

Table 2: Public Hearing Input: Proposed Updates to OCP Bylaw No. 3200

Input #	Proposed Amendment
1	OCP, Page 3: Update the first sentence in paragraph 4 of the “History & Context” section to: “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.”
2	Appendix A, Page 17: Adjust legend in map to make the three “conceptual alignment” notes more visible. Appendix A, Page 17: Reword the first sentence of Policy 1.2. (New Path) to: “In accordance with the results of further work that will include environmental assessment, engineering review, public engagement, and external agency consultation to determine specific alignment and detailed design, develop a new path along the southern edge of the floodplain within the Garden Wild Room between 200 Street and Hi Knoll Park in Surrey.”
3	Maintain existing policy in accordance with the associated rationale in Table 1.
4	Appendix A, Page 30: Reword Policy 6.11. (Pedestrian & Vehicle Access) to: “Create a new vehicular and pedestrian access between 53A Avenue and 54 Avenue through future redevelopment.”
5	Maintain existing policy in accordance with the associated rationale.
6	Maintain existing policy in accordance with the associated rationale.
7	No changes recommended. <i>(Though it is not a part of OCP Bylaw No. 3200, staff will amend the Engagement Summary which followed the open houses held for the OCP and Nicomekl River District Neighbourhood Plan to clarify that the 1.2 FAR maximum for Ground Oriented Residential will apply in all areas of the City, both north and south of the Nicomekl River.)</i>
8	Maintain existing policy in accordance with the associated rationale in Table 1.
9	Maintain existing policy in accordance with the associated rationale in Table 1.
10	Maintain existing policy in accordance with the associated rationale in Table 1.
11	Maintain existing policy in accordance with the associated rationale in Table 1.
12	Maintain existing policy in accordance with the associated rationale in Table 1.
13	Maintain existing policy in accordance with the associated rationale in Table 1.
14	Maintain existing policy in accordance with the associated rationale in Table 1.
15	Maintain existing policy in accordance with the associated rationale in Table 1.
16	Maintain existing policy in accordance with the associated rationale in Table 1.
17	Maintain existing policy in accordance with the associated rationale in Table 1.
18	Maintain existing policy in accordance with the associated rationale in Table 1.
19	Maintain existing policy in accordance with the associated rationale in Table 1.
20	OCP, Page 55: Add new Policy 3.40. with the following name: “Community Amenity & Services Coordination.” Write the policy as: “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.”
21	OCP, Page 118: Adjust Map 2 so that the legend does not cover any parcels.
22	OCP, Page 119: Adjust Map 3 to remove the circular study area centered on the intersection of 200 Street and the Langley Bypass, and add the Service Commercial lands west of 201A Street north of the Langley Bypass and the Service Commercial lands west of 202 Street south of the Langley Bypass to the existing study area to the west.

Input #	Proposed Amendment
23	Maintain existing map in accordance with the associated rationale in Table 1.
24	OCP, all pages: Amend any and all SkyTrain station references that use names other than “196 Street Station” and “203 Street Station” to refer to the planned SkyTrain stations, located near 196 Street and 203 Street respectively, to use these street-based names.
25	Maintain existing policy in accordance with the associated rationale in Table 1.
26	Maintain existing policy in accordance with the associated rationale in Table 1.
27	Maintain existing policy in accordance with the associated rationale in Table 1.
28	Maintain existing policy in accordance with the associated rationale in Table 1.
29	Maintain existing policy in accordance with the associated rationale in Table 1.
30	Maintain existing policy in accordance with the associated rationale in Table 1.
31	Maintain existing policy in accordance with the associated rationale in Table 1.
32	Maintain existing policy in accordance with the associated rationale in Table 1.
33	OCP, Page 45: Reword Policy 2.21. to: “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.”
34	OCP, Page 122: On Map 6, add note at bottom of legend that states: “Transit alignments and facility locations are conceptual and will require further public engagement and collaboration with TransLink and BC Transit to finalize.”
35	Maintain existing policy in accordance with the associated rationale in Table 1.
36	Maintain existing policy in accordance with the associated rationale in Table 1.
37	Maintain existing policy in accordance with the associated rationale in Table 1.
38	Maintain existing policy in accordance with the associated rationale in Table 1.
39	Maintain existing policy in accordance with the associated rationale in Table 1.
40	Maintain existing policy in accordance with the associated rationale in Table 1.
41	OCP, Page 42: Reword Policy 2.6. (Update Master Transportation Plan) to: “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.”
42	OCP, Page 43: Reword Policy 2.8. (Prioritize Investments) to “Prioritize investments in new and enhanced infrastructure for walking, cycling, and rolling in the core and shoulder areas of the planned SkyTrain stations, and around schools and parks.”
43	OCP, Page 43: Reword the second sentence of Policy 2.11. (Complete the Sidewalk Network) to: “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.”
44	Maintain existing policy in accordance with the associated rationale in Table 1.
45	Maintain existing policy in accordance with the associated rationale in Table 1.
46	Maintain existing policy in accordance with the associated rationale in Table 1.
47	Maintain existing policy in accordance with the associated rationale in Table 1.
48	Maintain existing policy in accordance with the associated rationale in Table 1.
49	Maintain existing policy in accordance with the associated rationale in Table 1.
50	Maintain existing policy in accordance with the associated rationale in Table 1.
51	Maintain existing policy in accordance with the associated rationale in Table 1.

Input #	Proposed Amendment
52	OCP, Page 47: Add new Sub-Policy 2.28.4. under Policy 2.28. (Frequent Transit Network) that states: “Transit priority measures.”
53	OCP, Page 47: Reword Policy 2.28. (Frequent Transit Network) to: “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:”
54	OCP, Page 47: Reword Policy 2.29 (Transit Exchange) to: “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.”
55	<ul style="list-style-type: none"> • OCP, Page 47: Reword Sub-Policy 2.32.1. under Policy 2.32 (SkyTrain Stations and Guideway Design) to: “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,” • OCP, Page 47: Reword Sub-Policy 2.32.2. under Policy 2.32 (SkyTrain Stations and Guideway Design) to: “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.”
56	OCP, Page 47: Add new Sub-Policy 2.28.5. under Policy 2.28. (Frequent Transit Network) that states: “Bus network integration with the planned SkyTrain extension.”
57	OCP, Page 47: Reword Policy 2.34. (Partner with School District) to: “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.”
58	OCP, Page 47: Reword Policy 2.35. (Seek Grants) to: “Seek grant opportunities for planning, infrastructure, and communications for walking, cycling, and rolling.”
59	Maintain existing policy in accordance with the associated rationale in Table 1.
60	<ul style="list-style-type: none"> • OCP, Page 50: Reword Policy 3.4. (Universal Design) to: Use principles of universal design when designing parks, trails, and public spaces, and ensure accessibility for all ages and abilities.” • OCP, Page 50: Rename Policy 3.7. (Expand Trail System) to: “Expand and Connect the Trail System” and write it to state: “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.”
61	OCP, Page 50: Remove Policy 3.8. (Connect Trail System), as this policy has been combined with Policy 3.7 as noted above and renumber subsequent policies accordingly.
62	Maintain existing map and legend in accordance with the associated rationale in Table 1.
63	OCP, Page 121: Adjust Map 5 to merge “Proposed Bike Route” and “Additional Proposed” to create “Proposed Bike Route” in both the legend and the map itself.
64	OCP, Page 121: Adjust Map 5 to add overlays for Metro Vancouver Regional Greenways, TransLink’s Major Bike Network, and MOTI’s bike routes.
65	OCP, Page 122: On Map 6, add note at bottom of legend that states: “Transit alignments and facility locations are conceptual and will require further collaboration with TransLink and BC Transit to finalize.”

Input #	Proposed Amendment
66	<ul style="list-style-type: none"> • OCP, Page 122: On Map 6, change the magenta Interregional Service line to be dotted and end in an arrow on its left side. • OCP, Page 122: On Map 6, adjust the legend label beside the magenta line to: “Interregional Service (Fraser Valley).”
67	OCP, Page 123: Adjust Map 7 with roads that form part of TransLink’s Major Roads Network identified.
68	Maintain existing map in accordance with the associated rationale in Table 1.
69	Appendix A, Page 17: Adjust the map to show all bus routes and adjust the legend to differentiate between existing service and conceptual future services.
70	Update the Purpose section of the General Environmental Development Permit Guidelines (OCP page 72) by adding “in order to implement the Key Directions and policies of this OCP that aim to fight climate change.” to the end of the paragraph.

Table 3: Proposed Updates to OCP Bylaw No. 3200 Based on Legal Review

	Proposed Amendment	Rationale
1	OCP, p. 3: “400 series” removed from paragraph on Legislative Authority	Too specific, may change should the Local Government Act (LGA) numbering system be updated
2	OCP, p.39, policy 1.19: “adaptable across unit size” updated to “adaptable across all unit sizes”	Clarifies intent of the policy
3	OCP, p.45, policy 2.20: “core and shoulder areas” updated to “Core and Shoulder areas (Map 4)” OCP, throughout document: when referring to “Core and Shoulder Areas”, the words “Core” and “Shoulder” have been capitalized.	Makes a clearer link to the Core & Shoulder areas map
4	OCP, p.46, policy 2.27: “Vehicle parking in new developments shall be electric vehicle ready with energized Level 2 outlets as required by the Zoning Bylaw” updated to “Update the Zoning Bylaw to require vehicle parking in new developments to be electric vehicle ready with energized Level 2 outlets”	Clarifies that the Zoning Bylaw does not yet include this requirement
5	OCP, p.50, policy 3.8: “Take advantage of any opportunities” updated to “take advantage of opportunities”	Provides more flexibility
6	OCP, p.60, policy 4.20: “Neighbourhood Commercial” updated to “Corner Commercial” (in reference to the land use designation overlay on OCP page 28)	Makes a clearer link to the Corner Commercial description on OCP page 28 and as shown on OCP Map 3
7	OCP, p.60, policy 4.24: “Through this plan,” removed	Removes confusion about which plan is referenced
8	OCP, p.63, policies 5.1 & 5.2: “City of Langley’s” added in front of “Sustainability Framework”	Clarifies that the Sustainability Framework is another document outside the OCP
9	OCP, p.74, General Form & Character Guidelines, Purpose: added “in order to implement the strategic directions and policies of this OCP that aim to create walkable, human-scale, attractive, and safe neighbourhoods”	Strengthens the justification for form & character guidelines
10	OCP, p.92, Hazard Guidelines, Purpose: added “where land slip and erosion may impact the safety of people, property, and buildings”	Strengthens the justification for hazard guidelines
11	OCP, p.93, Environmentally Sensitive Area Guidelines, Purpose: added “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”	Strengthens the justification for ESA guidelines

	Proposed Amendment	Rationale
12	OCP, p.93, Guideline #7: replaced “Setbacks from watercourses shall be determined in accordance with the Riparian Areas Regulation pursuant to the Fish Protection Act” with “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).”	Updates the name of the Provincial Regulation, and clarifies that a QEP is required to determine streamside setbacks
13	OCP, p.127, Map 11: added school locations; ‘star’ symbols for potential locations for new plaza or open space were also slightly shifted to align with OCP policies	School locations must be mapped as per the LGA
14	OCP, p. 119, Map 3: map corrections to show ‘Parks and Open Space’ land use on existing park at Production Way and Fraser Highway and Michaud Community Gardens. These corrections were identified through Map 11 updates noted above.	Identifies existing land use conditions