



ZONING BYLAW UPDATES



WHAT IS A ZONING BYLAW?

A Zoning Bylaw is one of Langley City's most important tools. It helps implement the City's land use vision established in the Official Community Plan by regulating how land, buildings and other structures may be used. In a Zoning Bylaw, each property is given a "zone". A property's zone describes what kind of building already exists or what a landowner is entitled to build. A zone typically contains regulation related to building design, setbacks, heights, and specific uses.

ZONING BYLAW UPDATE

On November 22, 2021, 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, and ensure it best represents the expectations of current and future Langley City residents.

There are two types of questions you will be asked about today:

- **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.

COMMUNITY & STAKEHOLDER ENGAGEMENT



we are here

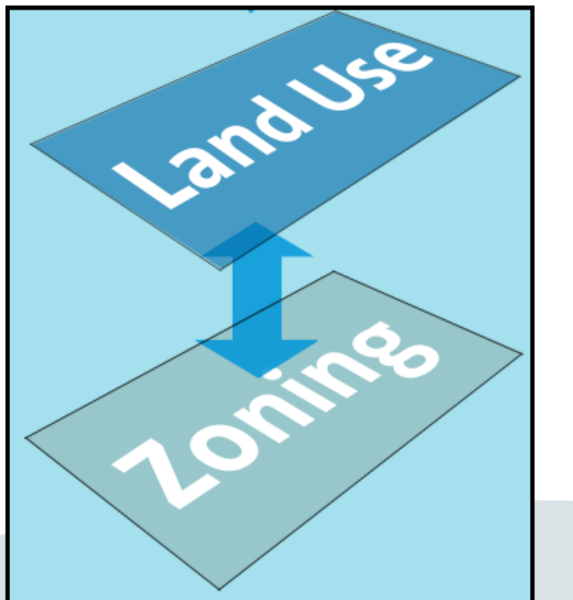
★ Visit langleycity.ca for more information on the Zoning Bylaw update as it becomes available!

DESIGNATIONS & ZONES

The land use designation and zone concurrence table below establishes the relationship between what is envisioned for the future through the OCP land use designations and the applicable zones that will make it happen.

OCP:
Existing & future use

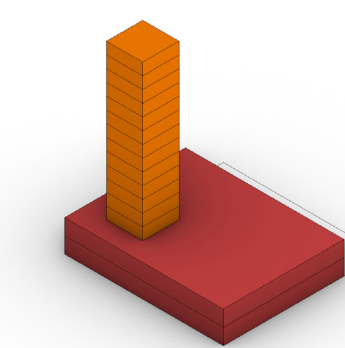
ZONE
Existing legal use



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

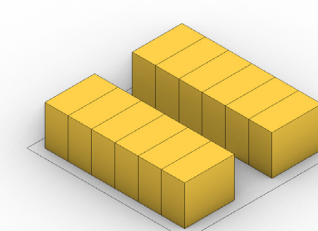
The following land use designations from the new OCP depict development types that aren't considered in the current Zoning Bylaw. For this reason, new Zones are required to help them get built with clear and consistent regulations.

TRANSIT-ORIENTED CORE



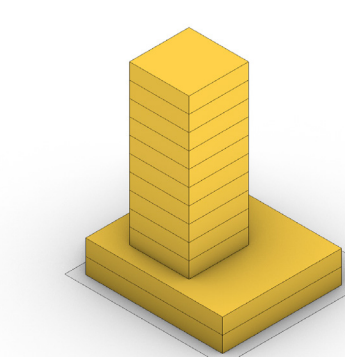
PURPOSE	Create a vibrant transit-oriented area with high densities and a mix of uses in close proximity to future SkyTrain stations, and existing high-frequency transit
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 15 storeys. (Taller buildings may be achieved on properties not located within the Airport Zoning Regulation (AZR) as mandated by the Aeronautics Act and Transport Canada. Lower maximum building heights may be required for properties within the Langley Regional Airport (YNI) Outer and Approach Surfaces, according to the AZR)
USES	<ul style="list-style-type: none"> • Mixed Use: Residential & Commercial • Multi-Unit Residential • Commercial
DENSITY	3.0 - 5.5 FAR* *Density bonusing policy applies as identified in the Zoning Bylaw.

GROUND-ORIENTED RESIDENTIAL



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

MID RISE RESIDENTIAL



PURPOSE	Medium density residential areas serving as a transition from the Transit-Oriented neighbourhoods towards lower building heights in the Nicomekl River Neighbourhood Plan area.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 12 storeys.
USES	<ul style="list-style-type: none"> • Multi-Unit Residential
DENSITY	2.1 - 3.5 FAR* *Density bonusing policy applies as identified in the Zoning Bylaw.



CURRENT ZONING BYLAW

North of the Nicomekl River

The City's zoning north of the Nicomekl River is a mix of employment-focused zones, such as:

- **C1** (Downtown Commercial)
- **I1** (Light Industrial)

As well as multi-family residential, such as:

- **RM1** (Multiple Residential Low Density)
- **RM2** (Multiple Residential Medium Density) and
- **RM3** (Multiple Residential High Density)

Many site-specific CD (Comprehensive Development) zones have been applied here too, signalling the need for more adaptable zones that can cater to a greater diversity of multi-family and mixed use development options. **Provincial housing legislation on Transit-Oriented Areas (TOA) will mainly impact RS and RM residential zones, as well as the C1 zone in this area.**

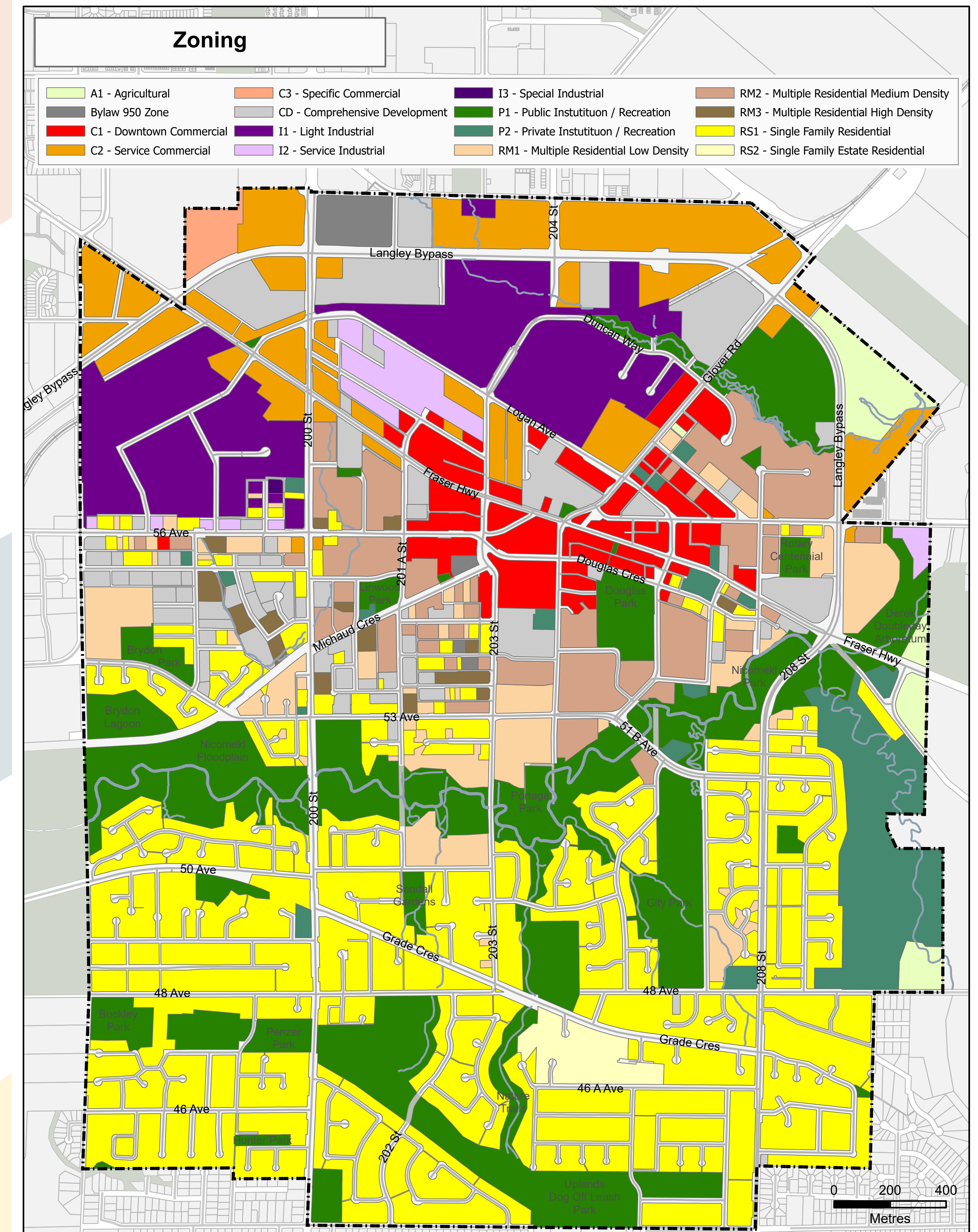


South of the Nicomekl River

Protected by land use designations and zoning, a significant amount of lands south of the Nicomekl River have continued as single detached neighbourhoods. These areas are mostly zoned:

- **RS1** (Single Family Residential)
- **RS2** (Single Family Estate Residential)

Provincial housing legislation on Small-Scale Multi-Unit Housing (SSMUH) will mainly impact RS residential zones in this part of the city.





NEW PROVINCIAL HOUSING LEGISLATION



In late 2023, the Province of British Columbia introduced changes to the Local Government Act with the goal of increasing the speed and supply of new housing across BC. The City of Langley is required to amend its Zoning Bylaw to align with these changes. These changes include:

- **Bill 44: Small-Scale Multi-Unit Housing (SSMUH) and Pro-Active Planning**
- **Bill 46: Development Finance Tools**
- **Bill 47: Transit-Oriented Areas**

BILL 44: SSMUH AND PRO-ACTIVE PLANNING

Small-Scale Multi-Unit Housing (SSMUH)

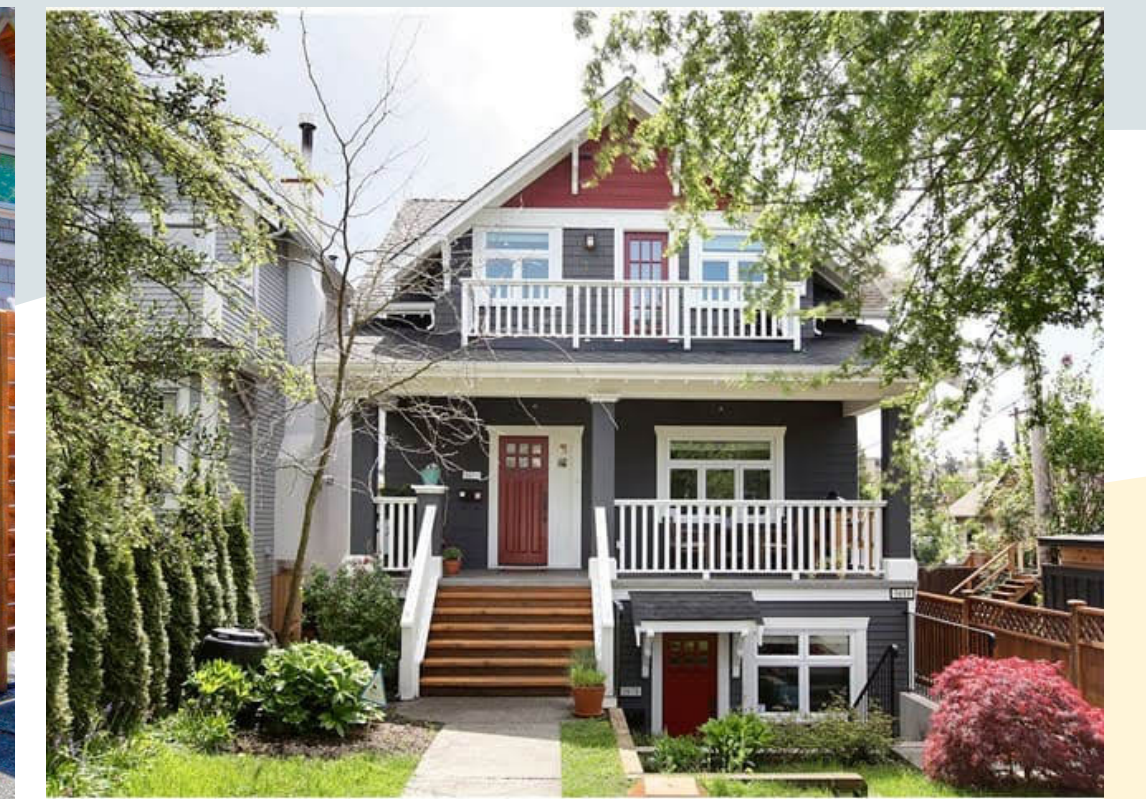
Bill 44 will allow for 4 units, including secondary suites, garden suites, carriage homes, duplexes, triplexes and/or rowhouses in most single detached lots within the city. The legislation will also allow for up to 6 units near areas of frequent bus service on single-family and duplex residential lots in the city.

Pro-Active Planning

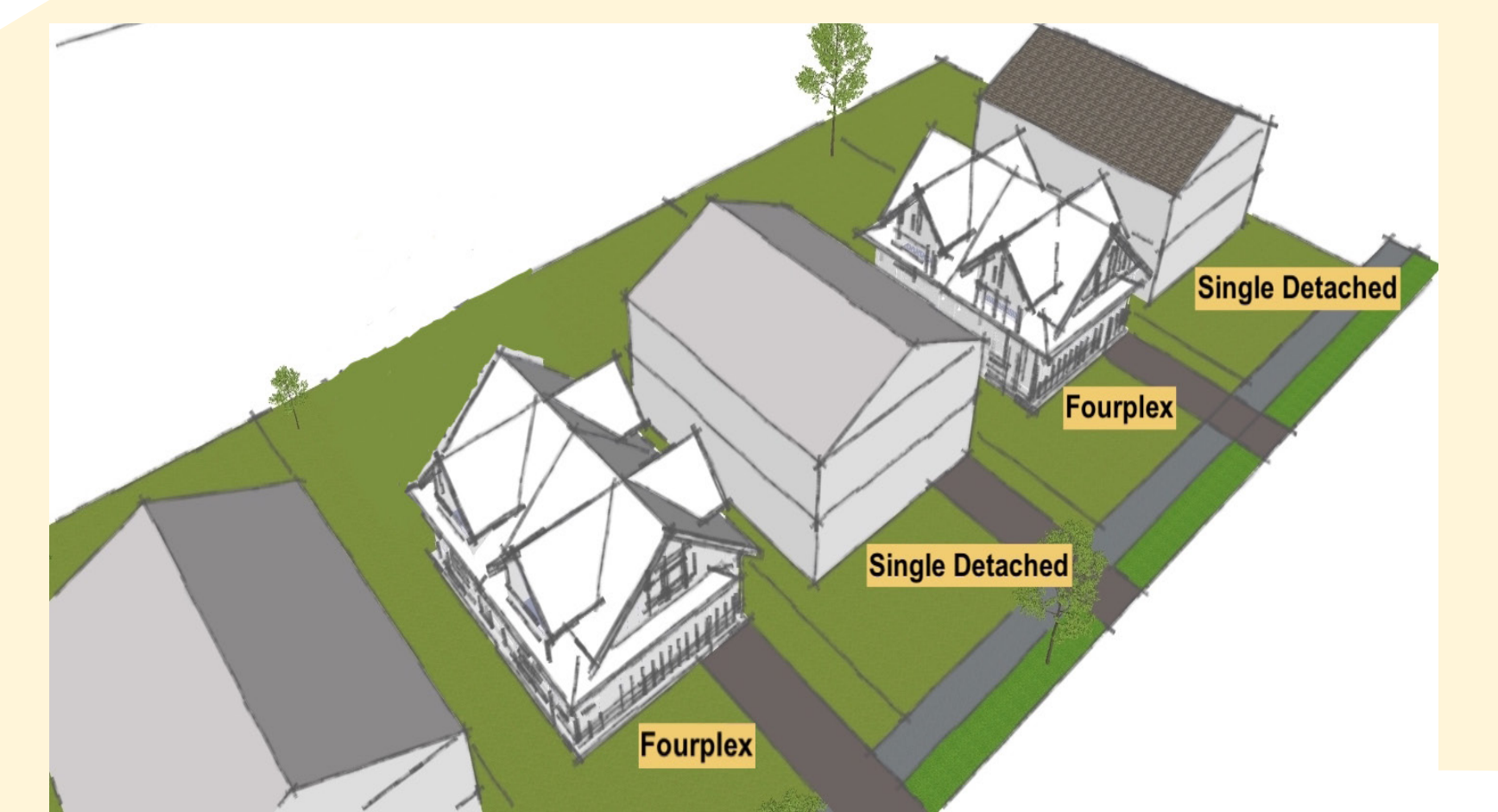
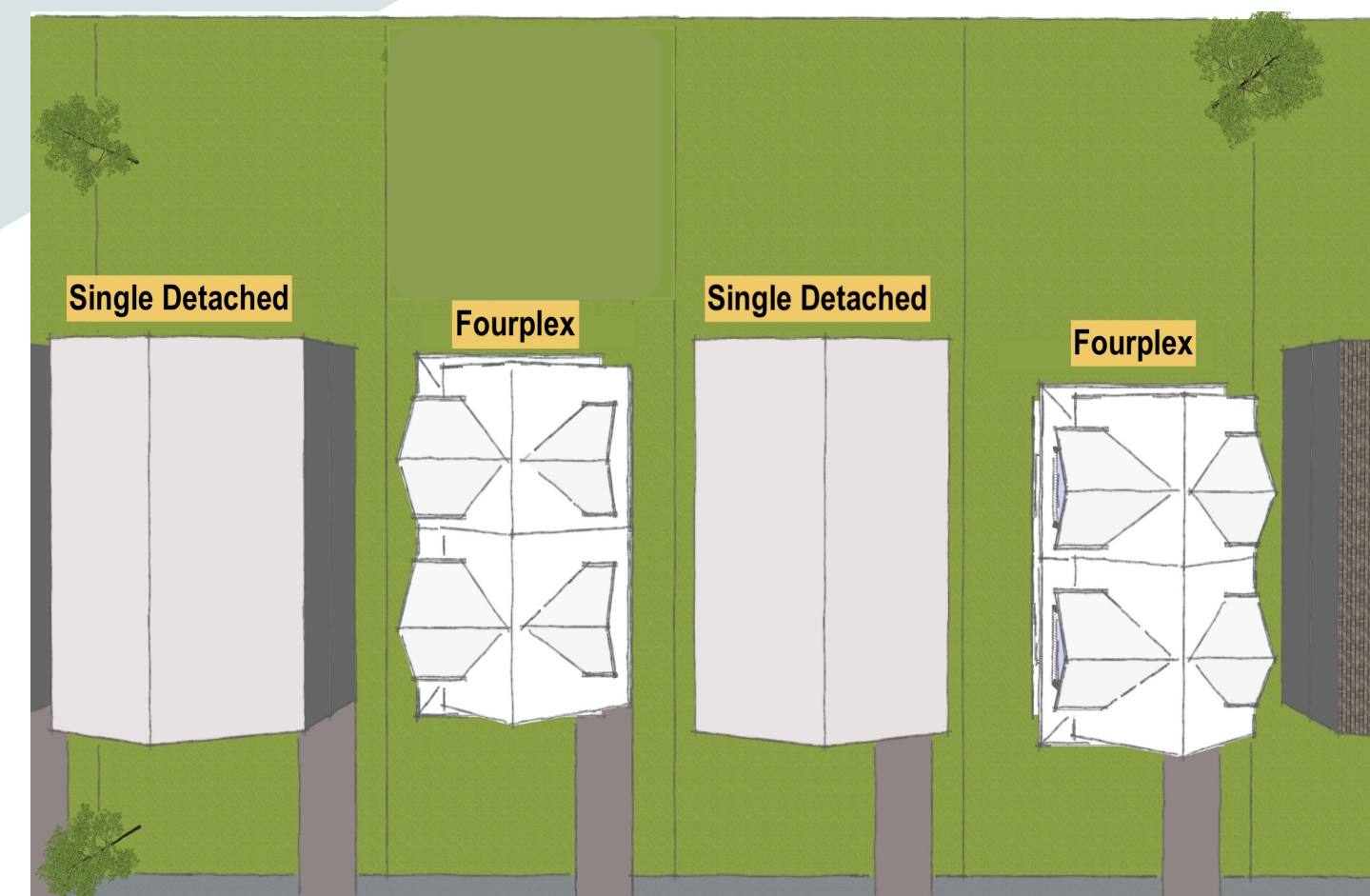
Bill 44 requires all local governments to update their housing needs reports (HNRs) using a standardized methodology over a 20-year time horizon. Official Community Plans (OCPs) will need to be updated every five years, to plan for these housing needs. Additionally, Zoning Bylaws must be aligned with OCPs and HNRs to pre-zone for housing needs on a regular basis.

BILL 46: DEVELOPMENT FINANCE TOOLS

Infrastructure and amenity upgrades may be required to support new development made possible by Bill 44. Development Cost Charges are being expanded to include fire protection facilities (e.g. fire halls), police facilities, solid waste facilities, among other items. A new Amenity Cost Charge (ACC) tool is being introduced to fund amenities like community and recreation centres, as well as daycares and libraries, to support complete and livable communities.



Examples of small-scale multi-unit housing types



Example of a four-unit layouts on single detached residential parcels



NEW PROVINCIAL HOUSING LEGISLATION



BILL 47: TRANSIT-ORIENTED AREAS

New legislation will require the City to designate Transit-Oriented Areas (TOAs) near transit hubs, such as SkyTrain and bus exchanges. These TOAs are defined as areas within 800 metres of a rapid transit station (e.g., SkyTrain station) and 400 metres of a bus exchange that the Province has listed in regulations. TOAs need to be set for Langley City Centre Station, Willowbrook Station and Langley Centre Exchange, subject to the Airport Zoning Regulation.

Removing Parking Minimums in Transit-Oriented Areas

In TOAs, the Province has also prohibited the City from requiring a minimum number of residential parking spaces. However, developers will still be free to provide as much parking as they feel is needed, and the City may still set requirements for the number of accessible and non-residential parking spaces.

Provincial Transit-Oriented Areas and Tiers

In TOAs, the Province has set minimum heights and densities the City must allow, depending on distance from a transit station.

TIER 1 (within 200m of a SkyTrain Station)

Minimum allowable density: up to 5.0 Floor Area Ratio (FAR)

Minimum allowable height: up to 20 storeys

TIER 2 (200-400m from a SkyTrain Station)

Minimum allowable density: up to 4.0 FAR

Minimum allowable height: up to 12 storeys

TIER 3 (400-800m from a SkyTrain Station)

Minimum allowable density: up to 3.0 FAR

Minimum allowable height: up to 8 storeys

TIER 4 (within 200m of a Bus Exchange)

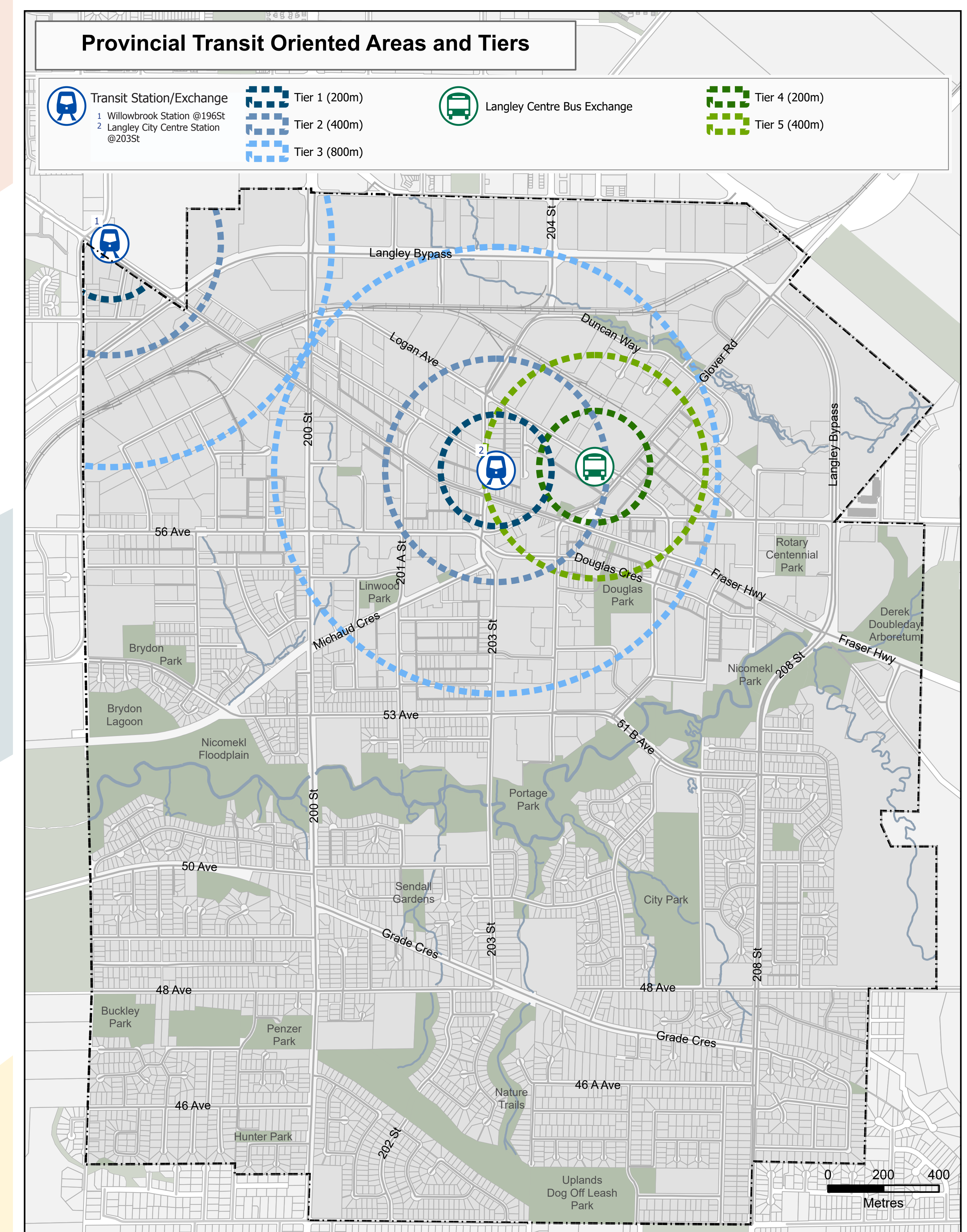
Minimum allowable density: up to 4.0 FAR

Minimum allowable height: up to 12 storeys

TIER 5 (200-400m from a Bus Exchange)

Minimum allowable density: up to 3.0 FAR

Minimum allowable height: up to 8 storeys





CARRIAGE HOMES



Currently, carriage homes are not allowed in Langley City's Zoning Bylaw. A carriage home is a suite above a detached garage in the backyard accessed by driveway or by lane, creating a 2-storey building. The City permits detached garden suites and is now considering allowing carriage homes.

Would you support allowing carriage homes on single detached residential lots?

Place a DOT in the column of your choice!



Strongly Support

Support

Neutral

Oppose

Strongly Oppose

Tell us why.

Write your thoughts here!



SINGLE DETACHED HOMES

New single detached homes in the city and region tend to be taller and larger than they were in previous decades. Many now feature flat roofs and bigger footprints. This reflects a trend of new houses 'maxing out' the permitted height, lot coverage and setbacks in existing zones.

In response to this trend, some cities have updated their single-detached home zones to reduce building proportions. This is often done by limiting the size of upper floor areas or 'floorplates' (i.e. 10 to 20% reductions) and adjusting maximum heights. The City is considering changes to reduce the size of new homes in these ways so they better integrate with existing neighbourhoods.



Do you support updating the Zoning Bylaw to reduce the size of new single detached homes?

Place a DOT in the column of your choice!

<p>Strongly Support</p> <div style="background-color: #4CAF50; width: 100%; height: 100%;"></div>	<p>Support</p>	<p>Neutral</p> <div style="background-color: #4CAF50; width: 100%; height: 100%;"></div>	<p>Oppose</p>	<p>Strongly Oppose</p> <div style="background-color: #4CAF50; width: 100%; height: 100%;"></div>
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Tell us why.

Write your thoughts here!



CHILD CARE

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

Do you support expanding the number of zones in which child care is a permitted use?

Place a DOT in the column of your choice!

Strongly Support

Support

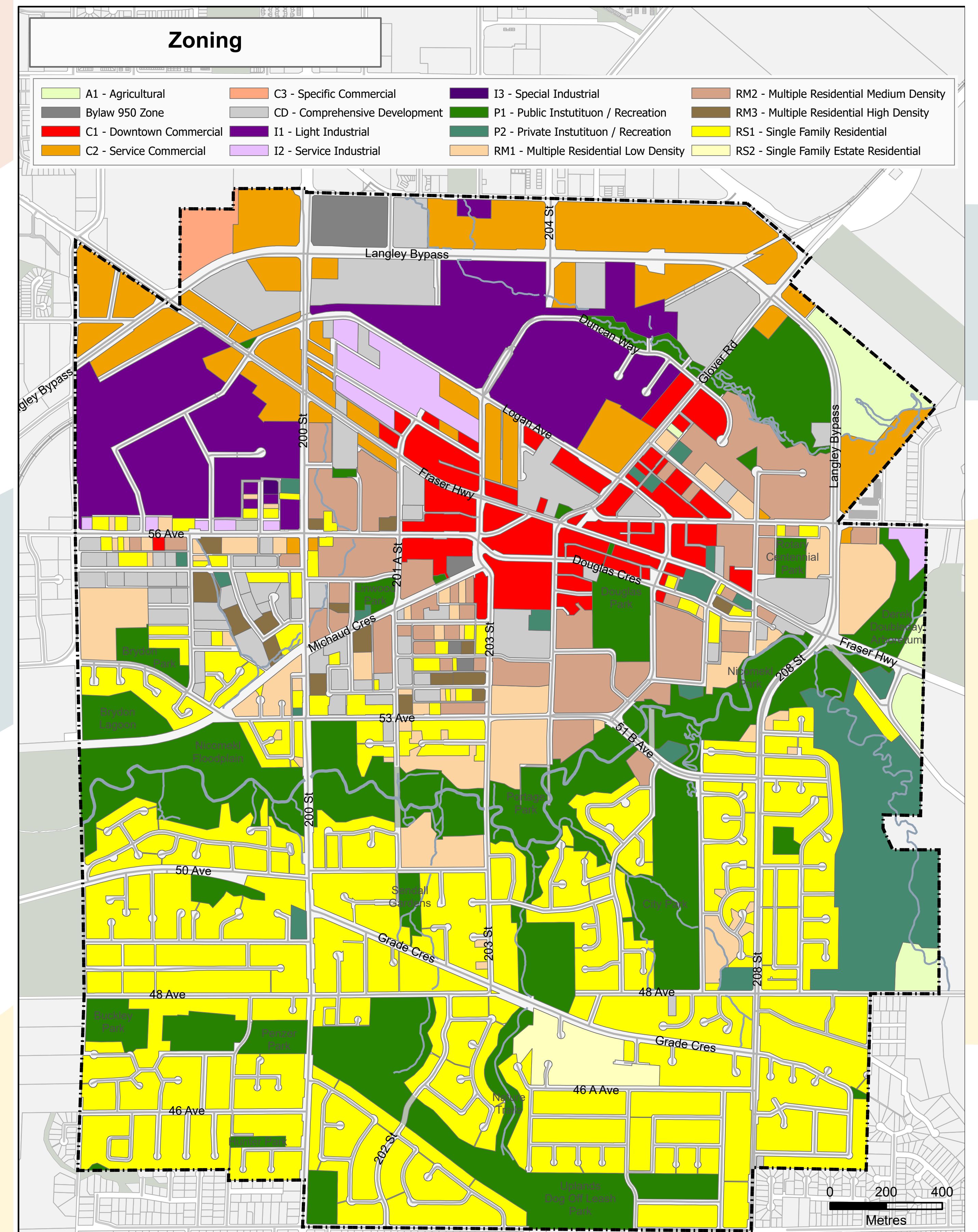
Neutral

Oppose

Strongly Oppose

Tell us why.

Write your thoughts here!

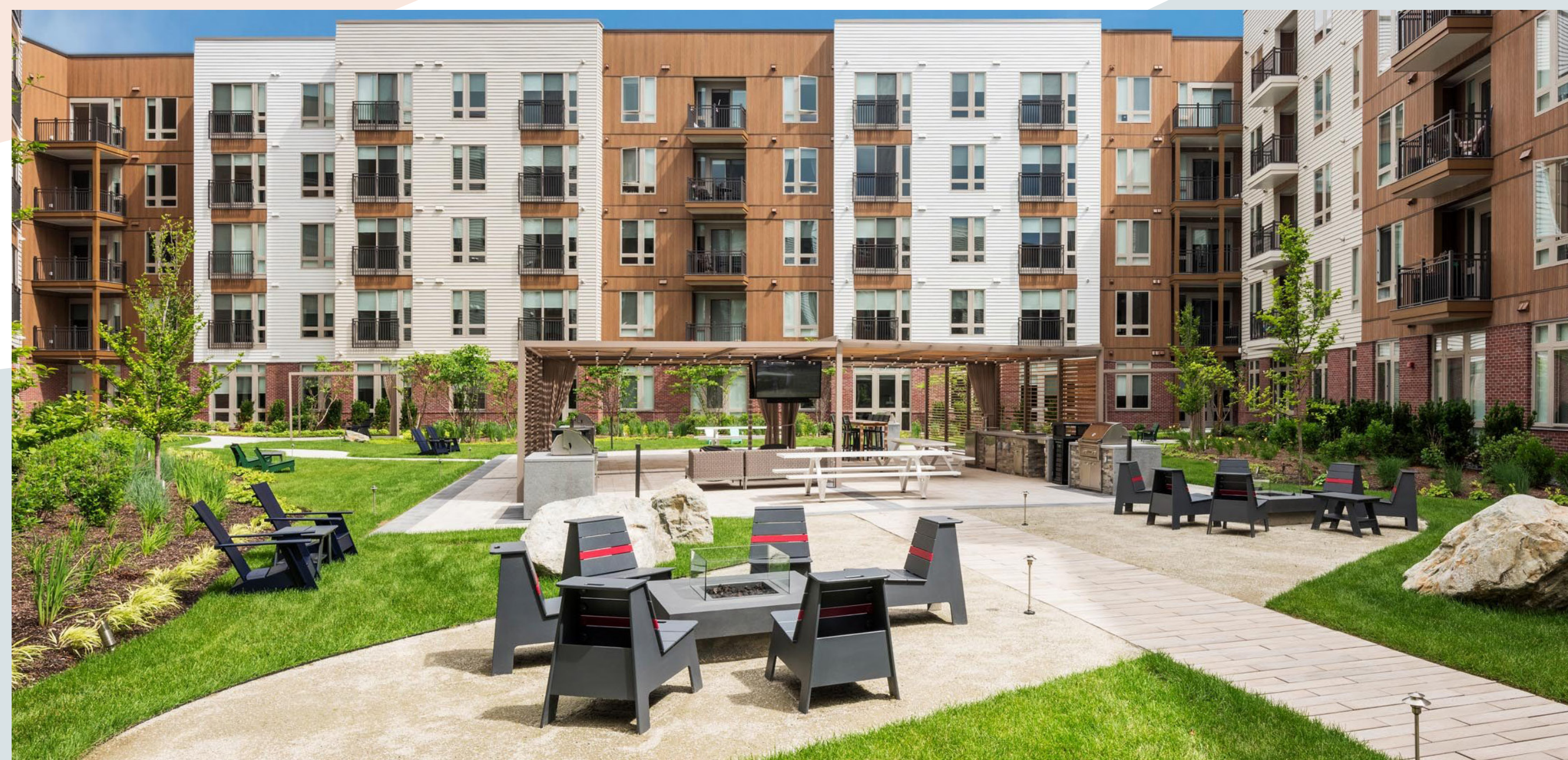




OUTDOOR AMENITY SPACE



Today, the Zoning Bylaw defines an amenity space as a common indoor space for cultural, social, or recreation purposes, within residential multi-family buildings. This means common outdoor spaces are not counted towards the required amount of amenity space. However, amenity space can take many different forms, from outdoor gardens to rooftop patios and indoor party/games/meeting rooms and gyms. Outdoor amenity spaces can also help create more green space as our population grows.



Do you support allowing more flexibility for amenity spaces by including outdoor spaces?

Place a DOT in the column of your choice!

Strongly Support	Support	Neutral	Oppose	Strongly Oppose
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Tell us why.

Write your thoughts here!



FUNDING AMENITIES

Cities with SkyTrain typically focus future homes and jobs in neighbourhoods located within a 5 to 10 minute walk of SkyTrain stations and this is reflected in the City's new OCP. This provides increased access to rapid transit for residents, businesses and commuters.

These cities also require new buildings, which are larger and taller than what is usually permitted, to provide 'public amenities' such as greenspace, child care space and subsidized housing units to ensure more livable, walkable and accessible neighbourhoods.



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)?

Place a DOT in the column of your choice!

Strongly Support

Support

Neutral

Oppose

Strongly Oppose



Tell us why.

Write your thoughts here!



RECREATIONAL CANNABIS



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

In the interest of permitting cannabis sales but also limiting cannabis exposure to minors and limiting its use in public places, most municipal cannabis retail policies:

- ensure there are adequate separation distances between cannabis retail stores and schools, recreation centres, parks and child care facilities, as well as other cannabis stores. This distance often ranges between 100 to 1000 metres (1 km);
- define a maximum number of stores in the municipality;
- identify preferred areas where cannabis retail stores can be located; and
- require each cannabis retail store to be approved by Council through property-specific rezonings, before they can locate and operate in the community.



Do you support cannabis retail stores in Langley City?

Place a DOT in the column of your choice!

Strongly Support	Support	Neutral	Oppose	Strongly Oppose

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

Write your thoughts here!



RECREATIONAL CANNABIS

Should cannabis retail stores be located away from parks, recreation centres, schools, childcare facilities, and other cannabis stores?

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



Parks



Other Cannabis Stores



Recreation Centres

None of the above

PLACE A DOT IN THE BOX OF YOUR CHOICE!



Schools

Other (please specify)



Childcare Facilities

Write your thoughts here!

Large yellow area for writing additional criteria, featuring a sticky note that says "Write your thoughts here!"



EV CHARGING

The Provincial Zero-Emission Vehicles Act requires automakers to meet EV sales targets reaching 100% of new light duty vehicles sales before 2040. There are no EV charging requirements in the current Zoning Bylaw, but the City has been asking for developers to provide 10% of parking spaces with installed chargers, on a case-by-case basis.

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?

Place a DOT in the column of your choice!



Strongly Support	Support	Neutral	Oppose	Strongly Oppose
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Tell us why.

Write your thoughts here!



CAR SHARING & BIKE PARKING



Car sharing is a membership-based service where people can rent cars for short periods of time, including by the minute, hour or day. Car share vehicles are available for use by building and area residents who may not own a car but may need a car to get around from time to time.

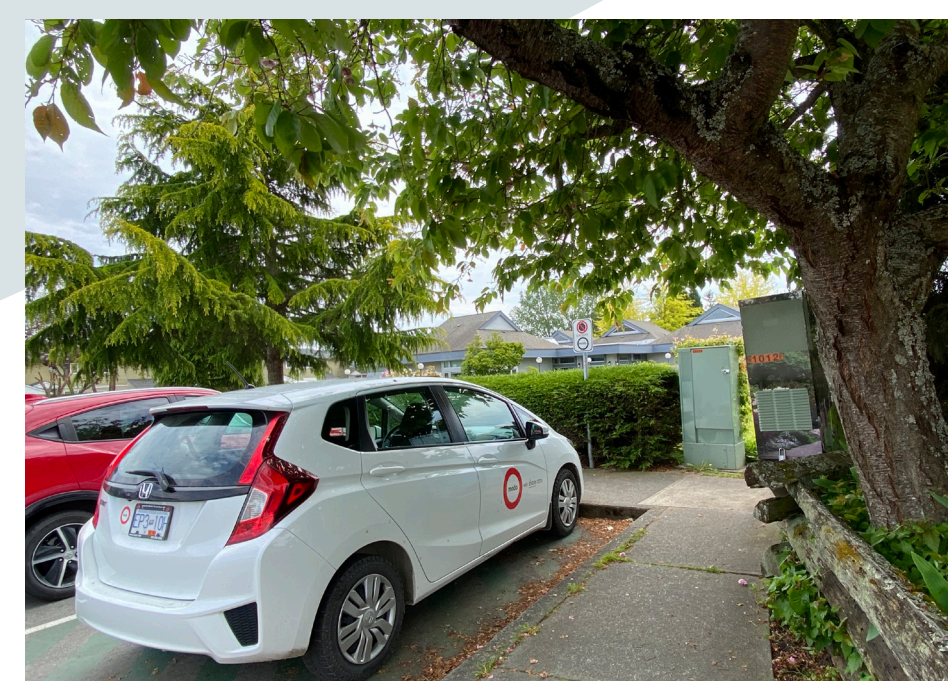
Do you support permitting car-share vehicles with new buildings to provide more transportation options for residents?

Place a DOT in the column of your choice!

Strongly Support	Support	Neutral	Oppose	Strongly Oppose

Tell us why.

Write your thoughts here!



Bike parking requirements are recommended to be updated to support sustainable modes of transportation. The City is exploring an increase from the current requirement of 0.5 secure bicycle parking spaces per each multi-family residential unit.

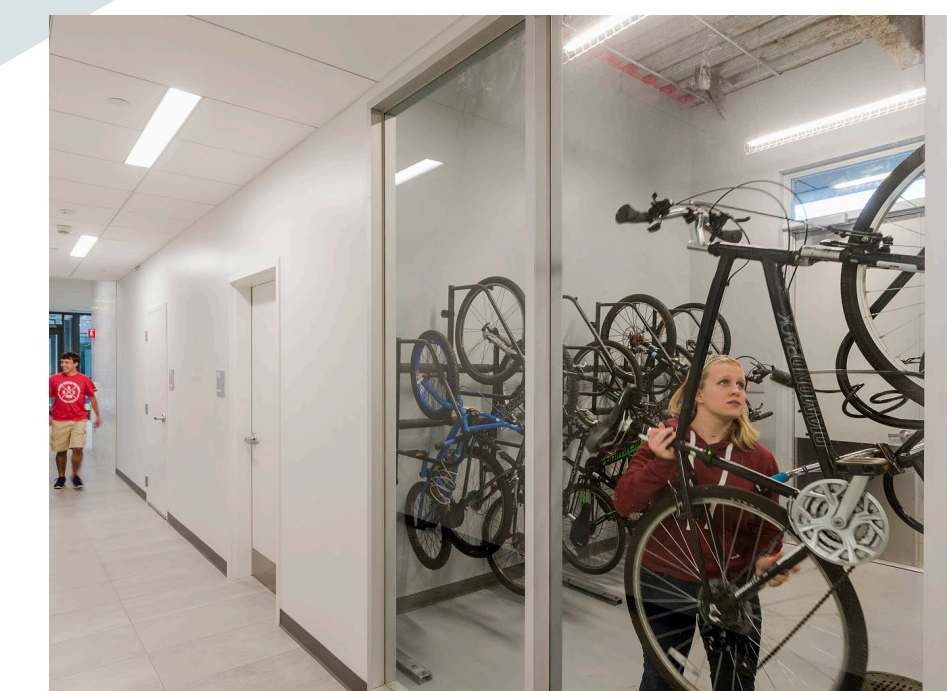
Do you support increasing bike parking requirements in new buildings to provide more transportation options?

Place a DOT in the column of your choice!

Strongly Support	Support	Neutral	Oppose	Strongly Oppose

Tell us why.

Write your thoughts here!





PARKING & RENTAL HOUSING



A study completed by Metro Vancouver shows an oversupply of parking spaces in apartment buildings across the region, particularly for rental and subsidized apartments. The study also found that parking use is lowest for buildings closer to frequent transit. Lower parking requirements have many benefits:

- Lower construction costs - a single underground parking space can cost over \$60,000
- Lower housing costs - by reducing construction costs
- More walkable, transit-friendly neighbourhoods with less air pollution



Do you support reducing minimum parking requirements for new subsidized rental buildings? These apartments would be required to rent at subsidized rates in perpetuity.

Place a DOT in the column of your choice!

Strongly Support	Support	Neutral	Oppose	Strongly Oppose

Tell us why.

Write your thoughts here!



ZONING BYLAW UPDATES



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

Write your thoughts here!

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

Write your thoughts here!