**Survey Feedback (n = 61 respondents)**

**Open House Feedback (n = 10 respondents)**

### Survey Feedback

#### Explicitly Opposed (33 comments)

These respondents were explicitly opposed to the proposed regulatory changes. However, not all respondents were equally supportive of EV, bike, and below market rental residential parking updates.

#### Opposed Vehicle Parking Reductions (23 comments)

Respondents were generally opposed to the changes resulting in vehicle parking reductions.

#### Explicitly Support (22 comments)

These respondents were explicitly supportive of the new regulatory changes. However, not all respondents were equally supportive of EV, bike, and below market rental residential parking updates. If a comment contained a mixture of explicit support and opposition, it was coded to both 'Explicitly Support' and 'Explicitly Opposed'.

#### EV Infrastructure (20 comments)

EV Infrastructure was discussed in two general views. First, it was stated that the chargers can be dangerous, noting combustibility. Some respondents also stated that more research be done before committing funds or that they disagreed with

### Open House Feedback

#### EV Infrastructure (5 comments)

Some open house participants expressed a desire for more EV chargers to be installed in new buildings, however there was some concern about how this would impact housing affordability.

#### Explicitly Opposed (4 comments)

These respondents were explicitly opposed to the proposed changes.

#### Infrastructure (3 comments)

Open house participants expressed a variety of sentiments regarding parking infrastructure, including the notion that oil and gas companies provide EV infrastructure, concern about EV-related fires, and opposition towards increasing the total number of bike lanes.

#### Below Market Rental Parking (2 comments)

Some open house respondents were opposed to the reduction in parking requirements for below market rentals.

the concept entirely since it drove up the cost of housing. Second, many respondents supported EV infrastructure and wanted it to be integrated into all new multi-unit dwelling builds.

#### Bike Infrastructure (13 comments)

Bike infrastructure was discussed in two general views. First, some respondents stated that it was not necessary and that they didn't support the proposed changes. Second, others held the view that more bike storage was desperately needed and that they support the new regulatory changes.

#### Below Market Rental Residential Parking (9 comments)

Below market rental residential parking changes were not supported by the majority of respondents, who stated that these units would need ample parking to support families and tenants.

#### Financial (7 comments)

Some respondents were generally supportive of the cost saving associated with a reduction in parking. However, there was some concern associated with the cost of increasing transportation and implementing more EV charging stations.

#### Support Vehicle Parking Reductions (6 comments)

Respondents were generally supportive of the new regulatory changes

#### Explicitly Support (1 comment)

These respondents were explicitly supportive of the proposed changes.

Other  
(5 comments)

Some respondents did not have a comment. One suggested that parking requirements be left to market forces and another stated that they trusted the study indicating there was an oversupply of parking.

## Amenity Spaces

### *Proposed Changes:*

#### Amenity Space Requirements

The current Zoning Bylaw has minimum requirements for the size of indoor amenity spaces (such as party rooms and gyms) in multi-unit residential buildings but no formal requirements for outdoor amenity areas. Additionally, the Official Community Plan (OCP) calls for outdoor amenities to be provided. The draft Zoning Bylaw aims to formalize an outdoor amenity requirement, while providing flexibility in how indoor and outdoor space is allocated.

#### Proposed Changes for Outdoor vs Indoor Amenities

- Amenity space can be provided through a combination of indoor and outdoor spaces.
- Gradually reduce the per-unit amenity requirement as the total number of homes increases to reflect the ability to use larger spaces more efficiently. The overall area of amenity space will still increase as the number of homes increases too, just not as quickly (Figure 5).
- Townhouse projects will have the option to provide a cash contribution in place of an outdoor amenity area to fund local park improvements.

<b><i>Dwelling Unit Range</i></b>	<b><i>Amenity Space Requirement</i></b>
For dwelling units 1-100	3 m <sup>2</sup> /dwelling unit
For dwelling units 101-200	2 m <sup>2</sup> /dwelling unit
For dwelling units 201+	1 m <sup>2</sup> /dwelling unit
*Both indoor and outdoor amenity space shall each comprise a minimum of one-third of the total amenity space requirement. *The minimum area of an indoor amenity space shall be 50 m <sup>2</sup> .	

*Figure 5: Proposed Amenity Requirement Details*



*Figure 6: Examples of Outdoor Amenities*

### ***What we previously heard from the community (Phase 1 Engagement):***

Phase 1 public engagement indicated **79% of survey and open house respondents supported** allowing more flexibility for amenity spaces by including outdoor spaces, with **8% of respondents opposing** this update. For more information, see pages 60-61 in the [Phase 1 Engagement Summary](#).

\*Total less than 100% due to “neutral” responses.

### ***Tell us your thoughts on these changes.***

**Survey Feedback (n = 54 respondents)**

**Open House Feedback (n = 4 respondents)**

#### **Survey Feedback**

##### **Explicitly Support (19 comments)**

These respondents explicitly supported the proposed changes to amenity spaces.

##### **Outdoor Space (12 comments)**

There were some suggestions made regarding the regulation of outdoor amenity space, including being able to substitute the requirement with cash, not requiring them for townhouse developments, making them more publicly accessible and including covered areas. There was also some general support for the provision of outdoor amenity spaces.

##### **Balancing Needs (9 comments)**

There was some support for balancing indoor and outdoor amenity needs and providing a diversity of amenity options.

#### **Open House Feedback**

##### **Explicitly Support (4 comments)**

Open house participants were explicitly supportive of amenity spaces, within interest in providing more dog-friendly spaces and creating all-weather spaces.



### Greenspace, Parks and Recreation Areas (9 comments)

Generally, these respondents expressed a desire for more parks and greenspace. Increasing the number, and diversity, of recreational spaces for community, especially youth, was also highlighted.

*9 comments*

### Maintenance and Cost (9 comments)

There was interest in providing more policy structure regarding the upfront and maintenance costs of amenities. Suggestion included cash substitutions, setting minimum requirements only for below market developments, and prioritizing outdoor amenities.

### Explicitly Opposed (9 comments)

These respondents were explicitly opposed to the proposed changes to amenity spaces.

### Other (3 comments)

A few respondents stated that they did not have a comment or did not feel they should be commenting on these changes as it didn't affect them.

### Townhouses (3 comments)

A few respondents stated being either opposed to townhouse development or suggested that these changes not apply to townhouses.

## Bonus Density & Inclusionary Zoning

### *Proposed Changes:*

#### Bonus Density & Inclusionary Zoning

The Official Community Plan (OCP) calls for denser buildings to contribute community amenities (parks, affordable housing, child care, etc.), through bonus density and other means.

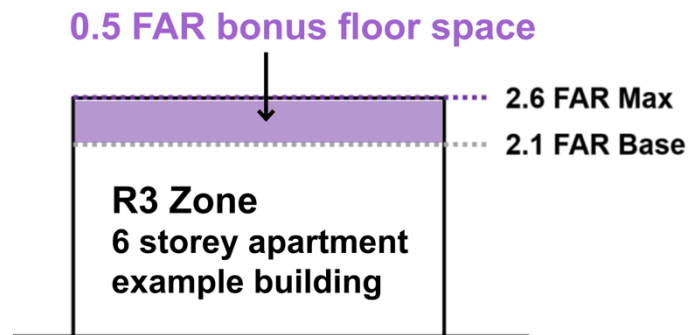
**Bonus density** is proposed to apply outside of the City's Transit Oriented Areas (TOAs) - see Figure 9 for a map - as a voluntary option where a new residential development would be permitted to have a greater square footage\* (through a higher Floor Area Ratio) if the developer, in return, provide:

- 13% of the “bonus” floor area with below-market rental homes (20% below market rent); or
- Provide an equivalent cash contribution, which would be used to fund affordable housing<sup>^</sup>. This cash contribution is equal to the capital cost of building below-market rental units, including building, planning, engineering, legal, and interest costs.

These requirements are based on pro forma analysis and reflect a reasonable share, between 50 percent to 70 percent, of a developer's 'land lift' coming back to the City as an amenity contribution.

\* New FAR will vary, and bonused buildings will not exceed maximum building heights in the OCP.

<sup>^</sup> Cash-in-lieu contributions must be placed in an Affordable Housing Reserve Fund, which Council uses to help fund the creation of affordable housing units in the City.



*Figure 7: Bonus Density Example*

Unlike bonus density which is a voluntary option, **inclusionary zoning** is a mandatory requirement for below-market housing in new development. Inclusionary zoning is proposed to only apply within the City's TOAs, where the maximum density or FAR for new buildings is already higher than in areas where bonus density is proposed (see Figure 9 for a map).

Inclusionary zoning would require new residential buildings to include:

- 2.5 percent of the permitted residential floor area used for below-market rental homes (20% below market rent); or
- Provide an equivalent cash contribution which would be used to fund affordable housing\*. This cash contribution is equal to the capital cost of building below-market rental units, including building, planning, engineering, legal, and interest costs.

These requirements are based on pro forma analysis and reflect a reasonable share, between 50 percent to 70 percent, of a developer's 'land lift' coming back to the City as an amenity contribution.

\*Cash-in-lieu contributions must be placed in an Affordable Housing Reserve Fund, which Council uses to help fund the creation of affordable housing units in the City.

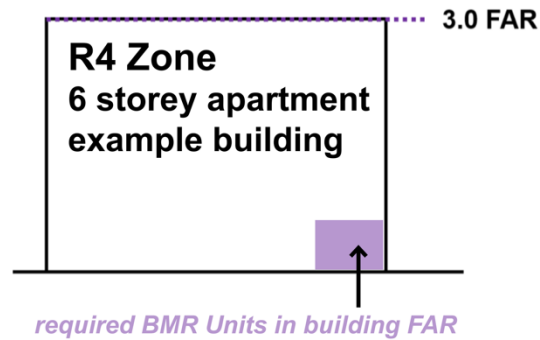


Figure 8: Inclusionary Zoning Diagram (BMR: Below-Market Rental)

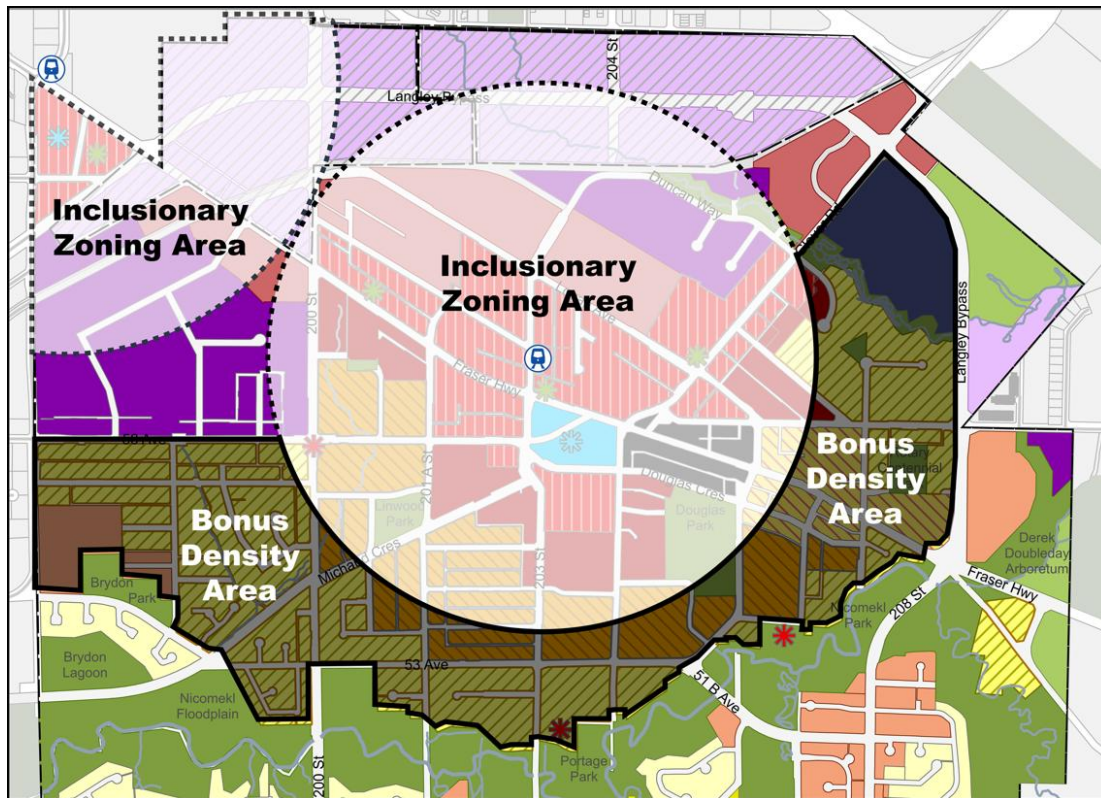


Figure 9: Bonus Density and Inclusionary Zoning Map

### ***What we previously heard from the community (Phase 1 Engagement):***

Phase 1 public engagement results indicated **67% of survey and open house respondents supported** the City requiring new larger and taller development to provide amenities, with **22% of respondents opposing** this update. For more information, see pages 60-61 in the [Phase 1 Engagement Summary](#).

\*Total less than 100% due to “neutral” responses.

### ***Tell us your thoughts on bonus density and inclusionary zoning.***

**Survey Feedback (n = 56 respondents)**

**Open House Feedback (n = 0 respondents)**

#### Explicitly Support (21 comments)

These respondents explicitly supported the proposed changes to bonus density and inclusionary zoning.

#### Affordable Housing (16 comments)

On inclusionary zoning and bonus density, respondents thought it may make the cost of construction more expensive and not help to provide more affordable housing. On below market rental housing and bonus density, respondents suggested the 20% value be higher or at least be a requirement. Generally, there were suggestions to develop a different approach to provide affordable housing.

#### Explicitly Opposed (16 comments)

These respondents were explicitly opposed to the proposed changes to bonus density and inclusionary zoning.

#### Density and Form (9 comments)

Many respondents expressed some concern that density would strain infrastructure capacity, negatively impact amenity availability and essential services. Some respondents supported increases in density in exchange for amenities and community benefit.

### Financial Viability

(9 comments)

There was some concern expressed that bonus density, especially the 20% requirement for below market rental housing, would not be financially viable for developers. However, a few stated that bonus density be a requirement and that it be increased, or that cash in lieu be a substitutable option.

### Other

(6 comments)

Some respondents stated that they did not understand the question or that they were neutral on the subject.

### Infrastructure

(5 comments)

A few respondents stated that infrastructure, such as transit, roads, active transportation and sound reduction measures needed to be upgraded.

### Bylaw Enforcement

(4 comments)

Increased bylaw enforcement was expressed as a requirement by a few respondents to help successfully implement these changes.

### Safety and Accessibility

(4 comments)

Amenities need to be accessible, and safety and crime reduction measures need to be in place.

## Proposed RV Parking Changes

*(The questions below were only asked on the survey, however the content was presented at the open house and space was provided to place comments)*

### **Proposed Changes:**

The draft Zoning Bylaw includes updates to Recreational Vehicle (RV: motorhomes, fifth wheels, boats) parking requirements, on R1/R2 zoned lots, to make them practical and user-friendly.

The current regulations don't allow RVs to be parked on front driveways and require RVs to be parked behind/beside a house or inside a garage if stored on the property, or stored off-site. The proposed updates include permitting RV parking on driveways and in front of buildings, during May 1 - September 30, when RVs are typically used. See underlined text for updates.

### **Parking Restrictions**

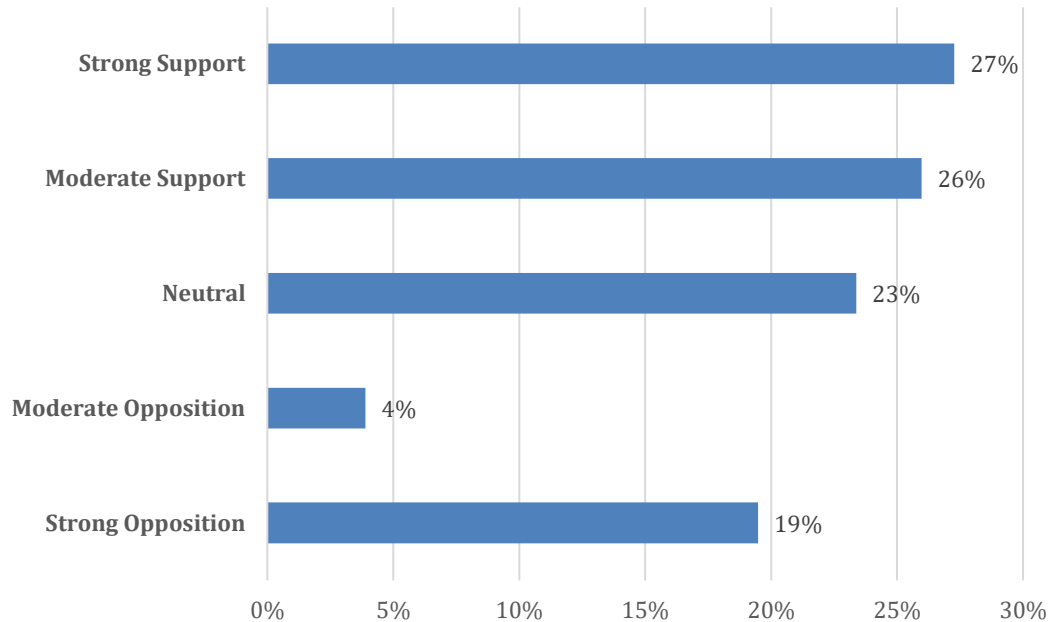
Land in R1 and R2 zones shall not be used for the parking or storage of recreational vehicles, other than one recreational vehicle parked or stored:

In a building;

1. provided that the vehicle is in operable condition and bears a current licence decal issued pursuant to the Motor Vehicle Act, outdoors to the rear of the plane of the front wall of the principal building on the lot, and to the rear of the plane of the wall of the principal building facing any exterior side lot line **('a minimum of 9m to the rear of the front lot line' has been deleted)**; or
2. provided that the vehicle is in operable condition and bears a current licence decal issued pursuant to the Motor Vehicle Act, **outdoors between May 1 and September 30, anywhere on a lot;**
3. provided that no recreational vehicle parked or stored outdoors may exceed 10.0 m in length.

### ***Do you support the proposed change to RV parking requirements?***

**Survey Feedback** (n = 77 respondents)



A majority of survey respondents expressed strong support (27%) or moderate support (26%) for the proposed RV Parking requirements. Additionally, (23%) stated they were neutral on the proposed changes, where (19%) expressed strong opposition and (4%) moderate opposition.

### ***What we previously heard from the community (Phase 1 Engagement):***

This was a new topic in our engagement efforts and was not explored in the Phase 1 engagement process.



***Tell us why (Do you support the proposed change to RV parking requirements?)***

**Survey Feedback (n = 47 respondents)**

**Open House Feedback (n = 0 respondents)**

**Private Property Parking**

**(11 comments)**

These respondents expressed a desire to park an RV on private property without any restrictions.

**Bylaw Enforcement**

**(10 comments)**

Concerned this bylaw will not be enforced but most respondents stated that they'd like it to be enforced. Also expressed concern the current bylaw is not enforced. May be time consuming to enforce. Also some confusion regarding the license decals as some respondents said these are no longer in effect.

**Neighbourhood Character**

**(10 comments)**

Generally concerned about the impact to neighbourhood character ie. the negative appeal of seeing RV's. Some expression about needing to maintain RVs

**Explicitly Supportive**

**(10 comments)**

These respondents were explicitly supportive of the proposed changes to RV parking requirements.

**Seasonal Restrictions**

**(8 comments)**

Some were opposed to the seasonal parking restrictions and would prefer no limitation on when an RV can be parked on driveways or adjacent to buildings.

**Not Affected or Unclear**

**(4 comments)**

These respondents stated that they were not affected by the proposed changes or did not understand the problem.

### RV Parking Options

#### (4 comments)

A few expressed a need for more RV parking options and time allowed for maintenance; streets can't handle more parking, parking permit required for street parking,

#### Other (2 comments)

A couple of respondents expressed concern over the proposed changes and the cost of living.

## New Permitted & Prohibited Uses

*(The question below was only asked on the survey, however the content was presented at the open house and space was provided to place comments.)*

### ***Proposed Changes:***

The draft Zoning Bylaw proposes to permit some uses which are currently prohibited to modernize requirements and align with today's economic and business context. At the same time, it also proposes to prohibit nuisance uses and those not supported in the community.

### **New Legalized Uses**

- Rent-a-car storefronts
- Arcades
- Billiards
- Small-scale recycling facilities
- Containers (for commercial and/or recreation use)

### **New Prohibited Uses**

- See full list on page 20-21 of the **Draft Zoning Bylaw**

### ***What we heard from the community (Phase 1 Engagement):***

This was a new topic in our engagement efforts and was not explored in the Phase 1 engagement process.

### ***Do you have comments and ideas about the new and prohibited uses?***

#### **Survey Feedback (n = 27 respondents)**

None

(14 comments)

No other comments on the proposed new and prohibited uses.

Explicitly Support

(6 comments)

Some expressed explicit support for the proposed new and prohibited uses.

### Specific Regulatory Concerns

(4 comments)

Specific regulatory suggestion included: support uses the community supports, do not allow arcades, allow barbed wire within industrial and commercial uses.

### Explicitly Opposed

(5 comments)

Some expressed explicit opposition for the proposed new and prohibited uses.

### Need More Information

(3 comments)

Some stated that they needed more information to answer the question.

### Other

(2 comments)

Some suggested less regulation could be better and question whether this was within the jurisdiction of the municipality.

## ***Do you have any other comments about the City's Zoning Bylaw update?***

**Survey Feedback** (n = 25 respondents)

**Open House Feedback** (n = 1 respondent)

### **Survey Feedback**

#### **Amenities and Services** (4 comments)

Some respondents suggested more consideration be given to the provision of key amenities and services such as police, fire, parks education and community well-being before making any regulatory changes.

#### **Communication and Planning Process** (4 comments)

Generally displeased with how survey was communicated and some respondents expressed concern that the City was not taking their community's values into consideration

#### **Explicitly Opposed** (3 comments)

Some expressed explicit opposition to the regulatory changes.

#### **Housing Diversity and Affordability** (3 comments)

Need more housing diversity, such as mobile home parks and tiny home villages and the preservation of older homes as starter homes.

#### **Vehicle Parking** (2 comments)

Some expressed the need for more vehicle parking.

### **Open House Feedback**

#### **Infrastructure** (1 comment)

Lack of sanitary disposal infrastructure in RV retail locations in Langley.

#### **Explicitly Support** (1 comment)

Explicitly support the proposed zoning updates.

#### Other

(2 comments)

Concerned about the strain posed on infrastructure, industrial and commercial areas.

#### Explicitly Support

(1 comment)

Expressed explicit support for the regulatory changes.

#### No Other Responses

(6 comments)

No other comments on the zoning bylaw updates.

## Part 2. OCP Policy Updates

### OCP Land Use & Development Permit Area Updates, New Proposed Zones and Floor Area (FAR) Updates

#### ***Proposed Changes:***

#### OCP Land Use Updates

The following changes to the City's Official Community Plan (OCP) are proposed.

##### **OCP Land Use Updates Due to Provincial Legislation**

The Province requires Transit-Oriented Areas (TOAs) around SkyTrain stations and bus exchanges that include a range of minimum densities (as measured by Floor Area Ratio, or FAR) and heights the City must permit for new residential development. While OCP land uses are mostly consistent with TOA densities and heights, the land use on some properties needs to be updated to comply with the TOAs (see map below for land use changes and locations).

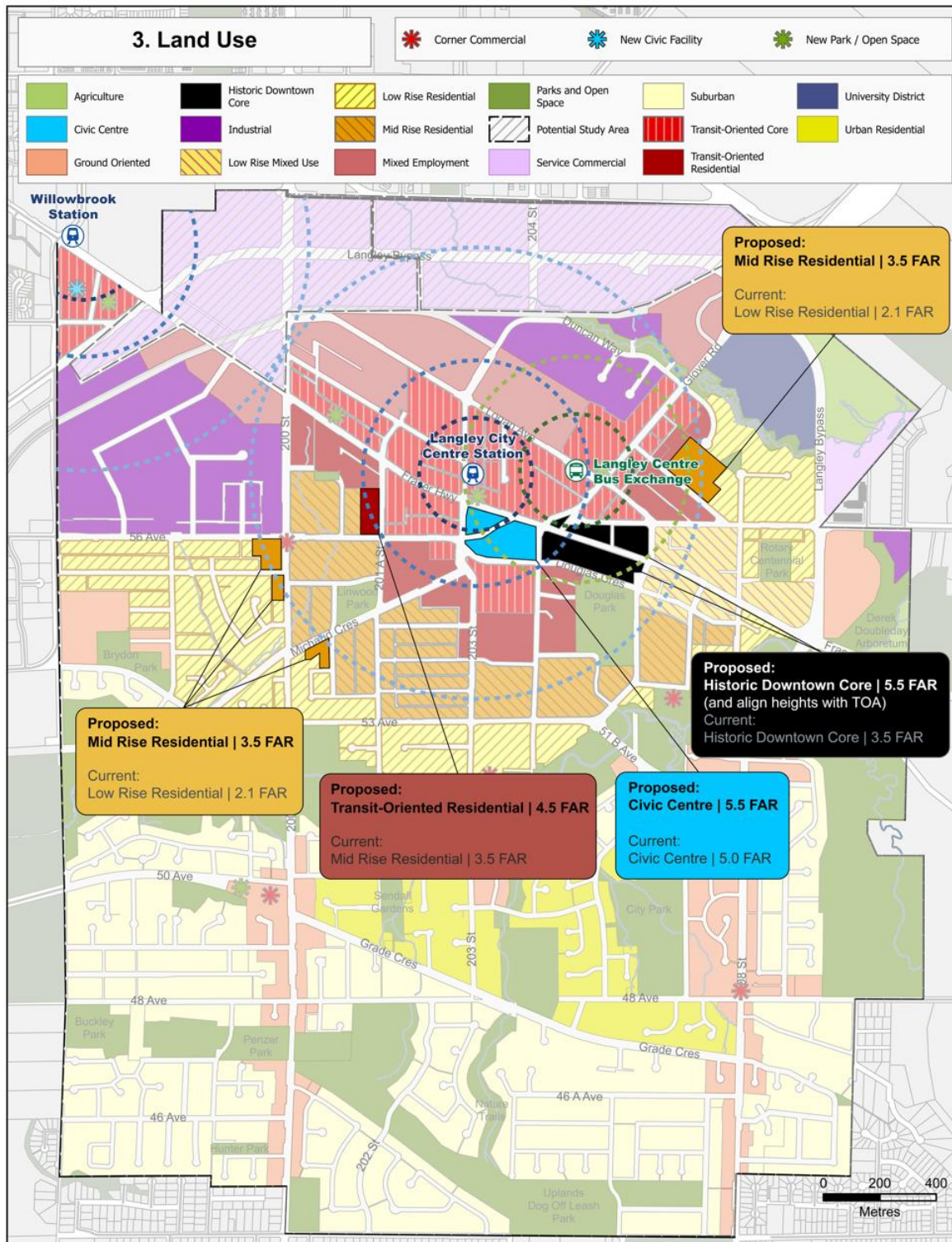


Figure 10: OCP Land Use Map Changes



### **Development Permit Area Guidelines Updates**

The Townhome & Plex-Home Best Practices Guide was received by Council in July 2023 and is a valuable resource for integrating new townhomes and plex-homes into established neighbourhoods. To fully implement this guide, the City is proposing these updates to its Ground Oriented Residential Development Permit Area Guidelines:

- Requiring Development Permits for duplexes
- Preventing overlook from rooftop patios for greater privacy
- Greater patio and balcony privacy
- Matching neighbouring roof pitches
- Enhanced active transportation connectivity & transit access as part of site design
- Target of 1 new tree per unit
- Driveway pads, if provided, must meet Zoning Bylaw dimensions

### **New Proposed Zones and Floor Area (FAR) Updates**

Page 29 of the Official Community Plan (OCP) includes a 'zone concurrence table' which dates back to November 2021 and shows which zones were to be used for each OCP land use.

Given that four years have passed since OCP adoption, and the draft Zoning Bylaw includes zone names and densities that respond to new Provincial legislation and enable bonus density, the zone and land use concurrence table in the OCP must be updated.

The current and proposed OCP land use & zone concurrence tables are shown below; see the 'proposed' table for updated zone names, densities, and zone/land use 'matches'.

## CURRENT (OCP PAGE 29)

LAND USE DESIGNATIONS	Transit-Oriented Core	Transit-Oriented Residential	Civic Centre	Mixed Use	Mid Rise Residential	Low Rise Residential	Mixed Employment	University District	Historic Downtown Core	Ground-Oriented Residential	Urban Residential	Suburban Residential	Service Commercial	Industrial	Agriculture	Parks & Open Space
APPLICABLE ZONES	C1, C4, C5, RM5	C1, RM5, RM4	C1, C5, RM5	C1, RM4	RM4, RM3	RM3, GO2	ME, I1, I2, C2	RM3, RM4, ME, UD1	C1	GO1, GO2	RS3	RS1	C2, C3	I1, I2, I3	A1	P1, P2, P3, P4
FAR RANGE	3.0 - 5.5 FAR	2.5 - 4.5 FAR	up to 5.0 FAR	2.5 - 3.5 FAR	2.1 - 3.5 FAR	1.4 - 2.1 FAR	up to 3.0 FAR	max 4.0 FAR	up to 3.5 FAR	up to 1.2 FAR	min 350m <sup>2</sup> lots	min 557m <sup>2</sup> lots	up to 0.5 FAR	n/a	n/a	n/a



## PROPOSED

LAND USE DESIGNATIONS	Transit-Oriented Core	Transit-Oriented Residential	Civic Centre	Mixed Use	Mid Rise Residential	Low Rise Residential	Mixed Employment	University District	Historic Downtown Core	Ground-Oriented Residential	Urban Residential	Suburban Residential	Service Commercial	Industrial	Agriculture	Parks & Open Space
APPLICABLE ZONES	C1, C3	C1, R5	C1, P1	C1, R4	R4	R3, R2	M1, I1, I2, C2	U1	C1	R1, R2	R1	R1	I1, I2, C2	I1, I2, I3	A1	P1, P2, P3, P4
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	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

Figure 11: Current and Proposed Land Use and Zone Concurrence Tables

## ***What we heard from the community (Phase 1 Engagement):***

This was a new topic in our engagement efforts and was not explored in the Phase 1 engagement process.

### ***Tell us your thoughts on these changes.***

**Survey Feedback** (n = 45 respondents)

**Open House Feedback** (n = 2 respondents)

#### **Survey Feedback**

##### **Form and Character (19 comments)**

There was mixed support for increased density. Common concerns were that it would disrupt the existing form and character of single-family neighbourhood areas, strain infrastructure, and disrupt the historic aspects of downtown. Conversely, others supported increased density so long as the form and character blended with existing builds. Other comments included: code needed for larger developments, FAR exclusion criteria for in-suite storage, and project rewards for exceeding minimum amenity requirements.

##### **Explicitly Support (11 comments)**

These respondents explicitly supported the proposed OCP policy changes.

##### **Explicitly Opposed (6 comments)**

These respondents explicitly opposed the proposed OCP policy changes.

#### **Open House Feedback**

##### **Natural Disaster Risk Management (2 comments)**

Concerned about the effect of earthquakes and liquefaction on transportation, and concerned about increasing building density within floodplains.

### Survey and Communication

(6 comments)

Concerned survey results will not be integrated into the bylaw and more in person consultation should be required. Also noted that some images are blurry and that the tables are not clear.

### No Comment or Need more Information

(5 comments)

Some respondents stated that they either had no comment, or opinion, on the proposed changes or that they did not understand them enough to comment.

### Infrastructure and Parking

(5 comments)

Some expressed concern that increases to development and density will further strain parking availability and infrastructure, such as roads and transit.

### Crime and Safety

(3 comments)

Concerned about crime associated with densification and how increased traffic would endanger safety of residents.

### Nature

(1 comment)

Recommendation to preserve large conifers in areas of development

## Recommendations

Key recommendations are listed in the two tables below, and are informed by the levels of support and opposition from both the Phase 2 online survey and open house session for each proposed regulatory update topic. The first table displays engagement feedback for the questions that asked participants for their level of support or opposition on a proposed regulatory update (mostly new topics). The second table displays the engagement feedback for questions that asked participants of their thoughts on a proposed regulatory update (mostly updates informed by Phase 1 engagement feedback). As noted above, the level of overall *supportive feedback* and *concerned feedback* to each topic was used to develop a recommendation for each proposed regulatory update to the Zoning Bylaw and OCP.

### Do you support or oppose the proposed regulatory update?

*(The supportive feedback and concerned feedback percentages do not add up to 100% due to neutral responses or skipped questions.)*

Proposed Regulatory Update Topic	Regulatory Change	Supportive Feedback	Concerned Feedback	Recommendation
<b>R1 Massing &amp; Roof Incentive</b>	Reduce the floor area for third storeys, decrease setbacks, increase lot coverage, and incentivize sloped roofs	<b>52%</b>	<b>23%</b>	Proceed with the R1 massing and roof incentivization updates.
<b>Secondary Suites</b>	For lots with secondary suites, require the lot owners to reside on the premise.	<b>63%</b>	<b>24%</b>	Require lot owners to reside on the lots if a secondary suite is present.
<b>RV Parking</b>	Update RV parking requirements in R1 and R2 zones	<b>53%</b>	<b>23%</b>	Update RV Parking regulation to permit unrestricted RV parking May 1 to Sept 30.

## Tell us your thoughts on these changes.

*(The supportive feedback and concerned feedback percentages do not add up to 100% due to neutral responses or skipped questions.)*

Proposed Regulatory Update Topic	Regulatory Change	Supportive Feedback	Concerned Feedback	Recommendation
<b>Carriage Homes</b>	Incorporate 2-storey carriage homes with a 6.8 m maximum height	<b>53%</b>	<b>19%</b>	Allow 2-storey carriage homes with a 6.8 m maximum height.
<b>Child Care</b>	Expand the child care to more zones & encourage in all apartment developments	<b>62%</b>	<b>16%</b>	Allow child care use in more zones, such as all commercial, residential and mixed use zones, and limited child care opportunities in industrial areas, to support the creation of more child care spaces.
<b>Recreational Cannabis</b>	Allow for cannabis stores subject to Policy CO-85	<b>33%</b>	<b>18%</b>	If Council chooses to permit cannabis retail stores in the City, consider identifying a maximum number of stores that are permitted to locate in the City. In addition, consider updating the location criteria for stores, such as increasing distances from schools, child care facilities, parks, recreation centers and other cannabis stores.
<b>Parking Updates</b>	Increase electric vehicle (EV) and bike parking requirements, while reducing minimum parking requirements for new subsidized rental buildings	<b>31%</b>	<b>50%</b>	Recognizing there is opposition to reduce parking requirements for below-market residential units, current rates can act as a significant barrier to realizing affordable housing in Langley City. Where vehicle parking is reduced, ensure appropriate transportation services are provided to meet demand.

				Proceed with the proposed updates to EV and biking parking requirements, while considering potential impacts of this infrastructure to affordable housing.
<b>Amenity Spaces</b>	Allow a combination of indoor and outdoor amenity space provisions, reduce the per-unit amenity requirement as the total number of homes increases, and allow cash-in-lieu of outdoor amenities for townhouse projects	<b>40%</b>	<b>16%</b>	Allow a combination of indoor and outdoor amenity space provisions. Allow a cash contribution option in place of an outdoor amenity area to fund local park and amenity improvements for townhouse projects.
<b>Bonus Density and Inclusionary Density</b>	Permit bonus density and require inclusionary density in new apartment buildings within the Provincially-mandated Transit-Oriented Areas	<b>38%</b>	<b>29%</b>	Permit bonus density in apartment zones outside of Provincially-mandated Transit Oriented Areas (TOAs), and require inclusionary zoning within Provincially-mandated TOAs.  Review the bonus density and inclusionary zoning regulations on a periodic basis to ensure alignment between affordability goals and financial viability.
<b>New Permitted and Prohibited Uses</b>	Permit rent-a-car storefronts, arcades, billiards, small-scale recycling facilities, containers; prohibit uses on pages 20-21 of the draft zoning bylaw	<b>22%</b>	<b>19%</b>	Proceed with the proposed new permitted uses and prohibited uses.
<b>OCP Land Use Updates Regarding Provincial Legislation</b>	Ensure land use regulations to comply with Provincial TOA requirements	<b>21%</b>	<b>11%</b>	Complete the proposed OCP updates.

<b>Development Permit Area Guidelines Updates</b>	Update Ground Oriented Residential Development Permit Area Guidelines to reflect the Townhome & Plex-Home Best Practices Guide			Complete the proposed OCP updates.
<b>New Proposed Zones and FAR Updates</b>	Update the OCP land use and zone concurrence table to align OCP land use with the new/updated zones in the updated Zoning Bylaw and reflect new Provincial legislation.			



## Next Steps

Based on the recommendations in this report, as well as further technical review, the Zoning Bylaw and OCP updates will be finalized and brought forward to Council for consideration.

Council is scheduled to review and consider adoption of the updated Zoning Bylaw and related OCP updates by the end of this year (or end of 2025).

Also, the findings of a separate staff analysis have determined that the proposed Zoning Bylaw updates will provide pre-zoned land in the City to meet at least 20 years of anticipated future housing needs, as required by the Province.

The completion of these Zoning Bylaw and OCP updates fulfills the steps shown below.

