



# ENGAGEMENT SUMMARY

City of Langley  
Zoning Bylaw Update Survey & Open House

April 15th, 2024

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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 the community, including policies that relate to Langley's housing, transportation, culture, economy, and climate.

The next step in making the OCP vision a reality is to update the Zoning Bylaw based on zoning and urban design best practices, new provincial legislation, and ensure it best represents the expectations of current and future Langley City residents.

Zoning Bylaws are legal documents that regulate how land, buildings, and other structures may be used. They include rules for the design of buildings (e.g. height, setbacks, lot coverage, etc.), parking requirements, amenity spaces, and more. The survey focused on two key components:

- New Uses and Zoning Updates – these are the proposed new regulations related to carriage homes, single detached homes, amenities & open spaces, child care, and cannabis retail.
- New Parking Approaches – these are the proposed new regulations related to parking requirements in new developments.

The insights gathered from the survey not only reflected the community's perspectives but also served as a foundation for refining and updating the Zoning Bylaw. Through collaborative efforts, we aim to ensure that the revised Bylaw effectively mirrors the aspirations and needs of the Langley City community.

## What We Did

### Online Survey

A survey was conducted from November 14 - December 5, 2023 to gather input from residents that will help inform the zoning bylaws for the newly adopted Official Community Plan for the City of Langley. In total, 515 people participated in the survey.

### Open House

An open house was held on March 6, 2024 from 5-8pm 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 approximately 160 residents attended the event.

### Social Media

This section highlights the promotional activities conducted on social media for the Langley City Zoning Bylaw Survey. The campaign aimed to gather public feedback and create awareness about the open house event. Below are the key findings:

#### **Facebook:**

Six Facebook posts were shared before the open house, starting from February 15th, 2024. Two Facebook ads were run during the campaign. The boosted Facebook post on February 15th achieved 12,100 post impressions, 5800 accounts reached, 70 likes and reactions, 32 comments, one share and 119 clicks. The boosted Facebook post on February 22nd achieved 2000 impressions, reached out to 1600 accounts, had 156 likes and reactions, seven comments, one share and 11 clicks.

#### **Twitter**

Four posts were shared on Twitter before the open house, starting from February 15th, 2024. Twitter engagement was relatively low with 606 post impressions, two engagement interactions, three reshares, six detail expands and 165 clicks.

#### **Instagram**

Four posts were shared on Instagram before the open house, starting from February 15th, 2024. Instagram engagement metrics included 493 post impressions, a reach of 403 accounts, 17 likes and reactions, and one comment.

## 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 Survey. The campaign aimed to gather public feedback and create awareness about the open house event. Below are the key findings:

### **Langley City Website:**

The Langley City website played a crucial role in promoting the Zoning Bylaw Survey. A web slider, displayed from February 15th to March 6th, attracted users on the homepage. The web slider was linked to a comprehensive project page with detailed information about the Zoning Bylaw Open House and background information. The open house event on March 6th was featured on the website and linked back to the Zoning Bylaw project page.

### **Langley City Connects eNewsletter**

On February 22nd at 4:39pm the Langley City Connect eNewsletter circulated to 3525 subscribed users. At the top portion of the eNewsletter sat the advert for the Zoning Bylaw Update Open House. This mode of marketing garnered 188 total clicks with a total click rate of 4.6%.

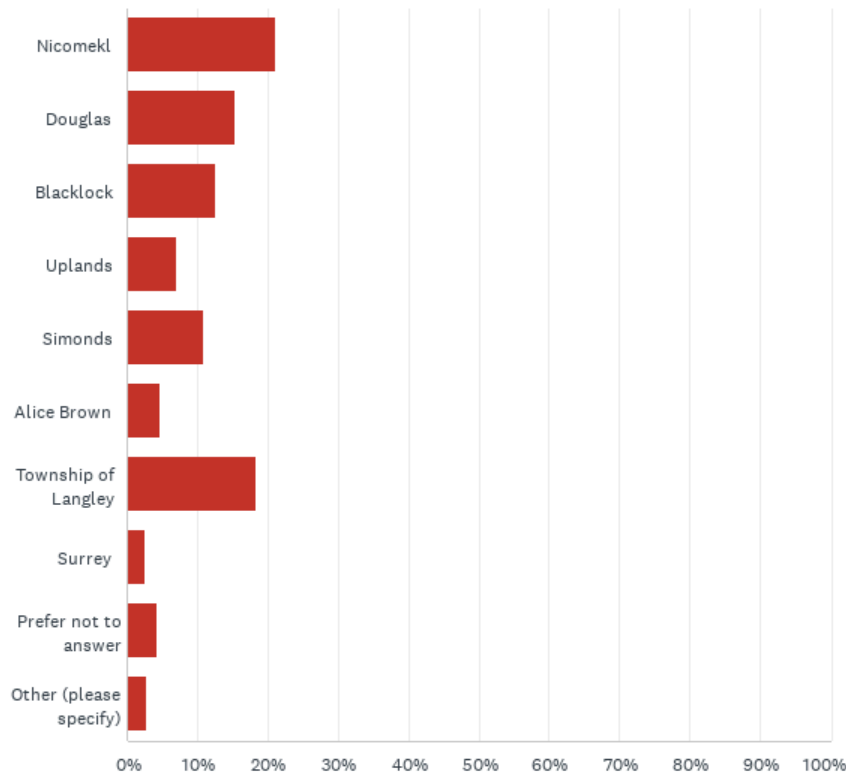
### **Newspaper Advertisements**

The Open House event was circulated through the community through the physical and digital newspaper on February 15th, 22nd, and 29th. The advert contained the key details such as date, time, location, brief synopsis, as well as a QR code for users to scan to find more information on the main Zoning Bylaw Update Project Page.

## Who We Heard From

### Online Survey

**Where do you currently reside? (n=492 respondents)**

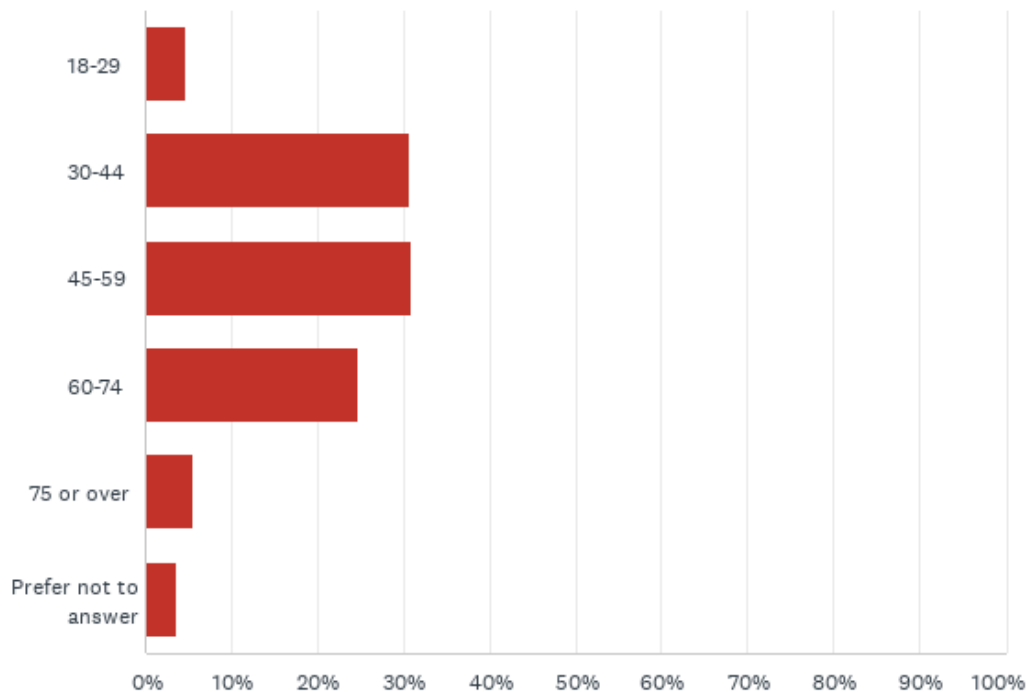


We asked survey participants where they reside to get a sense of where responses were coming from. Below is a breakdown of the neighbourhoods we received feedback from:

- Nicomekl 104 (21%)
- Douglas 76 (16%)
- Blacklock 62 (13%)
- Uplands 35 (7%)
- Simonds 54 (11%)
- Alice Brown 23 (5%)
- Township of Langley 90 (18%)
- Surrey 13 (3%)

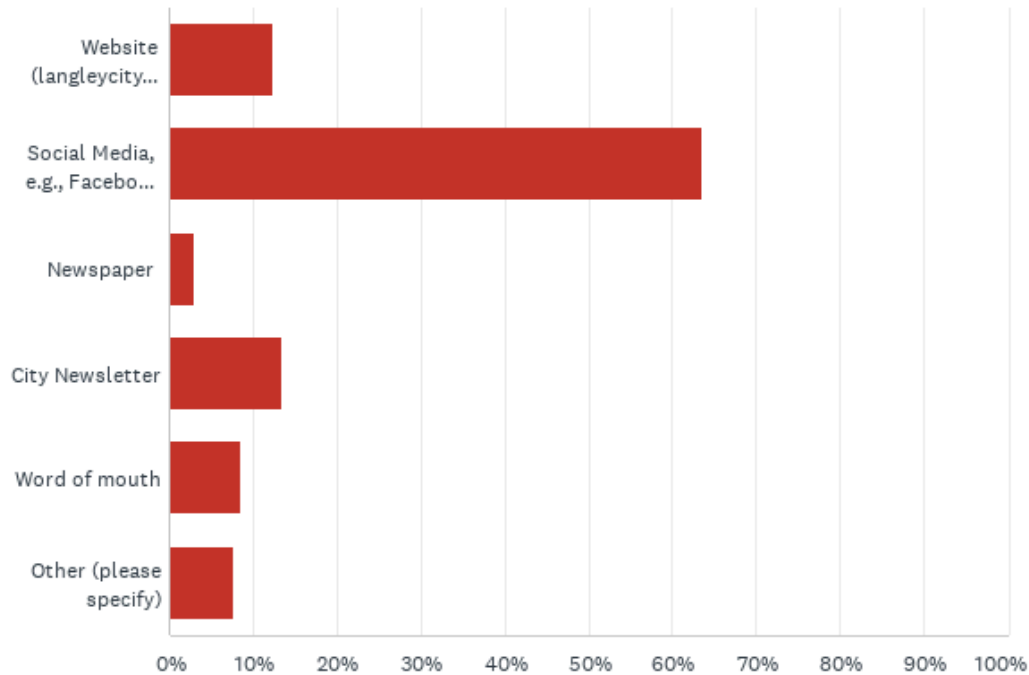
Apart from receiving responses from Township of Langley (including Willoughby, Walnut Grove and Brookwood) and Surrey, we also received one response from Abbotsford and 2 responses from Vancouver.

***What is your age bracket? (n=493 respondents)***



31% of respondents were between the ages of 45-59, 31% of respondents were between the ages of 30-44, 25% of respondents were between the ages of 60-74, 6% of respondents were 75 or above, and 5% of respondents were between the ages of 18-29. 4% of respondents preferred not to specify their age.

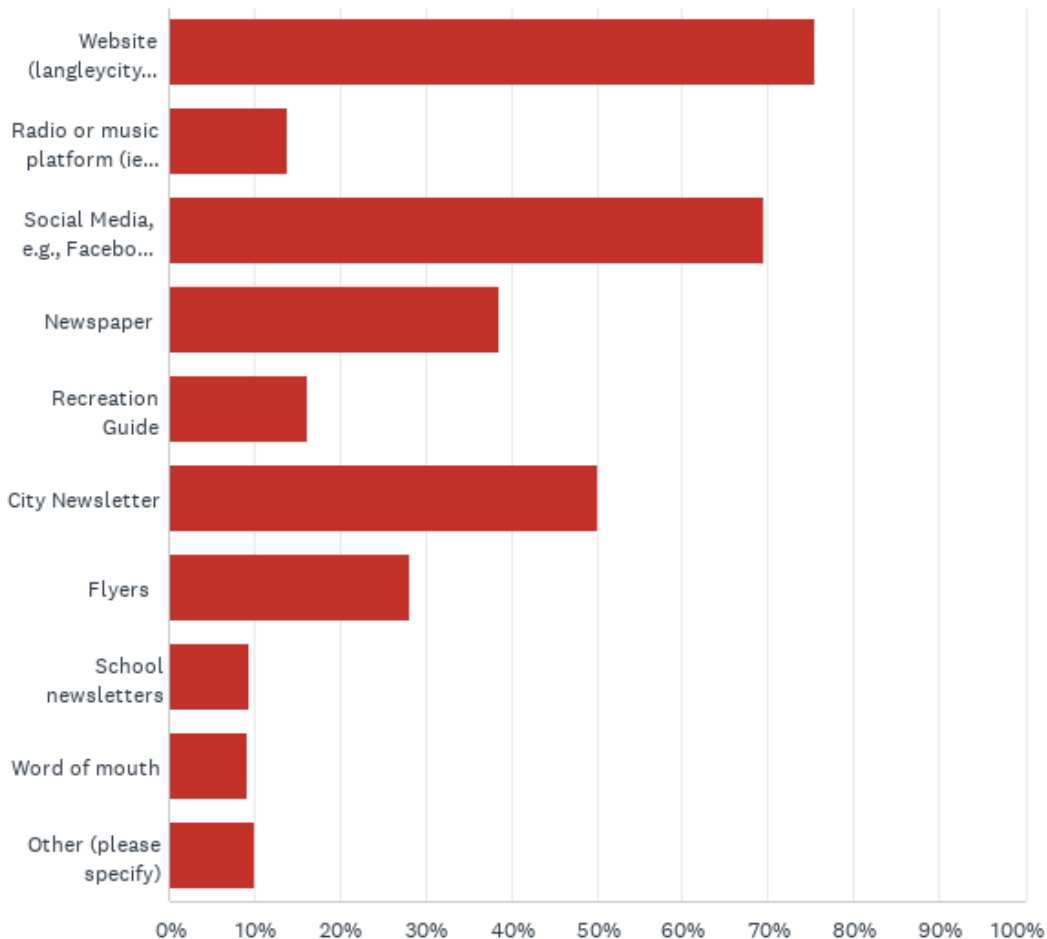
***How did you hear about this survey? (n=486 respondents)***



Of the total 515 surveys submitted, 64% of the respondents heard about the survey via social media posts (e.g Facebook, Twitter, Instagram, Youtube), 13% received the information about the survey through the city newsletter, 12% through the Langley City Website, 8% via word of mouth and 3% 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=489 respondents)***



Respondents were asked about their preferred methods to receive information about zoning bylaw updates. 76% of respondents favoured receiving outreach through the Langley City website, while 70% preferred communication via social media. Additionally, 50% of respondents preferred the City Newsletter, 39% preferred newspaper posts, 28% preferred flyers, 14% preferred radio broadcasts, 16% preferred the recreation guide, 9% preferred school newsletters, and 9% preferred word of mouth.

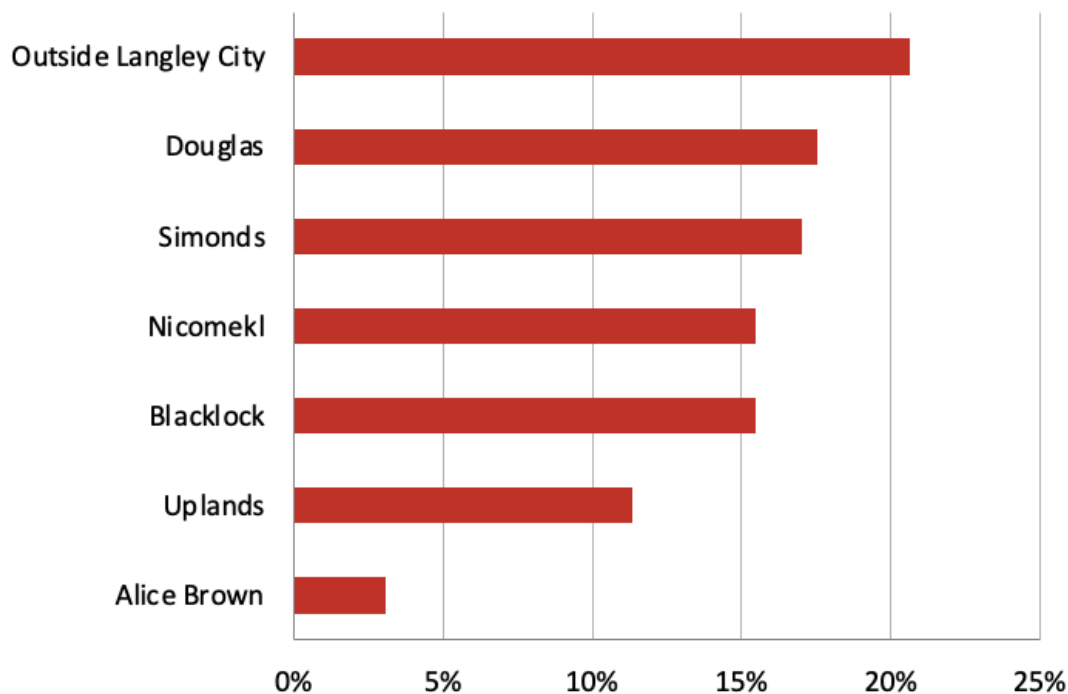
### ***Are there any other ways you would like to receive information?***

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

- Email (21) - Including e-newsletters
- Physical Mail (11) - Suggestions for flyers and letters two times a year
- In-person meetings (4) - Including public forums, community meetings in multiple locations and working with community groups and associations.
- All available communication methods (4)
- Social Media (3) - Including online blogs like the South of the Fraser blog
- Advertisements (2) - Including displays, banners and advertising in local malls
- Door-to-Door (2) - Suggestions to have City Councillors go door-to-door to provide information
- News Channels (2)
- Phone (1) - Text updates through the phone
- Website (1) - Updates on the City website

### **Open House**

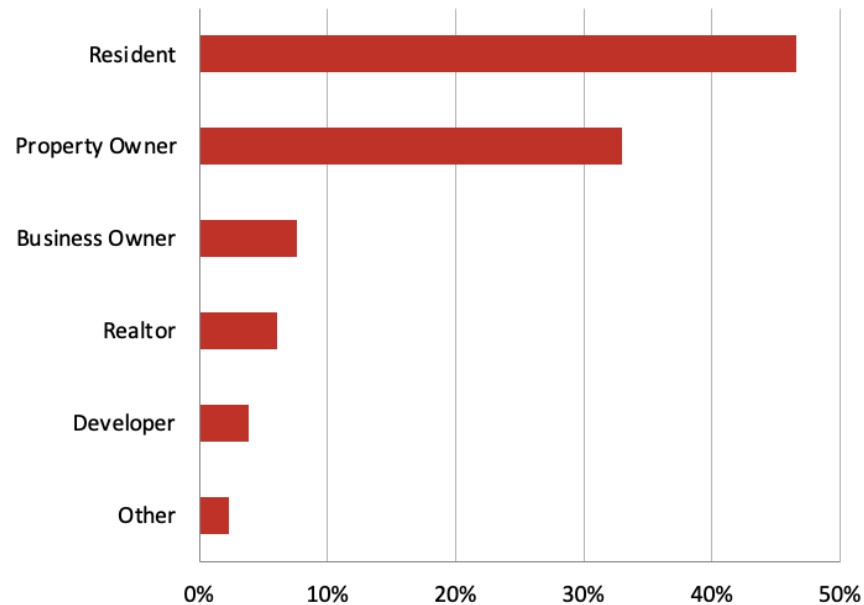
#### ***Where do you currently reside? (n=97 respondents)***



Of those who filled an exit survey, just over 20% were from outside Langley City while the rest were nearly evenly split between the Douglas, Simonds, Nicomekl, and Blacklock

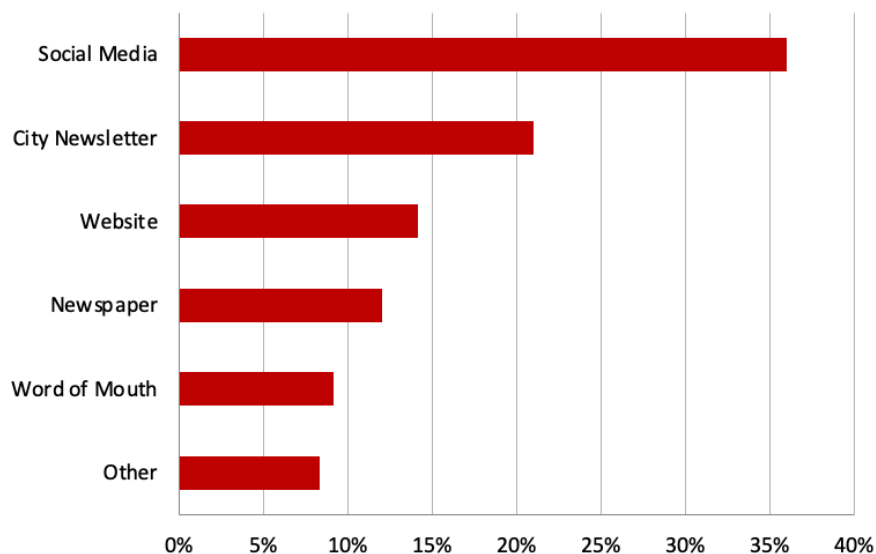
neighbourhoods. Approximately 11% and 3% of respondents were from the Uplands and Alice Brown neighbourhoods respectively.

***How would you characterize yourself? (n=131 respondents)***



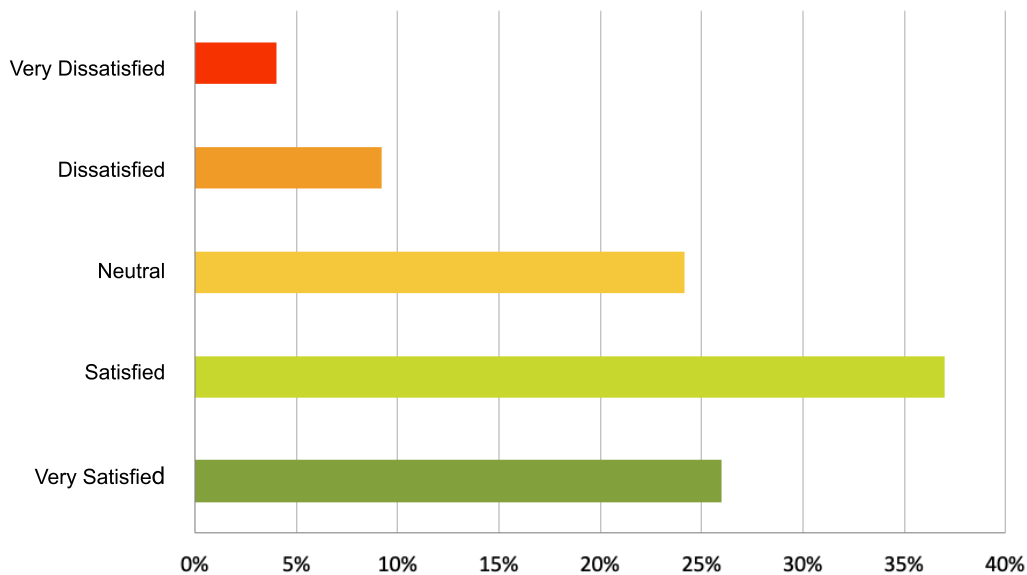
Respondents characterized themselves largely as residents (47%) and/or property owners (33%), while some identified themselves as either Business Owners (8%), Realtors (6%), Developers (4%) or Other (2%).

***How did you hear about the open house? (n=77 respondents)***



Similarly to the online survey, social media (36%) was the most important communication method for those who responded to the exit survey. The City Newsletter (21%) was key in informing respondents about the open house, while the website (14%), newspaper (12%), and word of mouth (8%) also played a role.

***Overall, how satisfied are you with the open house? (n=87 respondents)***



A majority of exit survey respondents felt either satisfied (37%) or very satisfied (26%) with the open house, compared to those who felt not satisfied at all (4%) or unsatisfied (9%). Approximately 24% felt neutral about the event.

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

The following summarizes comments left on the exit surveys:

- Engagement Approach (8)  
 Respondents expressed that there was a lot of information on the boards, leading to suggestions of having an overview presentation or snapshot of the session. Some respondents expressed that they enjoyed the dot voting and sticky note approach.
- Engagement Boards (7)  
 We heard that the language on the engagement boards should be more succinct but informative, as well as transparent. Suggestions for more visual aids and renderings to portray what is written.
- Frequency/space (7)  
 There was appreciation of the open house session and respondents expressed that they would like to have more of them to provide opportunity to those who did not have the

chance to attend this one. Some respondents suggested having a bigger space as the room felt crowded.

- Planning/zoning suggestions (5)

We heard specific comments regarding planning and zoning. These included having more information on transit planning, affordable housing, and consideration for emergency and health services.

- Staffing (4)

Respondents suggested having more staff so people have more opportunities to engage, chat, and ask questions.

- Incentive (3)

There were suggestions to have food, drink, and snacks available for attendees.

- Outreach (3)

Some respondents felt a lack of outreach through mail and physical letters, leading to suggestions of postcard or letter mailouts and having posters in community spaces such as recreation centres.

# What We Heard

## Key Takeaways

The following results and themes emerged and will be considered when updating 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. A majority of survey and open house participants strongly supported or supported all proposed regulation changes related to New Uses & Zoning Updates. When asked to provide additional information on why they chose their level of support for various proposed regulations for new uses and zoning updates, the following high-level themes emerged:

**FORM AND CHARACTER** | Respondents highlighted the importance of maintaining Langley City's distinctive character and identity. They expressed a desire for new taller buildings to seamlessly integrate with the existing neighbourhood, ensuring designs that enhance rather than detract from the city's unique charm.

**GREENSPACE** | Greenspace was highly valued by respondents. In particular, respondents expressed a strong desire to preserve and enhance greenspaces within residential developments. Respondents valued the ability of greenspaces to enhance quality of life and community health.

**NEED FOR HOUSING** | Respondents expressed the need for additional housing in Langley City, emphasizing the importance of addressing the current shortage. Their feedback reflected a call for action to enhance housing availability and cater to the diverse needs of the community.

### Part 2: New Parking Approaches

Respondents were asked to share their level of support for a range of proposed parking regulations, as shown below. A majority of respondents supported all regulation changes, except for reducing parking requirements for new subsidized rental buildings. When asked to provide additional information on why they chose their level of support for various proposed policies for new parking approaches, the following high-level themes emerged:

**ADEQUATE PARKING REQUIREMENTS** | Respondents expressed that the City should support an adequate amount of parking to meet the needs of residents. Some respondents suggested that the City should focus on expanding roadways and decreasing traffic congestion instead of

promoting alternative means of transportation. Other respondents suggested that there will always be residents who need to drive, including seniors, disabled residents and families with children, and that reducing parking spaces would decrease access to services and amenities for them.

**SAFETY |** Safety was a major issue for respondents, as many expressed concerns about bicycle safety and theft. Some respondents felt that requiring more bike parking space would deter bicycle theft, while others felt that secure bike parking alone would not deter it. We also heard residents' concerns about addressing crime directed towards pedestrians and a need to create a safe walkable city. On the other hand, other respondents felt that increasing the amount of parking would lead to fewer accidents.

**COSTS FOR RESIDENTS |** We heard concerns about the proposed regulations increasing costs for residents. Some residents felt that increasing the number of parking spaces dedicated to alternative modes of transportation would mean that residents would have to pay extra costs to secure the remaining parking spots. We also heard concerns that increasing requirements for spaces dedicated to alternative modes of transportation would increase housing costs. On the other hand, other respondents felt that the proposed regulations would help increase transportation options for residents who cannot afford to own a car.

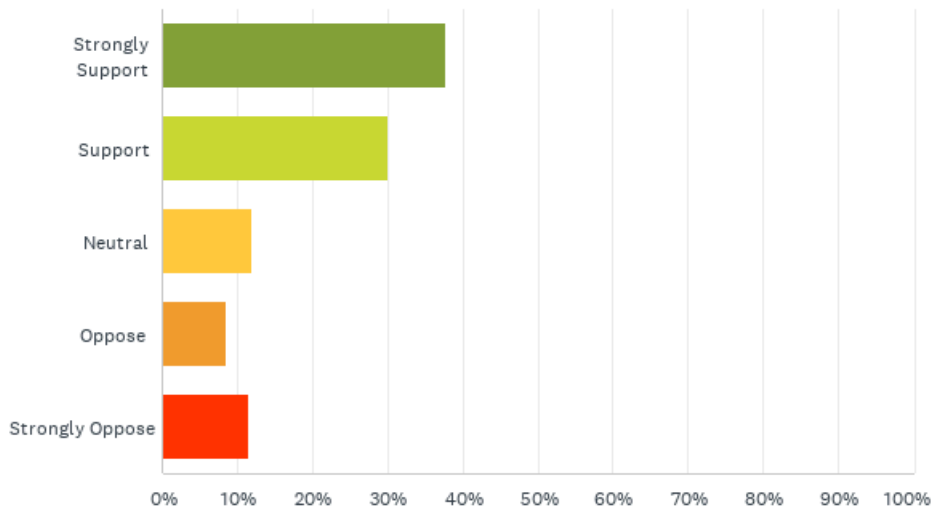
## Part 1. New Uses and Zoning Updates

### Carriage Homes versus Garden Suites

#### Survey Feedback

***Where garden suites are allowed, would you support the option of building a carriage home instead? (n=510 respondents)***

**Overall, 68% of survey respondents strongly supported or supported the option of carriage homes.** 12% of respondents were neutral, while 20% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that respondents expressed when asked to provide more information on their response.

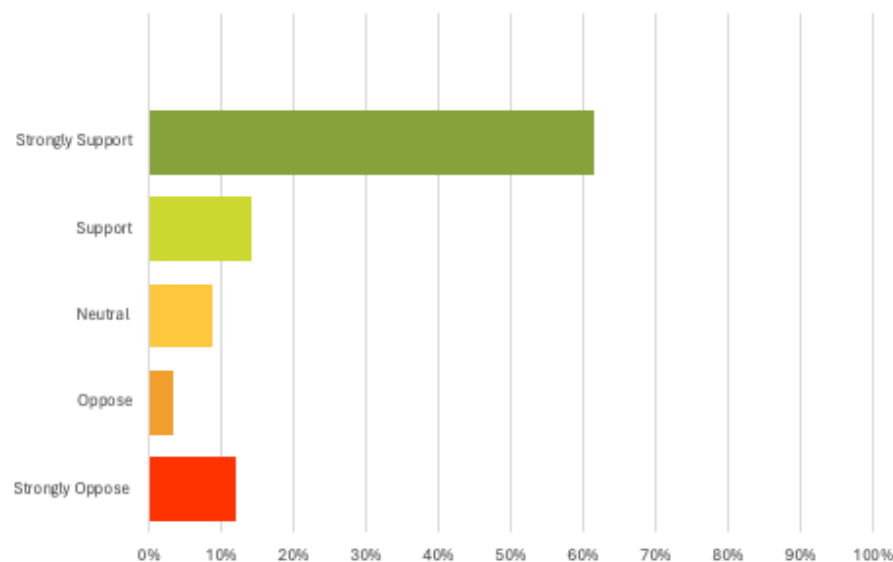




### Open House Feedback

**Would you support allowing carriage homes on single detached residential lots? (n=91 respondents)**

**Overall, 76% of open house participants strongly supported or supported the option of carriage homes.** 9% of participants were neutral, while 15% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.



***Tell us why.***

### Survey Feedback

#### Need for Housing and Affordability

Many respondents expressed concerns related to the pressing and urgent need for housing that can cater to different household incomes. Respondents felt that supporting the development of carriage homes in Langley City would assist community members struggling to find affordable housing options.

*95 comments*

### Open House Feedback

#### Parking and Traffic Concerns

Open house participants commented on challenges related to parking and lack of lanes.

*7 comments*

### In Support

Most respondents were in support of allowing carriage homes. Respondents felt that providing carriage homes as an option could increase housing options for renters, support the local economy by making space for more people to live where they work, and support urban density.

*71 comments*

### Parking and Traffic Concerns

Many respondents expressed the need for more parking space if carriage homes were to be allowed. Suggestions were made to support off-street parking to ease traffic and congestion.

*57 comments*

### Efficient Use of Space

Respondents believed that infill development such as carriage homes are an efficient use of urban space that can help balance the need for housing while preserving outdoor and green spaces in the city.

*24 comments*

### Market Drive Solutions

Some respondents suggested that the market should decide on the need for carriage homes.

*19 comments*

### Need for Housing and Affordability

Open house participants expressed support for carriage homes as they provide opportunities for rental housing, and more single and multigenerational families in Langley.

*3 comments*

### In Support

Open house participants shared general support for carriage homes in Langley.

*3 comments*

### Efficient Use of Space

There was a comment that carriage homes make good use of small spaces.

*1 comment*

### Other Comments

Open house participants noted a need for walkability to amenities, including schools. There was also a concern that carriage homes have limited accessibility for seniors and those with mobility challenges.

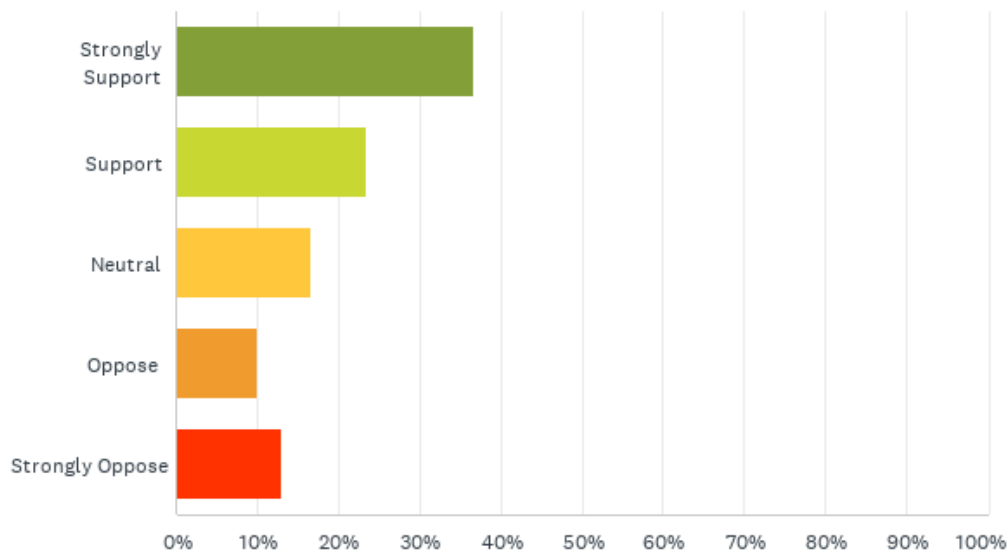
*3 comments*

## Single Detached Homes

### Survey Feedback

***Do you support updating the Zoning Bylaw to reduce the size of new single detached homes? (n=514 respondents)***

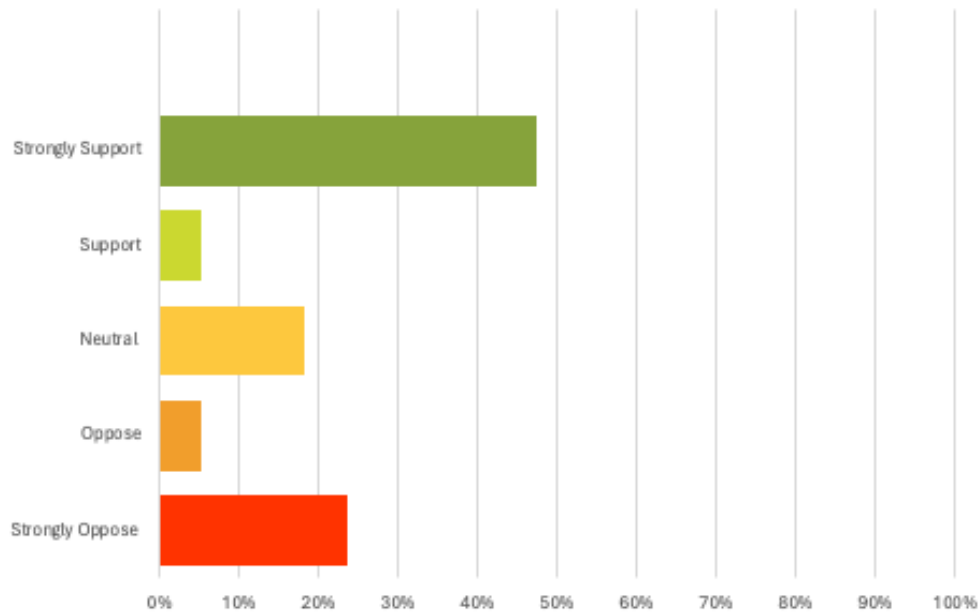
**Overall, 60% of respondents strongly supported or supported updating the Zoning Bylaw to reduce the size of the new single detached homes.** 17% of respondents were neutral, while 23% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that respondents expressed.



### Open House Feedback

***Do you support updating the Zoning Bylaw to reduce the size of new single detached homes? (n=93 respondents)***

**Overall, 52% of open house participants strongly supported or supported updating the Zoning Bylaw to reduce the size of the new single detached homes.** 18% of participants were neutral, while 29% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.



### ***Tell us why.***

#### **Survey Feedback**

##### **Need for Livable Space**

Many respondents highlighted the need for families to have enough livable space to stay together. In particular, there were concerns that minimized footprints would reduce residents' standard of living, especially for those with disabilities who need more space, and would reduce the ability for seniors to stay with their families.

*30 comments*

##### **Form and Character**

Many respondents favoured housing designs, such as single-family homes, that integrate into the existing character of the neighbourhood.

*30 comments*

#### **Open House Feedback**

##### **Form and Character**

Open house participants commented on the importance of maintaining family-friendly neighbourhoods. There were suggestions to ensure housing supports multi-generational families, and larger balconies to provide outdoor social space. There were also concerns that large homes change neighbourhood character.

*6 comments*

##### **Affordability**

Open house participants shared support for this direction to improve affordability, particularly for families.

*5 comments*

#### Efficiency and Sustainability

Many respondents expressed support for reducing home sizes as a strategy to make the most efficient use of land in the city. Respondents raised concerns that larger dwellings are potentially linked to increased energy consumption of water, heat, gas, and electricity, and also have the potential for a greater number of cars per dwelling.

*24 comments*

#### Green Space

Many respondents emphasized the importance of green space. Concerns were raised that reducing home sizes would result in the remaining space being used for larger driveways, resulting in an overall reduction in green space.

*24 comments*

#### Height Concerns

A few respondents expressed concerns about the height of single-family housing. Respondents suggested that measures should be taken to prevent homes from towering over neighbouring buildings.

*14 comments*

#### Parking and Transportation

There were comments about the need for additional parking. One open house participant shared support for small single detached homes on main roads with bus connections.

*5 comments*

#### Green Space

Open house participants expressed concern with the loss of yards and trees through new development.

*2 comments*

#### Need for Livable Space

There was support for smaller single detached homes that provide families small space with affordable pricing.

*1 comment*

#### Efficiency and Sustainability

There was a comment that detached homes are an unsustainable form of housing.

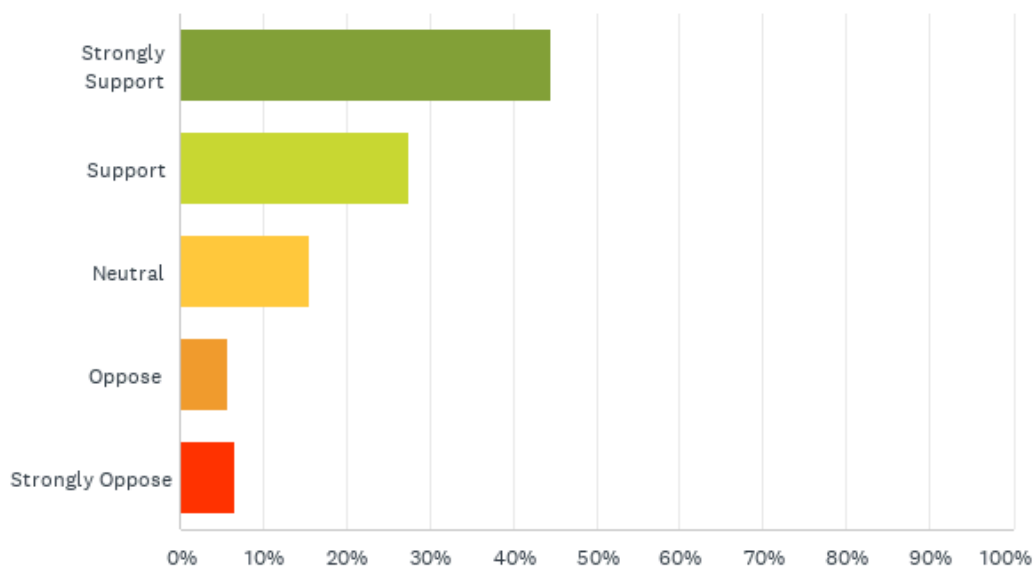
*1 comment*

## Child Care

### Survey Feedback

***Do you support expanding the number of zones in which child care is a permitted use?***  
 (n=513 respondents)

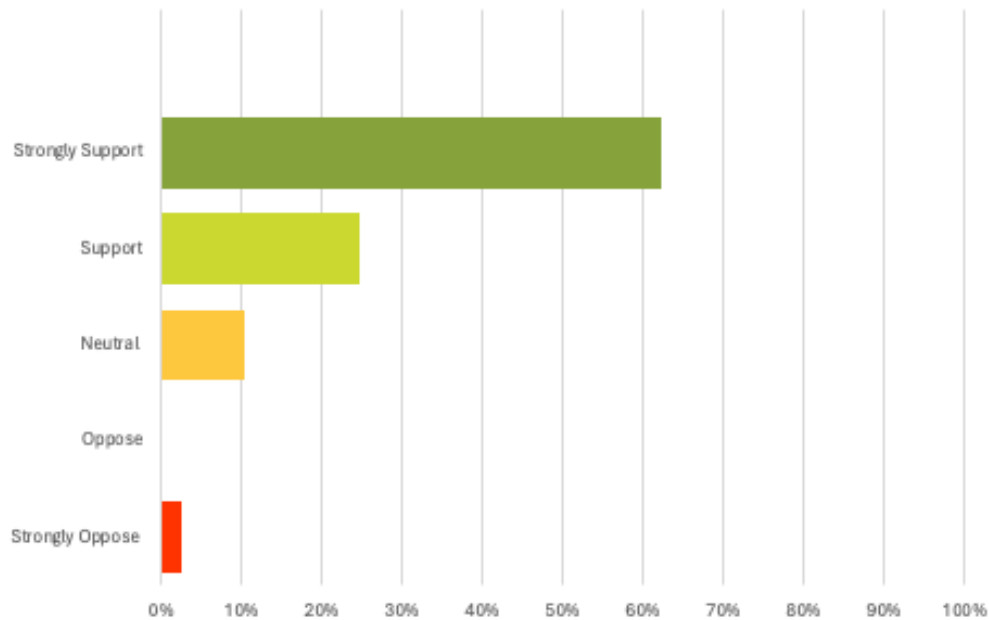
**Overall, 72% of respondents strongly supported or supported expanding the number of zones in which child care is a permitted use.** 16% of respondents were neutral, while 12% were either in opposition or in strong opposition.



### Open House Feedback

***Do you support expanding the number of zones in which child care is a permitted use?***  
 (n=77 respondents)

**Overall, 87% of open house participants strongly supported or supported expanding the number of zones in which child care is a permitted use.** 10% of participants were neutral, while 3% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.



### ***Tell us why.***

#### **Survey Feedback**

##### **In Support**

Many respondents expressed that there is a need for expanded child care facilities, emphasizing the importance of availability in diverse locations.

*118 comments*

##### **Safety and Security**

Respondents highlighted a need for increased safety and security in the vicinity of new child care facilities. Respondents suggested that there is a need to implement better safety measures to ensure the well-being of children within the community.

*100 comments*

#### **Open House Feedback**

##### **Parking and Traffic Concerns**

Open house participants commented on the need for traffic flow around daycare locations. Some suggested a need for parking for drop off and pickup, others suggested car-free streets during these times.

*6 comments*

##### **Safety and Security**

Open house participants emphasized the importance of safe spaces for children, particularly pick up and drop off zones and outdoor play areas.

*4 comments*

### Parking and Traffic Concerns

Many respondents expressed concerns related to parking and traffic as a result of the expansion of the child care facilities.

Respondents suggested that there is a need for better regulation of pick-up and drop-off zones to alleviate congestion and regulate both traffic flow and parking issues.

*50 comments*

### Accessibility

Some respondents expressed that having child care facilities closer to workplaces would significantly benefit parents and is crucial to meet the community's childcare needs.

*25 comments*

### Affordability

Many respondents expressed concerns about the high cost of childcare. Respondents were in support of expansion of the child care facilities and believed that increasing options for childcare locations could potentially reduce child care costs and make it more convenient for parents.

*20 comments*

### Greenspace

A few respondents suggested that child care facilities should incorporate open play areas, emphasizing the importance of providing children with spaces for recreational activities and play.

*17 comments*

### Noise Concerns

A few respondents raised concerns regarding noise issues associated with child care facilities, especially in multi-family residential settings, and suggested that regulations

### In Support

Open house participants shared general content for the direction, and supporting children's facilities. One comment suggested the importance of facility siting.

*3 comments*

### Accessibility

There was a comment that childcare near parents' workplaces would allow for less reliance on cars.

*1 comment*

### Affordability

There was a comment suggesting more childcare spaces would allow for more affordable pricing.

*1 comment*

### Greenspace

A comment suggested childcare should include outdoor play areas.

*1 comment*

### Noise Concerns

There was a comment that noise and traffic should be an important consideration for daycare locations.

*1 comment*



should encourage quiet neighbourhood environments.

*15 comments*

#### General Concerns

Open house participants expressed concern with childcare in retail areas, and the competition for streetfront locations.

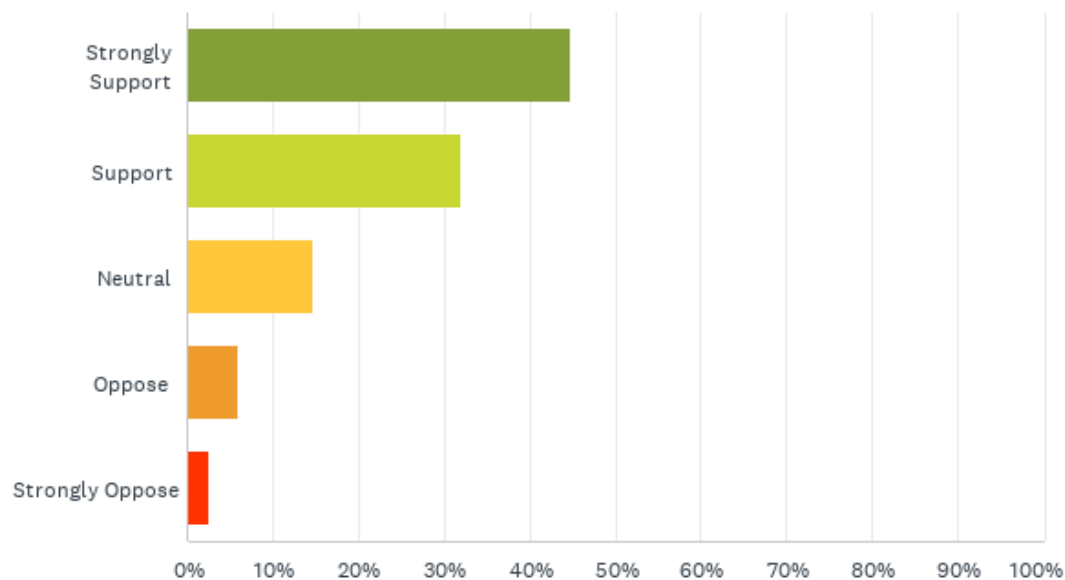
*4 comments*

## Indoor versus Outdoor Amenity Space

### Survey Feedback

***Do you support allowing more flexibility for amenity spaces by including outdoor spaces? (n=513 respondents)***

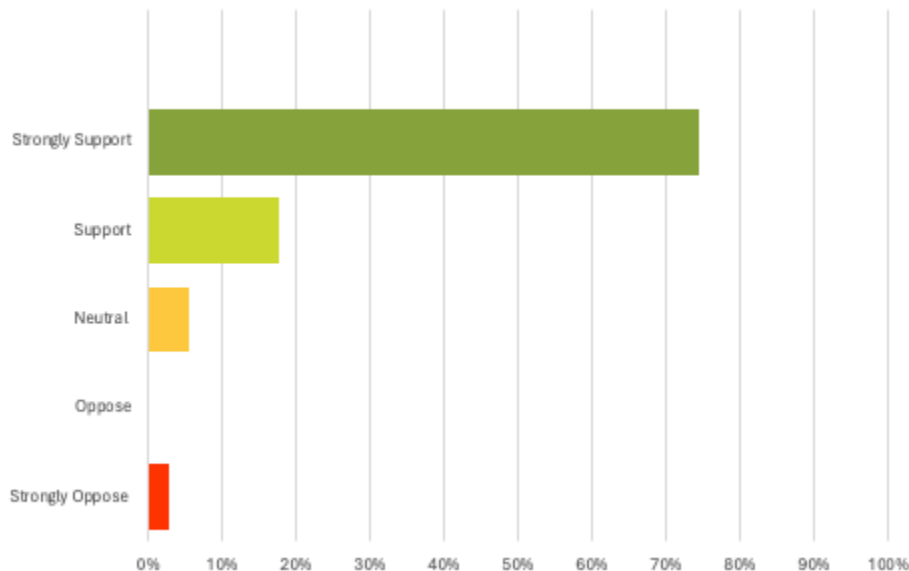
**Overall, 77% of respondents strongly supported or supported allowing more flexibility for amenity spaces by including outdoor spaces. 15% of respondents were neutral, while 9% were either in opposition or in strong opposition.**



### Open House Feedback

***Do you support allowing more flexibility for amenity spaces by including outdoor spaces? (n=74 respondents)***

**Overall, 97% of open house participants strongly supported or supported allowing more flexibility for amenity spaces by including outdoor spaces. 5% of participants were neutral, while 3% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.**



### ***Tell us why.***

#### **Survey Feedback**

##### **Outdoor Spaces**

Many respondents supported the inclusion of outdoor spaces in the definition of amenity spaces. Respondents emphasized the importance of covered outdoor spaces for rainy days and rooftop outdoor areas. However, respondents expressed concerns that the introduction of outdoor spaces could lead to a reduction in indoor amenity spaces.

*49 comments*

##### **Greenspaces and Recreation**

Respondents emphasized the importance of including green spaces in high-density housing, emphasizing their essential role in providing recreational opportunities for residents. Suggestions were made to include features such as children's play areas and community gardens.

*39 comments*

#### **Open House Feedback**

##### **Outdoor Spaces**

Open house participants expressed support for the inclusion of outdoor spaces, like fitness and public gathering areas.

*4 comments*

##### **Greenspaces and Recreation**

Comments noted the importance of greenspace, gardens, and trees alongside new development. There was also support for indoor recreational facilities to support all-season activity.

*4 comments*

#### Health and Well-Being

A few respondents highlighted the crucial connection between health and well-being and the availability of both indoor and outdoor amenities. A few respondents stressed the importance of having both indoor and outdoor amenities for an improved quality of life.

*28 comments*

#### Balanced Needs

Respondents suggested that regulations should encourage a balance of indoor and outdoor amenity spaces that serve various purposes. Respondents expressed the necessity of both types of spaces highlighting the flexibility to use them based on weather conditions.

*27 comments*

#### Health and Well-Being

There were comments about the importance of greenspace, flowers, and rain gardens for mental and physical health.

*2 comments*

#### Other Comments

Other comments included general support, a suggestion for parking, and a question if this would include commercial spaces.

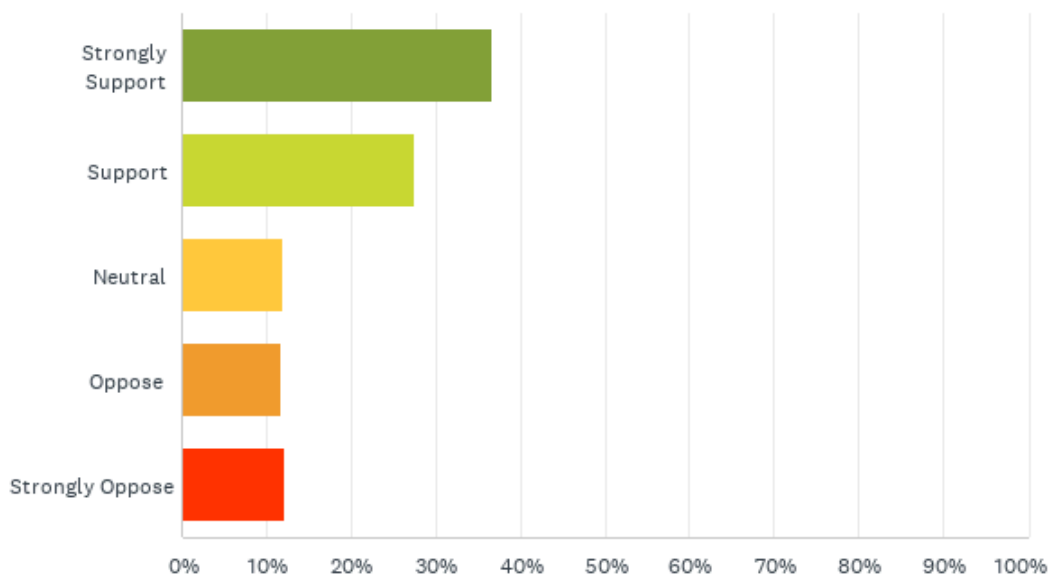
*5 comments*

## Integrated Urban Development

### Survey Feedback

*Do you support the City requiring new larger and taller developments to provide amenities, such as public greenspace (parks, plazas etc.), child care space and/or subsidized housing units (ie. apartments available to rent to residents at subsidized rates)? (n=514 respondents)*

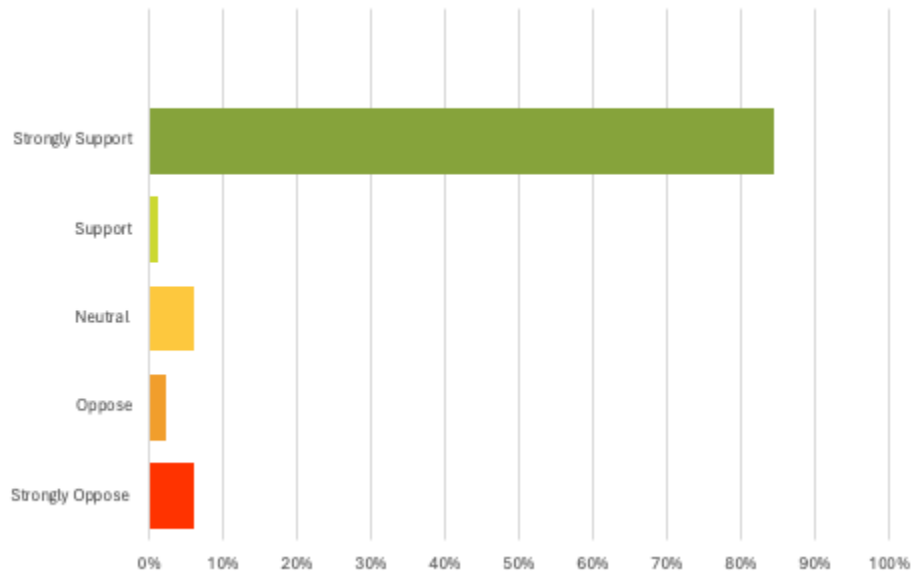
**Overall, 64% of respondents strongly supported or supported new larger and taller developments to provide amenities.** 12% of respondents were neutral, while 24% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that respondents expressed.



### Open House Feedback

*Do you support the City requiring new larger and taller developments to provide amenities, such as public greenspace (parks, plazas, etc.), child care space and/or subsidized housing units (i.e. apartments available to rent to residents at subsidized rates)? (n=83 respondents)*

**Overall, 85% of open house participants strongly supported or supported new larger and taller developments to provide amenities.** 6% of participants were neutral, while 8% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.



### ***Tell us why.***

#### **Survey Feedback**

##### **In Support**

Many respondents expressed support for the new large and taller developments as long as they are restricted to the area around Skytrain.

*41 comments*

##### **Housing Diversity**

Respondents expressed a need for more affordable and diverse housing options that cater to the needs of different incomes.

*37 comments*

##### **Need for Housing**

We heard a need for more housing, which respondents felt could be partially addressed through the proposed regulations.

*37 comments*

#### **Open House Feedback**

##### **In Support**

Open house participants provided support for taller developments near the Skytrain area, and suggested it will improve the community.

*3 comment*

##### **Need for Public Space**

Open house participants shared support for public green space and plazas.

*3 comments*

##### **Parking and Traffic Concerns**

There were comments about the need for parking.

*3 comments*

### General Disagreement

We heard general disagreement from some respondents, with some expressing concerns about the impact of the proposed regulations on liveability. Suggestions were made to have regulations on building heights and density, with some respondents expressing a preference for a maximum of 5-10 storeys, while others expressed a preference for larger developments that are horizontally spread out rather than vertically towering structures.

*33 comments*

### Servicing and Infrastructure

Many respondents highlighted the importance of maintaining basic infrastructure and expressed concerns about the lack of existing infrastructure to support increased density. Respondents also expressed concerns about the potential for increased fire hazards with higher densities.

*27 comments*

### Form and Character

Some participants expressed a desire to preserve the small community character in Langley City, emphasizing concerns that larger buildings may compromise the distinctive character of the area.

*20 comments*

### Parking and Traffic Concerns

A few respondents expressed concern that taller buildings would intensify traffic issues and parking shortages in Langley City and Township. They emphasized the need for adequate parking facilities, especially near transit stations, and suggested that traffic problems should be addressed before allowing for taller building developments.

*15 comments*

### Servicing and Infrastructure

Open house participants suggested a need to support new services and infrastructure like schools, hospitals, and EV charging.

*2 comments*

### Natural Light and Scenic View

One participant expressed concern about potential shadows and obstruction of views.

*1 comment*

### Need for Housing

There was a comment about the need for greater density of housing in Langley.

*1 comment*

### Other Comments

Open house participants expressed concern for accessibility of new developments, and raised questions about the process of subsidization.

*5 comments*

#### Natural Light and Scenic View

A few respondents raised concerns about taller developments, emphasizing issues related to shadows from towers and the potential obstruction of views.

*12 comments*

#### Need for Public Space

A few respondents emphasized the need for public spaces. Suggestions were made to adequately support and invest in communal facilities for the community.

*11 comments*

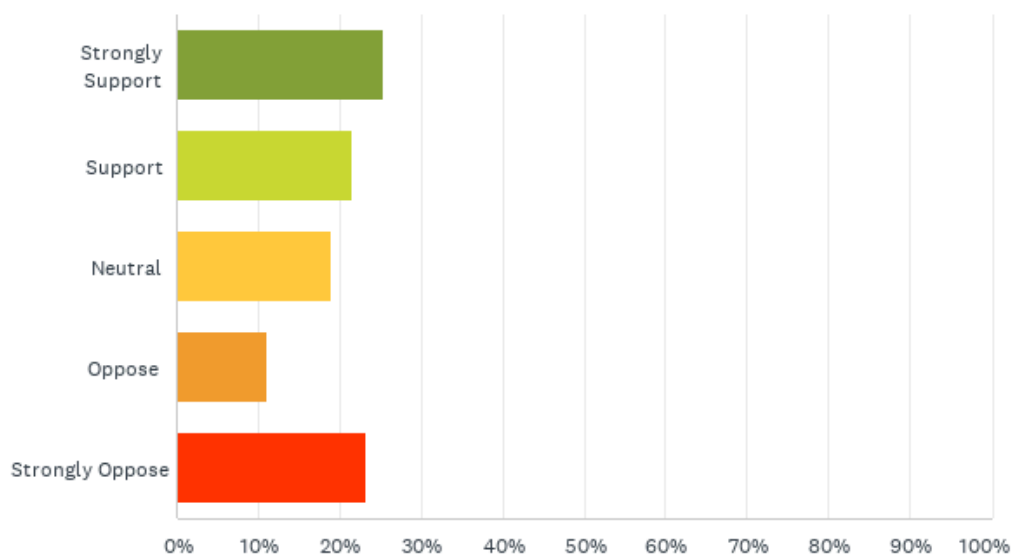


## Cannabis Retail Stores

### Survey Feedback

***Do you support cannabis retail stores in Langley City? (n=514 respondents)***

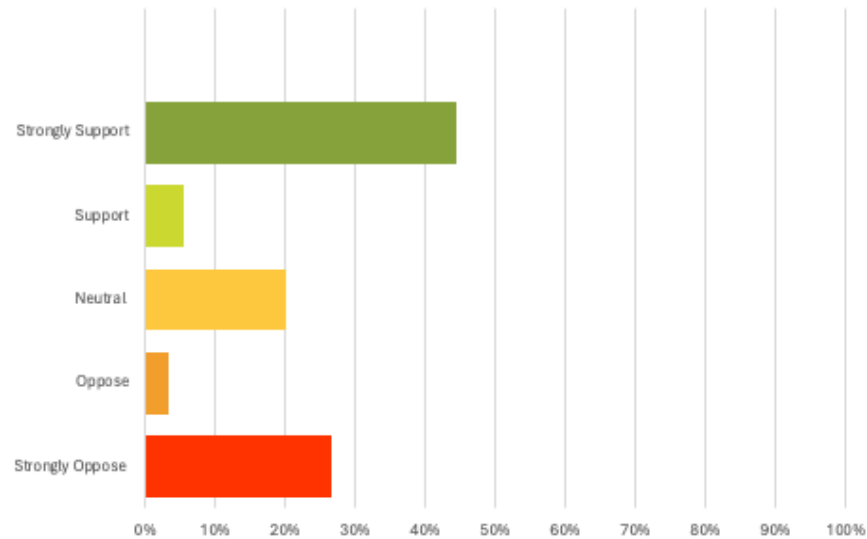
**Overall, 47% of respondents strongly supported or supported cannabis retail stores in Langley City.** 19% of respondents were neutral, while 34% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support that respondents expressed.



### Open House Feedback

***Do you support cannabis retail stores in Langley City? (n=90 respondents)***

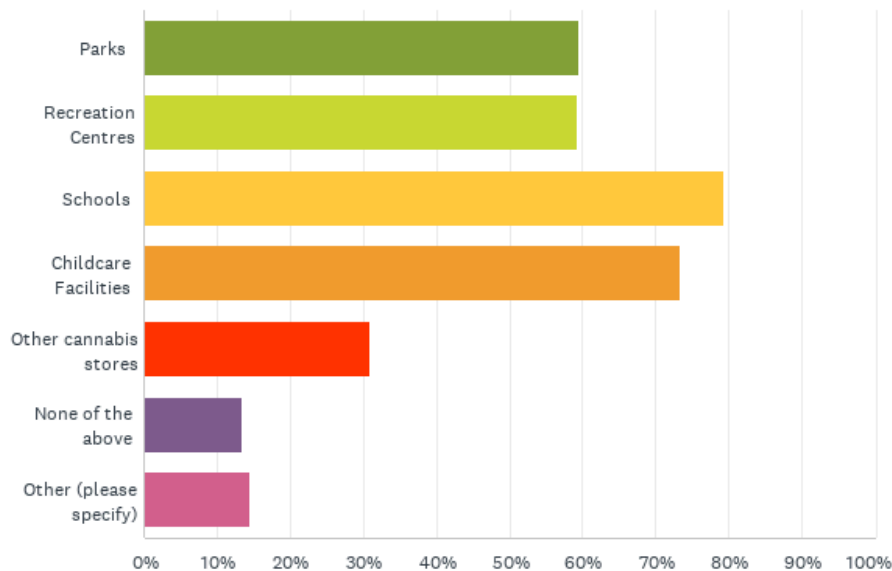
**Overall, 50% of open house participants strongly supported or supported cannabis retail stores in Langley City.** 20% of participants were neutral, while 30% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.



### Survey Feedback

***Should cannabis retail stores be located away from parks, recreation centres, schools, childcare facilities, and other cannabis stores? (n=510 respondents)***

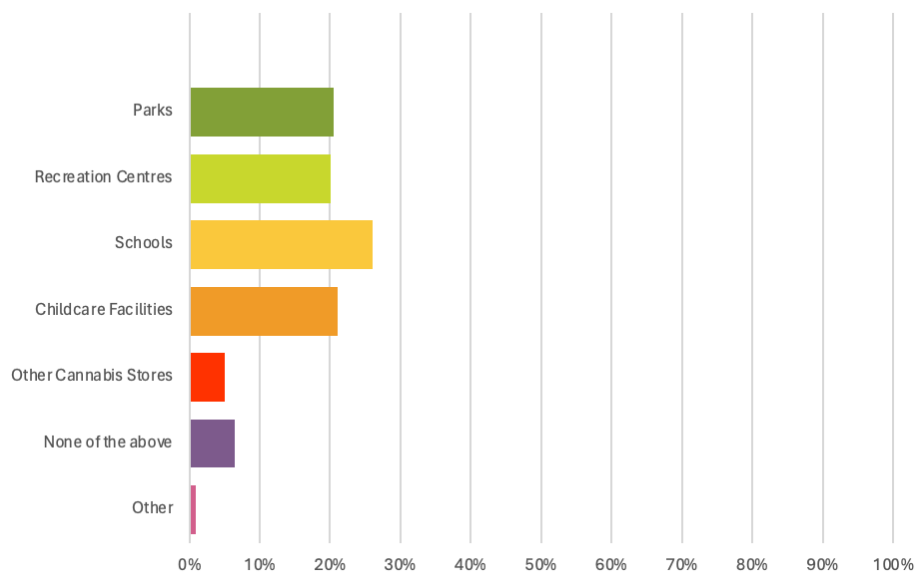
Respondents expressed their preferences for distancing cannabis stores from specific areas: 79.22% supported the idea of keeping cannabis stores away from schools, and 73.33% felt the need for separation from childcare facilities. 59.41% preferred them away from parks, and 59.22% supported distance from recreation centers. 30.98% favoured keeping cannabis stores away from other existing cannabis stores. 11.76% favoured none of the above, and 14.29% favoured other (please specify).



### Open House Feedback

#### ***Should cannabis retail stores be located away from parks, recreation centres, schools, childcare facilities, and other cannabis stores? (n=219 responses)***

Respondents expressed their preferences for distancing cannabis stores from specific areas: 26% supported the idea of keeping cannabis stores away from schools, and 21% felt the need for separation from childcare facilities. 21% preferred them away from parks, and 20% supported distance from recreation centers. 5% favoured keeping cannabis stores away from other existing cannabis stores.



#### ***If cannabis retail stores were to be allowed, where would they be best located in Langley City?***

Respondents were asked about optimal locations for cannabis retail stores in Langley City. The following themes emerged:

#### **Survey Feedback**

##### **Commercial Areas**

Many respondents recommended commercial areas as suitable locations for cannabis retail stores in Langley City. Their suggestions included malls, retail areas, strip malls, and places with parking. Suggestions were made to consider accessible locations.

#### **Open House Feedback**

##### **Commercial Areas**

Open house participants suggested cannabis retail be located in commercial zones. There were also comments specific to the **Downtown Core (2)** and near **Liquor Stores (1)**.

*6 comments*

Respondents specifically expressed preference for two locations mentioned below:

- **Downtown Core (69)**  
Many respondents favoured locating the cannabis retail stores in the Downtown Core for easy accessibility.
- **Liquor Stores (47)**  
Many respondents favoured locating the cannabis retail stores in, or near liquor stores. Respondents felt that cannabis stores should have similar regulations to liquor stores.

*230 comments*

#### General Disagreement

We heard general disagreement with the proposed regulations from some respondents. Respondents expressed concerns about allowing cannabis retail stores in Langley City, including concerns about substance abuse and health impacts.  
*50 comments*

#### Distance from Schools and Parks

Respondents recommended placing cannabis retail stores away from residential areas, schools and parks emphasizing concerns for the safety and security of children.  
*30 comments*

#### Industrial Areas

Respondents suggested industrial areas as suitable locations for cannabis retail stores in Langley City as they offer some separation from where people live. We heard a preference was to keep the cannabis stores away from residential areas.  
*23 comments*

#### General Disagreement

There were comments that zoning for cannabis retail is not necessary.  
*2 comments*

#### Distance from Schools and Parks

There was a comment to locate cannabis retail away from parks.  
*1 comment*

#### Industrial Areas

One participant suggested cannabis retail be located in industrial zones, away from existing retail businesses.  
*1 comment*

### **Municipal Buildings**

A few respondents preferred locating cannabis retail stores near municipal buildings, particularly City Hall and the police station. Respondents suggested placing these establishments in proximity to official and law enforcement structures will provide increased oversight and security of these establishments.

*16 comments*

### **Other Comments**

Some respondents expressed flexibility regarding the location of cannabis retail stores, rather than stores being confined to a particular location. Others suggested the Fraser Highway or areas with ample parking spots as suitable locations for cannabis retail stores.

*11 comments*

### **Other Comments**

Other comments expressed general support for cannabis retail (4), and suggested providing outdoor ashtrays, clear signage and bylaw enforcement, and more parking. There were also comments that childcare centres should not require setbacks (3).

*12 comments*

## ***Are there any other criteria to consider when thinking about cannabis retail stores?***

### **Survey Feedback**

#### **Strong Regulations**

Many respondents suggested the need for strong regulations on cannabis retail stores, including restricted hours, appointment-based entry, child-free zones, minimal advertising, small store sizes, clear signage, ID verification, limiting the total number of stores, distributed locations, specific architectural features, and controlled business license issuance.

*71 comments*

#### **General Disagreement**

We heard some opposition to cannabis retail stores in Langley City, citing concerns about their impact on health, lack of need, and

### **Open House Feedback**

#### **Strong Regulations**

Open house participants suggested a need for clear guidelines and temporary use permits.

*3 comments*

#### **Distance from Schools and Parks**

Comments suggested no smoking allowed in parks, and to maintain further distances from high schools than elementary schools.

*2 comments*

preference for limited access through government-operated stores.

*43 comments*

#### Safety Concerns

Some respondents expressed safety concerns regarding cannabis retail stores in Langley City. In particular, some respondents were concerned about increased criminal activity and the potential for negative influence on children.

*43 comments*

#### Distance from Schools and Parks

Respondents suggested that cannabis stores should be located away from residential areas, and inaccessible to minors. They emphasized the need to avoid exposing children to such establishments and proposed measures to limit their visibility and accessibility.

*16 comments*

#### Liquor Stores

Respondents suggested that cannabis stores should have the same regulations as liquor stores.

*14 comments*

#### Other Comments

Other respondents had varied opinions on cannabis stores, including considerations like aesthetics, the number of stores, proximity to each other, and traffic.

*30 comments*

#### General Disagreement

There was a comment that cannabis retail is not necessary in Langley.

*1 comment*

#### Liquor Stores

There was a suggestion to apply the same rules as liquor stores.

*1 comment*

#### Other Comments

Open house participants expressed general support for cannabis used, and location of cannabis retail in commercial zones.

*4 comments*

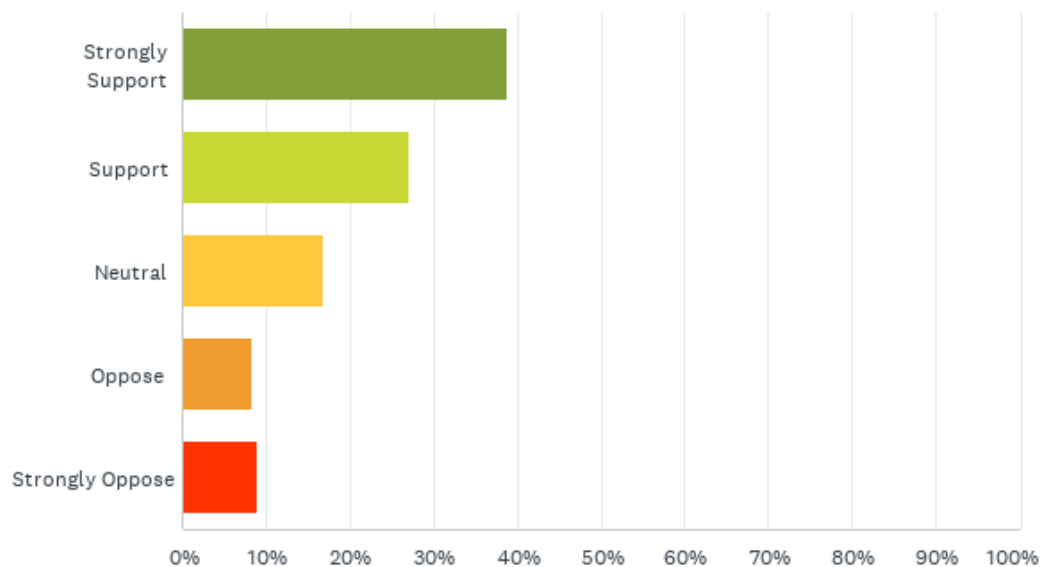
## Part 2. New Parking Approaches

### EV Charging stations

#### Survey Feedback

***Do you support requiring a percentage of EV parking spaces (i.e. 10% or higher) in new developments and the remainder to be wired for future installation of EV chargers?***  
(n=498 respondents)

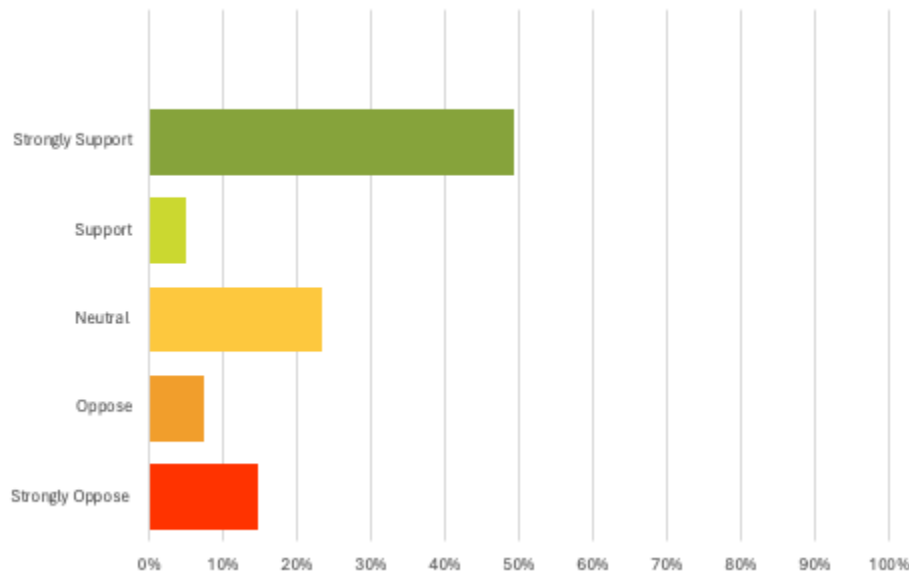
**Overall, 66% of respondents strongly supported or supported requiring a percentage of EV parking spaces in new developments and the remainder to be wired for future installation of EV chargers in Langley City.** 17% of respondents were neutral, while 17% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support that respondents expressed.



## Open House Feedback

***Do you support requiring a percentage of EV parking spaces (i.e. 10% or higher) in new developments and the remainder to be wired for future installation of EV chargers?***  
 (n=81 respondents)

Overall, 54% of open house participants strongly supported or supported requiring a percentage of EV parking spaces in new developments and the remainder to be wired for future installation of EV chargers in Langley City. 23% of participants were neutral, while 22% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.



## Tell us why.

### Survey Feedback

#### In Support

We heard general support for the City's proposed EV charging requirements, with some respondents expressing that the City is behind other communities. Some respondents felt that a higher number of parking spaces should be dedicated to EVs

### Open House Feedback

#### Infrastructure and Servicing

Open house participants raised questions about upgrades to the electric grid, and shared concerns about power generation and water conservation.

*4 comments*



while others expressed that they would not support a number higher than 10%.

*70 comments*

#### Cost for Residents

We heard concerns that EVs are not affordable, especially for those who are lower-income, and that the proposed policies would decrease parking accessibility for lower-income residents and increase the costs of housing. We heard suggestions that individual owners should either bear the cost of EV charging stations or be billed for their usage.

*27 comments*

#### General Disagreement

We heard some disagreement from respondents, as some felt that there are still outstanding challenges in EV adoption, such as fire issues, while others feel that EVs are just a trend. Some respondents felt that the number of EV stalls should be less than proposed, while others felt that the market should determine the number of EV stalls.

*17 comments*

#### Infrastructure and Servicing

We heard concerns about the ability of the City's electricity infrastructure to handle the increase in demand from EV usage and suggestions that EV chargers should be paid for by owners. Some respondents supported the proposed policies because they might reduce demand for public charging stations, while others felt that EV owners should primarily use public charging stations.

*14 comments*

#### Cost for Residents

Open house participants commented on the high cost of electric vehicles, and added logistics to sale of condo units/parking stalls.

*2 comments*

#### General Disagreement

There was general disagreement with EV adoption. One participant suggested Ebike charging instead.

*2 comment*

#### Pollution Concerns

There was a comment that electric vehicles are not a clean solution.

*2 comment*

### Increased Municipal and Development Costs

We heard concerns that EV charging will lead to extra costs in housing development and that taxpayers would be the ones who end up paying for them. On the other hand, other respondents felt that it was more economical to include them, as the costs and difficulty of installing EV charging stations at a later date would be higher than if they were added during construction.

*12 comments*

### Parking Concerns

We heard concerns that EV parking will take away parking from gas vehicles when parking is already a challenge. Some residents suggested focusing on increasing parking and widening roads, while others suggested removing parking completely and focusing on alternative transportation options instead.

*10 comments*

### Pollution Concerns

We heard concerns that the increase in electricity demand will increase pollution more than internal combustion engine vehicles and that battery disposal is not environmentally friendly, for reasons to not promote EV usage. There were also suggestions to promote hydrogen vehicles instead.

*7 comments*

### Safety

We heard safety concerns when it comes to EVs, especially the risk of fires. Some respondents suggested that EV charging should take place outdoors.

*7 comments*

### In Support

An open house participant suggested requiring 30-40% EV parking.

*1 comment*

### Other Comments

Other comments suggested placing a focus on walkability and pedestrian infrastructure.

*2 comments*

### Neutral

Some respondents were neutral regarding the proposed regulations, as they expressed that it does not affect them or that they do not have an EV.

*2 comments*

### Other Comments

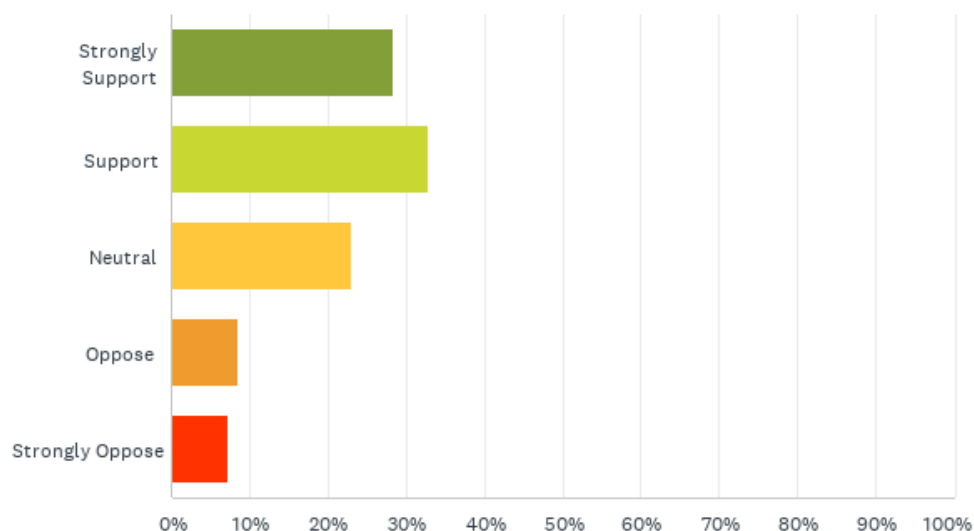
Other responses we heard include suggestions that developers should determine the market for EVs and that the City should promote other transportation methods like public transit or diesel cars instead. In addition, we heard suggestions for a requirement of 5% instead of 10%, that the policies should be mandated for all developers and that there is a need for EV parking spots for visitors downtown.

*19 comments*

## Car Sharing

### Survey Feedback

***Do you support permitting car-share vehicles in new buildings to reduce parking requirements and provide more transportation options for residents? (n=498 respondents)***

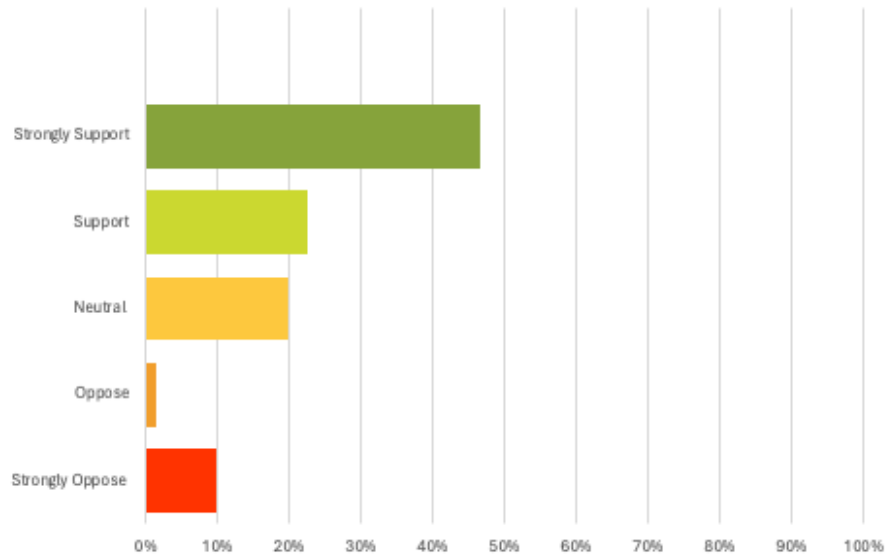


**Overall, 61% of respondents strongly supported or supported permitting car-share vehicles in new buildings in Langley City.** 23% of respondents were neutral, while 16% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support that respondents expressed.

### Open House Feedback

***Do you support permitting car-share vehicles with new buildings to provide more transportation options for residents? (n=71 respondents)***

**Overall, 69% of open house participants strongly supported or supported permitting car-share vehicles in new buildings in Langley City.** 20% of participants were neutral, while 11% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.



### ***Tell us why.***

#### **Survey Feedback**

##### **General Disagreement**

We heard general disagreement about the proposed policies, with some respondents feeling that the City should not promote alternative forms of transportation, that car share is a solution for bigger and more walkable cities and that residents would still need plenty of private vehicle parking. Some respondents felt that car share should be allowed in the city, but should not be given priority in private buildings.

*18 comments*

##### **Active Transportation**

Some respondents expressed that they would rather see more of a focus on promoting active transportation, including public transit, while others felt that car share users are more likely to use active transportation methods, in comparison to other types of drivers. We also heard concerns that

#### **Open House Feedback**

##### **General Disagreement**

There was general opposition to the idea, and a comment that car share programs often have limited uptake.

*3 comments*

##### **Active Transportation**

Open house participants expressed preference for active transportation infrastructure, like bike parking.

*2 comments*

promoting car share would add more cars to the road.

*11 comments*

### **In Support**

We heard general support for the proposed policies, as respondents expressed that car sharing is the future, that the policies would increase options for residents, and decrease the number of vehicles on the road leading to less traffic.

*38 comments*

### **Adequate Parking Requirements**

We heard a diversity of opinions regarding parking requirements, as some respondents felt that there should be adequate parking for car share, while others felt they supported car share, but not at the expense of private vehicle parking. We also heard suggestions that parking requirements should be completely removed near Skytrain stations.

*21 comments*

### **Cost for Residents**

We heard that car share is a great solution for residents who cannot afford gas or to own a car, while other respondents expressed concerns about the potential for car share parking to increase housing costs, and that stratas should not subsidize private car share companies.

*16 comments*

### **Neutral**

Some respondents expressed that they were neutral regarding the policies, as either car sharing does not apply to them, they need more information, they have never used car share or were skeptical about whether car sharing would work.

*8 comments*

### Sustainability

Some respondents expressed that carsharing is good for the environment and that it reduces the number of vehicles on the road.

*5 comments*

### Municipal and Development Costs

We heard that the proposed policies could mean decreased parkade construction costs, as fewer parking stalls mean parkades cost less to build.

*2 comments*

### Other Comments

Some respondents did not understand the proposed policy, while others suggested that including car share spaces should be up to market forces. We also heard suggestions that the City should encourage car share vehicles to be hybrid, or electric vehicles and add dedicated car share spaces outside the building.

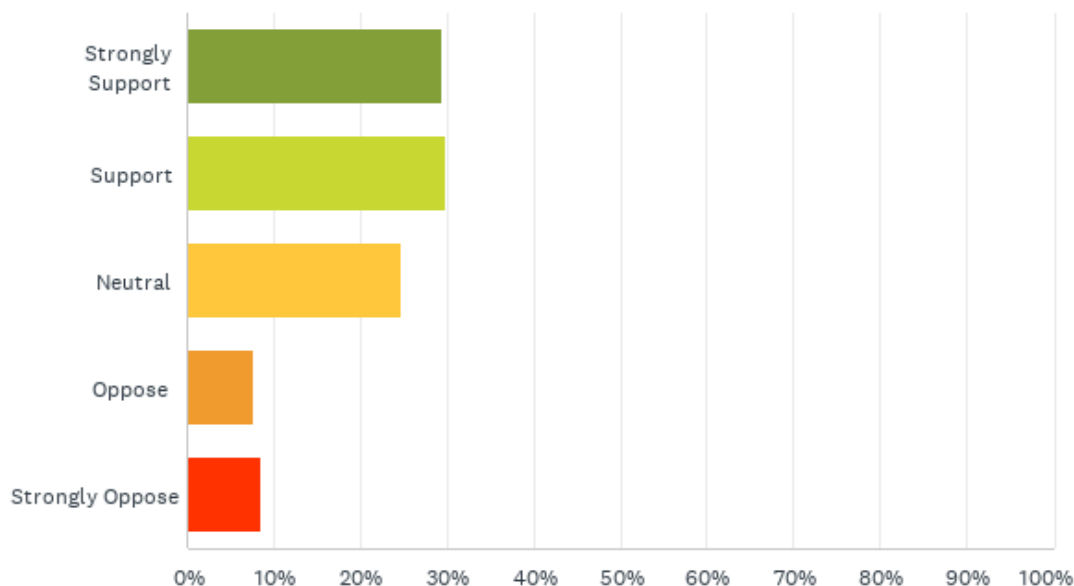
*10 comments*

## Bike Parking

### Survey Feedback

***Do you support increasing bike parking requirements in new buildings to provide more transportation options? (n=497 respondents)***

**Overall, 59% of respondents strongly supported or supported increasing bike parking requirements in new buildings in Langley City.** 25% of respondents were neutral, while 16% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support that respondents expressed.

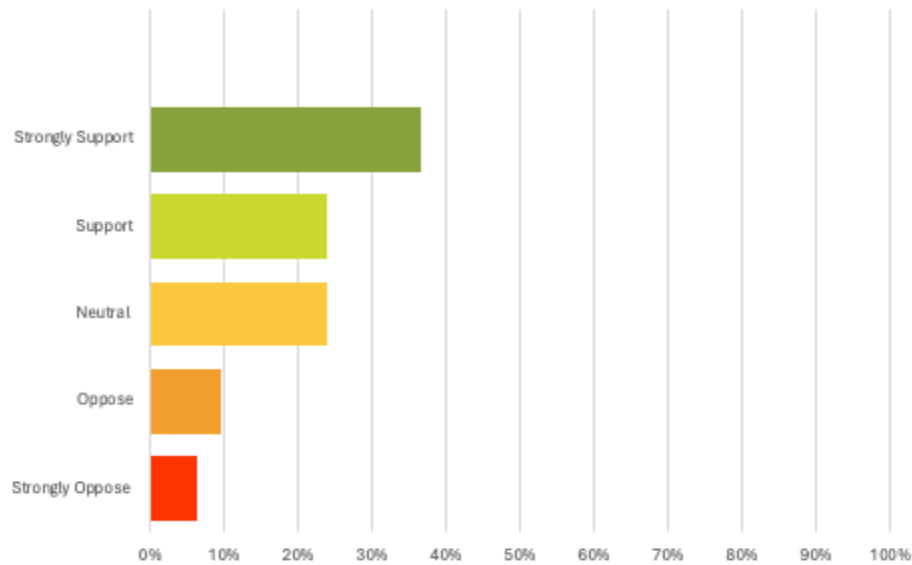


### Open House Feedback

***Do you support increasing bike parking requirements in new buildings to provide more transportation options? (n=63 respondents)***

**Overall, 61% of open house participants strongly supported or supported increasing bike parking requirements in new buildings in Langley City.** 24% of participants were neutral, while 16% were either in opposition or in strong opposition. The graph below illustrates the breakdown of the level of support and the following section outlines the key themes that participants expressed when asked to provide more information on their response.





### ***Tell us why.***

#### **Survey Feedback**

##### **General Disagreement**

We heard general disagreement from respondents. Some respondents feel that bicycle infrastructure is not being used and that efforts should be made to expand the roadways first. Others felt that bicycling was not a viable mode of transportation in the lower mainland due to the climate and that the current bike storage requirements were adequate.

*44 comments*

##### **Safety and Theft**

Many respondents were concerned about bicycle safety and theft, as some felt that bicycle parking spaces were important to deter bicycle theft, while others thought that people would steal them anyway. We heard suggestions for increased security measures, including see-through walls for security,

#### **Open House Feedback**

##### **In Support**

Open house participants expressed general support for bike parking, and to allow space for multiple bikes per unit.

*5 comments*

##### **Safety and Theft**

There were comments about ensuring safe bike parking.

*2 comments*

bicycle licensing, and video surveillance. We also heard concerns that few roads in the city were safe for cycling and that safe bicycle infrastructure would lead to more residents cycling.

*39 comments*

#### **In Support**

We heard general support for the proposed changes, including that there is a need for more transportation options, as fewer people can afford to own a car, and that there is a growing need for spaces for bicycles to be stored, especially as homes get smaller. We also heard that increasing bicycle storage will help decrease traffic and encourage cycling.

*30 comments*

#### **Parking and Traffic**

Some respondents felt that the City should focus on providing more parking spaces for private vehicles, as not everyone can ride a bike, while other respondents mentioned that encouraging bicycle infrastructure can reduce traffic. Respondents also mentioned that encouraging bicycle infrastructure should not come at the expense of parking, and that bicycle infrastructure only makes sense close to SkyTrain.

*6 comments*

#### **Sustainability**

Respondents expressed that there is a need for more sustainable transportation options that are healthy and produce less emissions

*6 comments.*

#### **Municipal and Development Costs**

We heard that introducing bicycle storage should be simple for developers to implement, while other respondents felt that requiring more bicycle storage space without

#### **Parking and Traffic**

An open house participant expressed the need for road and private vehicle infrastructure to support an increase in density.

*1 comment*

#### **General Disagreement**

There was general disagreement with the direction.

*1 comment*

#### **Micromobility**

An open house participant suggested a need for e-bike and scooter charging.

*1 comment*

#### **Transit**

An open house participant suggested improving regular bus services.

*1 comment*

reducing parking requirements would make housing more expensive to build.

*3 comments*

#### Cost for Residents

Some respondents expressed that cycling is a healthier and cheaper alternative to owning a car and that it could help reduce the cost of living, while others felt that it was a waste of taxpayer's resources.

*3 comments*

#### Micromobility

We heard suggestions that the proposed policies should also consider accommodating other types of micromobility options such as mobility scooters and standup scooters.

*2 comments*

#### Transit

We heard that increased bike parking can increase transit use among residents.

*1 comment*

#### Other Comments

We heard questions about whether bicycle parking would include electric outlets for e-bikes, while other respondents felt that e-bikes should not be encouraged. Some respondents expressed that the developers and the free market should decide on the need for providing bicycle parking and that the City should survey multiple existing buildings to understand current bike parking capacity.

*11 comments*

#### Other Comments

There were suggestions to include e-bike charging.

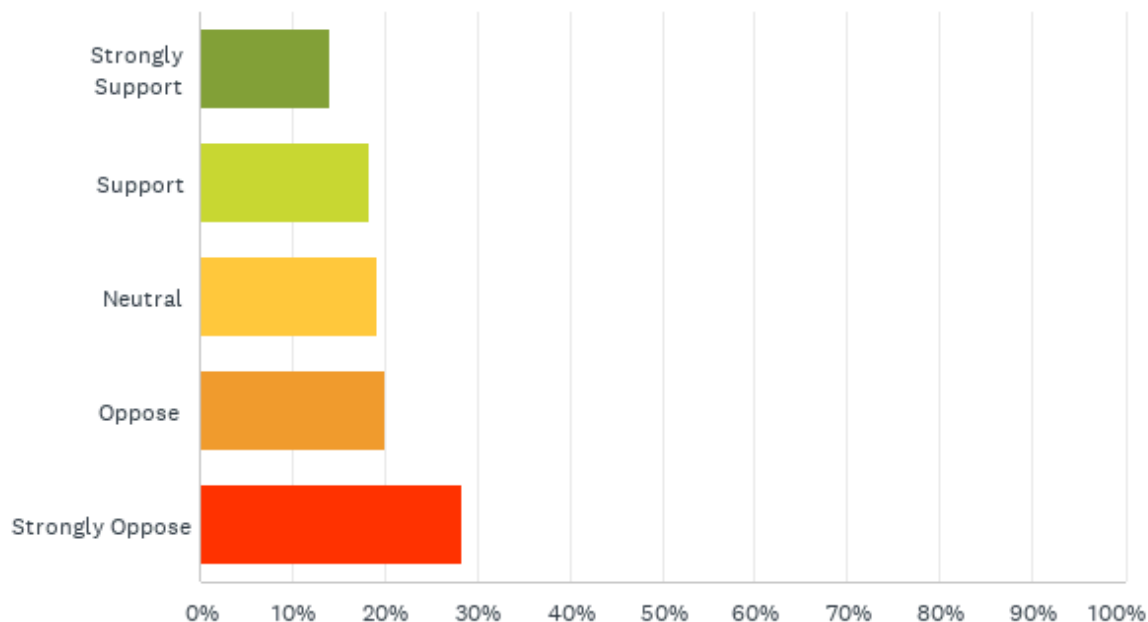
*2 comments*

## Parking Requirements

### Survey Feedback

***Do you support reducing minimum parking requirements for new subsidized rental buildings? (n=497 respondents)***

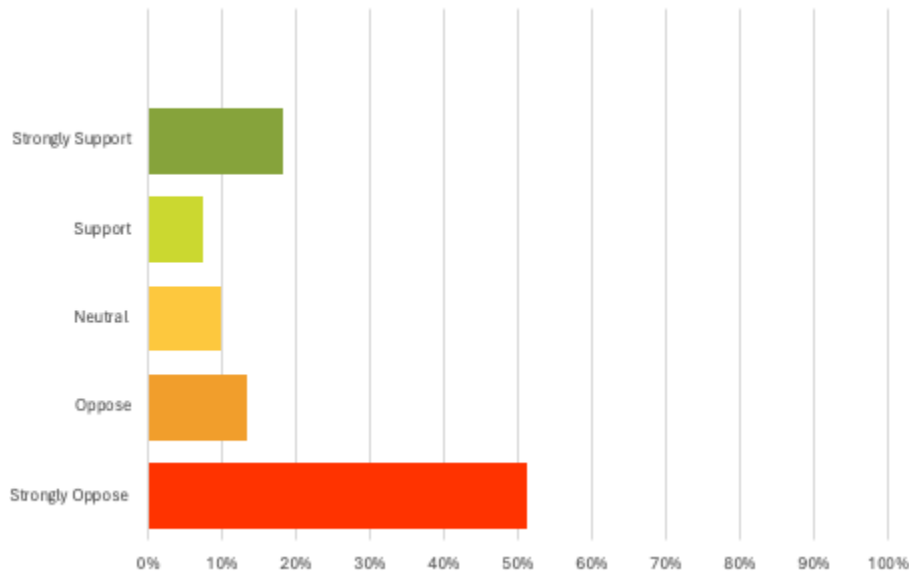
**Overall, 49% were either in opposition or in strong opposition to reduced minimum parking requirements for new subsidized rental buildings in Langley City.** 19% of respondents were neutral, while 32% of respondents strongly supported or supported reductions. The graph below illustrates the breakdown of the level of support that respondents expressed.



### Open House Feedback

***Do you support reducing minimum parking requirements for new subsidized rental buildings? (n=82 respondents)***

**Overall, 64% were either in opposition or in strong opposition to reduced minimum parking requirements for new subsidized rental buildings in Langley City.** 10% of respondents were neutral, while 25% of respondents strongly supported or supported reductions. The graph below illustrates the breakdown of the level of support that respondents expressed.



### ***Tell us why.***

#### **Survey Feedback**

##### **Adequate Parking Requirements**

We heard suggestions that the City needs to ensure that there is an adequate amount of parking for residents. We heard suggestions to plan for visitor parking and parking for those who need to drive to work, such as construction workers.

*61 comments*

##### **General Disagreement**

We heard general disagreement for the proposed policies, as some respondents felt that findings from a Metro Vancouver study could not be compared to the City of Langley and that cars will continue to be the dominant form of transportation for the foreseeable future in the city.

*42 comments*

#### **Open House Feedback**

##### **Adequate Parking Requirements**

Open house participants expressed a lack of adequate parking today, and a need to plan for parking in the future. There were suggestions to plan for visitor parking, parking for those who need to drive to work, and families.

*13 comments*

##### **Adequate Transportation Alternatives**

There was a comment in support of reduced parking requirements for buildings near the skytrain.

*1 comment*

### Adequate Transportation Alternatives

We heard that most people drive because the current transportation infrastructure does not work for them and that the proposed policies would only work if there were adequate and safe alternative transportation options nearby. We also heard suggestions that parking for private vehicles should be replaced by bicycle infrastructure if buildings are close to amenities and transit.

*16 comments*

### Affordability

We heard differing opinions about affordability, as some respondents felt that parking spaces were not being used in subsidized rental housing because the cost of parking spaces is too high, and that reducing the number of spaces might increase their cost. On the other hand, we also heard that reducing parking requirements might decrease construction costs.

*16 comments*

### Equity

Respondents expressed concerns that reduced parking requirements would have significant considerations for equity and accessibility, as people with children, seniors, people with disabilities and lower-income residents are more likely to need a car to get around.

*13 comments*

### In Support

We heard general support for reducing parking requirements for new, subsidized rental buildings, as not everyone owns a car, it would result in a better quality of life and it would make subsidized rental housing easier to build.

*12 comments*

### Equity

An open house participant expressed support for the direction, and suggestion for it to apply to all buildings, not only subsidized housing.

*1 comment*

### Other Comments

Other comments suggested a need for more implementation details, and shared support for more subsidized rental housing in Langley.

*2 comments*

### Sustainability

We heard that reducing minimum parking requirements would be better for the environment.

*1 comment*

### Neutral

One respondent expressed that they did not know enough about the future trends to share their opinion.

*1 comment*

### Cost for Municipality and Development

One respondent felt that it would be hard to build parking at a later date.

*1 comment*

### Other Comments

Other responses we heard about included suggestions to reduce the number of parking spots slightly or only once an adequate transit solution is in place. Some respondents felt that the proposed policy should apply to all new buildings, while others felt that this is a decision best left to developers and the free market. Some respondents felt that more subsidized housing was needed in the city, while others disagreed.

*17 comments*

***Do you have any other comments and ideas about the City's proposed parking updates to the Zoning Bylaw?***

### Survey Feedback

#### Adequate Parking Requirements

Many respondents suggested that the City should ensure that there is more than enough parking for resident's private vehicles. Some respondents felt that the City should be

### Open House Feedback

#### Adequate Parking Requirements

Open house participants shared concern about a lack of adequate parking for visitors and residents.

*3 comments*

adding more parking in the city and not less, while others suggested additional parkades near the new SkyTrain station and free parking to major destinations in the city to encourage shopping and visitors.

*63 comments*

#### Other Ideas for Parking Policy

We heard other ideas for parking policy, including allowing the public to park in unoccupied private parking spaces near transit hubs, developing a resident permit parking system, implementing angle parking, encouraging carpooling, reducing parking requirements for child care spaces located close to transit and developing sites for rideshare pick-up and drop-off.

*10 comments*

#### Safety and Regulations

Some respondents suggested that the City should form a small department to check for stolen vehicles in isolated parking areas, and increase bylaw parking enforcement, while others suggested increasing bylaw enforcement should be paired with a plan to improve bus service and safety from crime for pedestrians. One respondent mentioned that it is important to create a safe walkable city, while another felt that increasing the amount of parking would lead to fewer accidents.

*8 comments*

#### Active Transportation

Some respondents suggested that the City should reduce the number of bike lanes to increase parking and that bike lanes can create traffic hazards. On the other hand, we also heard that transit and cycling infrastructure should be supported over building new roads.

*6 comments*

#### Process

Open house participants suggested looking at precedents in similar communities, and engaging with the Federal government about height restriction near the airport.

*2 comments*

#### Affordability

Comments suggested no pay parking, or parking dynamically priced to fund street festivals.

*2 comments*

#### In Support

There was a suggestion to remove parking minimums.

*1 comment*



### Equity and Reconciliation

We heard that there will always be residents who need to drive, including seniors, disabled residents, and families with children. Some respondents felt that reducing parking requirements would reduce the accessibility to amenities and services for these residents. We also heard suggestions that the City should keep a focus on the Truth and Reconciliation Calls to Action regarding land and habitat.

*6 comments*

### General Disagreement

We heard general disagreement about the parking updates, as some respondents felt that the City should make parking and driving easier for residents, and not harder.

*6 comments*

### In Support

We heard general support from some respondents for the proposed parking updates. In particular, some respondents supported less parking proportional to high-frequency transit options. We also heard suggestions that reduced parking requirements should also apply to all multifamily housing, including market and rental, and consideration for creating more people-centred spaces and infrastructure.

*6 comments*

### Adequate Transportation Alternatives

Some respondents felt that the proposed parking updates would not be effective because adequate transportation alternatives are too infrequent, inconvenient and uncomfortable. Some respondents felt that the proposed updates made better sense for communities with better transit systems, that transit improvements will take a long time and

### Other Ideas for Parking Policy

We heard an idea to allow longer parking times in areas near restaurants.

*1 comment*

that transit needs to be improved before parking requirements are reduced.

*5 comments*

#### Process

We heard comments on the engagement process, including suggestions to engage residents who live in apartments and multi-family housing about parking availability in the area, that the City should consider a different survey platform and that it should consider the opinions of current residents more.

*4 comments*

#### Affordability

We heard suggestions that the City should ban or regulate the practice of charging residents extra for a parking space, as residents will then park in places they are not allowed to park.

*2 comments*

#### Traffic Concerns

Some respondents felt that the City should address traffic congestion by expanding the road network instead of focusing on bicycle and electric vehicle infrastructure.

*2 comments*

#### Other Comments

We heard suggestions that the new SkyTrain station should be located at the Langley Events Centre, that there is a need to encourage growth in the City of Langley and a need to expand the Langley Mall and Casino, to allow RV parking in front of houses, a need for more high schools and rent control, as well as parking permits for residents.

*21 comments*

***Do you have any other comments and ideas about the City's Zoning Bylaw Update?***

(only asked at the Open House)

**Housing (10)**

Open house participants commented on building heights (6). Some (2) expressed preference for low-rise buildings to maintain neighbourhood character and views. Others (4) suggested over 6 storeys in the city centre, up to 12 storeys near 53 Ave and 204 St, and to increase density along major routes. There was also a question about airport height restrictions and building on poor soil conditions.

We also heard comments about the location of housing (4). There were suggestions to allow housing in all zones, support for multi-use zoning, and to allow housing in unused commercial spaces. There was concern about residential building in industrial areas.

**Transportation (8)**

Open house participants noted that active and public transportation is not an option for all residents. Some participants (5) suggested a need for increased parking to accommodate increased density. There was a comment to introduce 54A Ave as a one-way street.

**Amenities (6)**

We heard about a lack of recreational facilities and park space in Langley. There were suggestions for more playgrounds, entertainment and food and beverage, and an indoor pool or ice rink. There was some concern that existing amenities will become congested, and a question for where new amenities may be located.

**Trees and Landscaping (2)**

Open house participants commented on the importance of tree protection and maintaining City boulevards.

**Other (7)**

Other comments included the importance of bylaw enforcement, street cleaning, expediting the development approval process, support for childcare spaces in industrial areas, and questions about amalgamating the City and Township of Langley.

## Recommendations

The levels of support and opposition from both the online survey and open house sessions were consolidated to understand the overall level of community support for each topic. The level of overall support and opposition to each topic was then used to develop recommendations for updates to the Zoning Bylaw.

Topic	Regulatory Change	Level of Support	Level of Opposition	Recommendation
<b>Carriage Homes</b>	Option to choose between a carriage home or garden suite	69%	19%	Allow carriage homes where garden suites are allowed. With upcoming Small Scale Multi-Unit Housing (SSMUH) legislation, this is another dwelling type that can support minimum allowable densities in restricted residential zones.
<b>Single Detached Homes</b>	Reduce the size of single detached homes	59%	24%	Incorporate reduced floorplate size and building face setbacks above the first storey of new single detached homes, to reduce the building's bulk and massing and better integrate with existing housing stock.
<b>Child Care</b>	Expand the number of zones in which child care is a permitted use	74%	11%	Allow a child care use in more zones, such as all commercial, residential and mixed use zones, to support the creation of more child care spaces.
<b>Amenities</b>	Include outdoor amenity spaces towards the required amount of amenity space	79%	8%	Allow outdoor amenity spaces to count towards the total required amount of amenity space in a new development. This may include outdoor gardens, common rooftop patios, and other shared outdoor spaces.
<b>Funding Amenities</b>	Require larger and taller developments to provide amenities	67%	22%	Prepare amenity contribution and density bonusing policies and regulations for obtaining amenities, such as public open space, community facilities, child care spaces, and/or subsidized housing units (or amenity funding if not provided on-site), in exchange of increased building densities and heights.

<b>Cannabis Retail</b>	Allow cannabis retail stores	<b>47%</b>	<b>33%</b>	If Council chooses to permit cannabis retail stores in the City, identify a maximum number of stores that are permitted to locate in the City, in commercial areas, subject to locational criteria that includes separation distances between these stores and schools, child care facilities, parks, recreation centres and other cannabis stores.
<b>EV Charging</b>	Require a percentage of EV parking spaces in new development	<b>64%</b>	<b>18%</b>	Require a minimum 10% of parking stalls in new residential developments provide installed EV chargers and that the remainder be wired for future installation.
<b>Car Sharing</b>	Permit car-share vehicles in new buildings to reduce parking requirements	<b>62%</b>	<b>15%</b>	Include the provision of car-share vehicles as a Transportation Demand Management (TDM) measure that may contribute towards reduced parking requirements in multi-family residential zones. This would only apply in areas outside of provincially-mandated Transit-Oriented Areas (TOAs) where parking minimums will not apply.
<b>Bike Parking</b>	Increase bike parking requirements	<b>59%</b>	<b>16%</b>	Require a minimum of 1.25 secure bike parking spaces per unit (up from 0.5) for multi-family residential buildings.
<b>Reduced Parking</b>	Reduce minimum parking requirements for new subsidized rental buildings	<b>31%</b>	<b>51%</b>	Consider case-by-case reductions for subsidized rental units within new multi-family buildings, as recommended by a parking study. This would only apply in areas outside of Provincially-mandated Transit Oriented Areas (TOAs).

## Next Steps

Based on the recommendations in this report, as well as technical review and OCP policies, the Zoning Bylaw is anticipated to be updated through the next several steps.

The first step involves making updates to the existing Zoning Bylaw to include new Small Scale Multi Unit Housing (SSMUH) and Transit Oriented Areas (TOA) provincial legislation by the provincially-mandated deadline of June 30, 2024. Key aspects of these updates include permitting up to four units per lot in single detached home zones, and identifying minimum allowable densities and heights, as well as eliminating residential parking requirements within 800 metres of SkyTrain stations.

Once this deadline is met, the second step will be to incorporate the recommendations in this report, among other key updates based on OCP land use, zone concurrence policy and technical review into a newly formatted and user-friendly Zoning Bylaw. It is expected that this Zoning Bylaw will be ready to present to Council in the Fall of 2024.

The third and final step of the Zoning Bylaw update is to incorporate the pro-active planning measures laid out in Bill 44 of the new provincial legislation on housing in the new Zoning Bylaw document, including the requirement to pre-zone 20 years worth of housing need in the City by December 2025. This third step may also involve further updates to the new Zoning Bylaw to incorporate new subsidized housing and amenity requirements.

