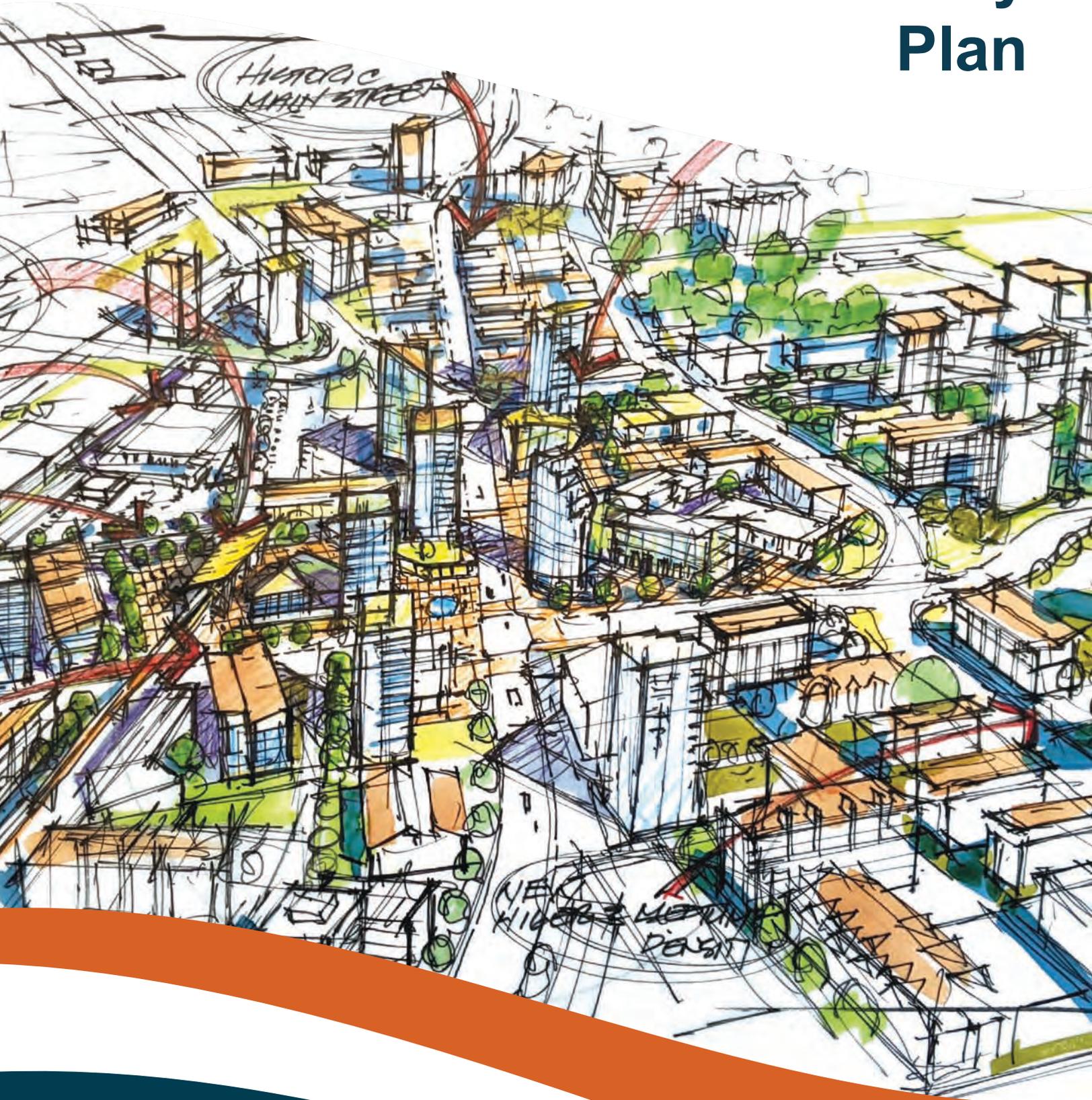


Official Community Plan



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

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01

01. INTRODUCTION



photo credit: Downtown Langley Business Association

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

LEGISLATIVE AUTHORITY

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

This OCP has been prepared in compliance with the legislation.

HISTORY & CONTEXT

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

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

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

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

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

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

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

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





OCP UPDATE PROCESS

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

PLANNING

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

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

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

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

COMMUNITY ENGAGEMENT

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

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

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

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

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

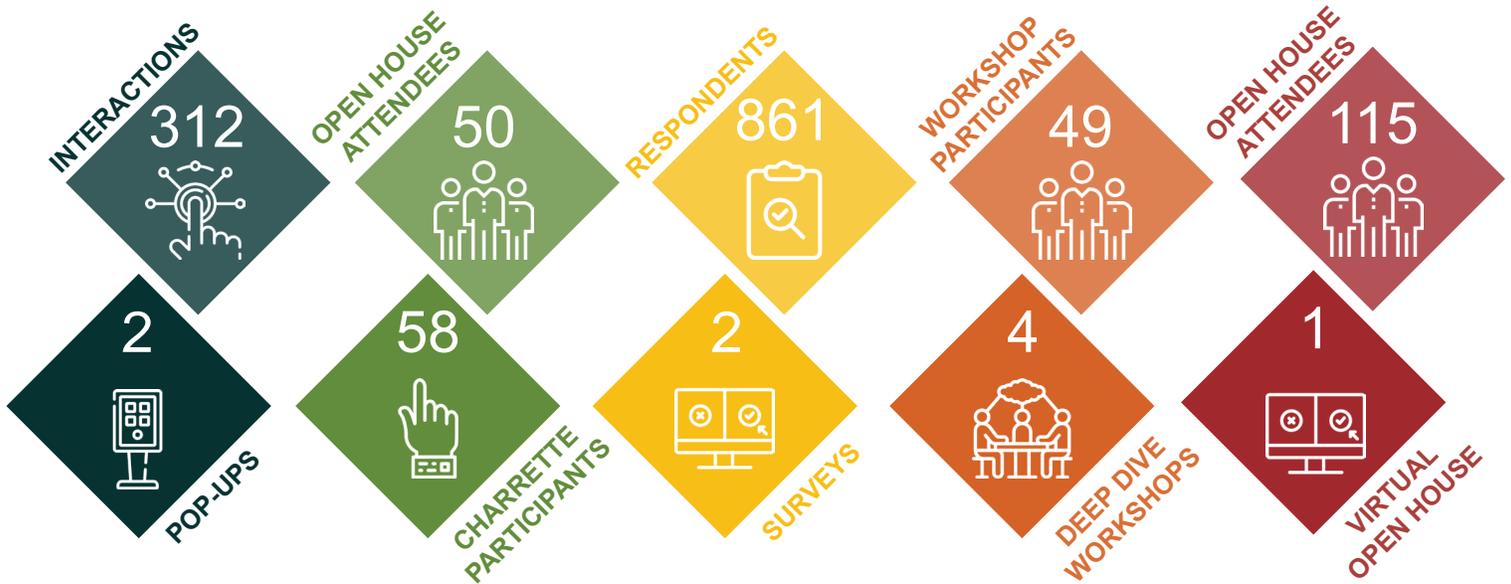
ation, Culture and Community Services



ENGAGEMENT RESULTS

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

ENGAGEMENT BY THE NUMBERS



OVERARCHING THEMES



1
CRIME AND SAFETY ARE CRITICAL ISSUES



2
FOCUS ON IMPROVING HOUSING AND TRANSPORTATION



3
PARKS & GREEN SPACES ARE HIGHLY VALUED



4
MAINTAIN & IMPROVE EASY ACCESS TO SHOPS & SERVICES

KEY DIRECTIONS

Affordable Living & Diverse Housing for all Generations

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

A Highly Connected City Aligned with Rapid Transit

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

A Safe & Inclusive Community Rich with Cultural Destinations

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

A Responsive Economy that Creates New Jobs

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

Environmental Solutions to Fight Climate Change

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



02

02. VISION & THEMES



VISION

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

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

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

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

NEXUS OF COMMUNITY

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



COMMUNITY



CONNECTION



EXPERIENCES



INTEGRATION

5 BIG THEMES

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

Affordable Living & Diverse Housing for all Generations



A Highly Connected City Aligned with Rapid Transit



A Safe & Inclusive Community Rich with Cultural Destinations



A Responsive Economy that Creates New Jobs



Environmental Solutions to Fight Climate Change





03

03. GROWTH, LAND USE & DESIGN



GROWTH PROJECTIONS

POPULATION, JOBS & HOUSEHOLDS

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

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

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

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

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

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

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

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

Figure 1. Population Projections

HOUSING NEEDS

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

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

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

Figure 2. Housing Unit Needs (2024)

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

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

ASSIGNMENT OF GROWTH

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

Key elements of the new land use plan include:

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

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

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

Figure 3. Total Capacity by Land Use Designation

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

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

LOCAL FACTORS AFFECTING DEVELOPMENT

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

Airport Zoning Regulation (AZR)

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

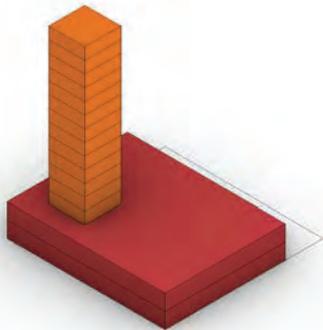
Floodplain Elevation Bylaw

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

LAND USE DESIGNATIONS

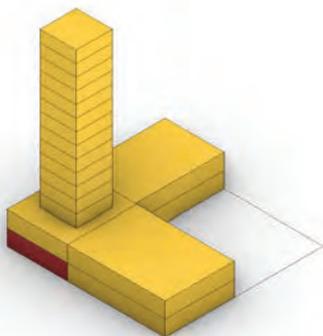
Each parcel in the City is assigned a land use designation as shown in Map 3. The following table provides direction for the type of development allowed in each designation.

TRANSIT-ORIENTED CORE



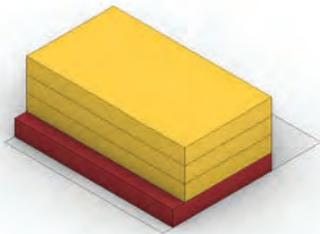
PURPOSE	Create a vibrant transit-oriented area with high densities and a mix of uses in close proximity to future SkyTrain stations, and existing high-frequency transit
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 15 storeys. (Taller buildings may be achieved on properties not located within the 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 (YNJ) 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.

TRANSIT-ORIENTED RESIDENTIAL



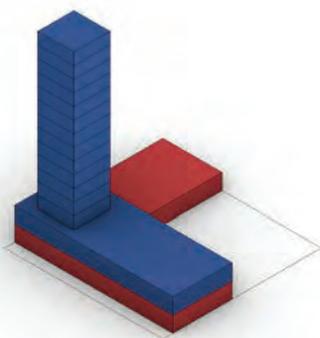
PURPOSE	Create a high density residential area with limited ground level commercial within close proximity to future SkyTrain stations, and existing high-frequency transit.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 15 storeys. (Lower maximum building heights may be required for properties within the Langley Regional Airport (YNJ) Approach Surface, according to the AZR)
USES	<ul style="list-style-type: none"> • Mixed Use: Residential & Commercial • Multi-Unit Residential
DENSITY	2.5 - 4.5 FAR* *Density bonusing policy applies as identified in the Zoning Bylaw.

HISTORIC DOWNTOWN CORE



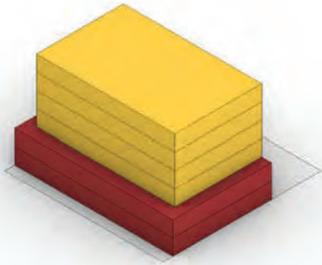
PURPOSE	Retain a lively shopping destination with a fine grain retail ground floor and commercial or residential units above.
BUILDING TYPE & HEIGHT	Multi-storey buildings with a maximum 4 storey building form along Fraser Highway. Taller building forms over 4 storeys are possible if they are set back from Fraser Highway, or if they are located along 56th Avenue, Glover Road, 206th Street and Douglas Crescent.
USES	<ul style="list-style-type: none"> • Mixed Use: Residential & Commercial • Commercial
DENSITY	Up to 3.5 FAR * *Density bonusing policy applies as identified in the Zoning Bylaw.

CIVIC CENTRE



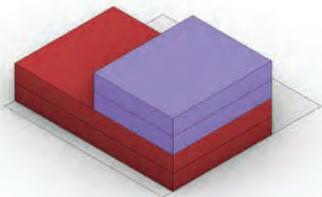
PURPOSE	Enable a mixed use civic hub that complements Langley City Hall and Timms Community Centre
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 15 storeys in height, or the AZR, whichever is less.
USES	<ul style="list-style-type: none"> • Mixed Use: Institutional, Commercial, Residential • Institutional
DENSITY	Up to 5.0 FAR* *Density bonusing policy applies as identified in the Zoning Bylaw.

MIXED USE



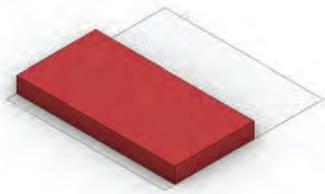
PURPOSE	Provide an attractive gateway into Langley City's core area with mixed use buildings framing and animating Fraser Highway.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 12 storeys, with building faces up to 4 storeys fronting Fraser Highway. (Lower maximum building heights may be required for properties within the Langley Regional Airport (YNJ) Approach Surface, according to the AZR).
USES	<ul style="list-style-type: none"> Mixed Use: Residential & Commercial
DENSITY	2.5 - 3.5 FAR* *Density bonusing policy applies as identified in the Zoning Bylaw.

MIXED EMPLOYMENT



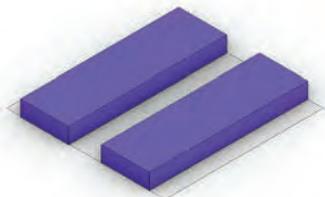
PURPOSE	Allow the greatest flexibility and diversity of employment uses, including office, research and post secondary educational uses.
BUILDING TYPE & HEIGHT	Buildings up to 6 storeys.
USES	<ul style="list-style-type: none"> Mixed Use: Light Industrial & Commercial Light Industrial Commercial Accessory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

SERVICE COMMERCIAL



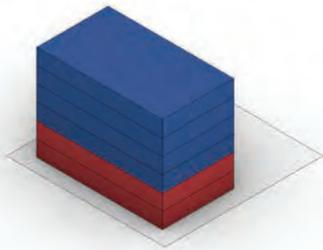
PURPOSE	Provide service commercial uses serving a regional scale.
BUILDING TYPE & HEIGHT	Regional retail and commercial services, with limited office and industrial uses on the Langley Bypass.
USES	<ul style="list-style-type: none">• Commercial• Light Industrial
DENSITY	up to 0.5 FAR

INDUSTRIAL



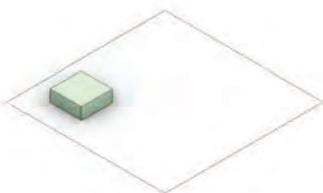
PURPOSE	Protect and enhance a range of industrial employment uses that serve a local and regional scale.
BUILDING TYPE & HEIGHT	Buildings up to 6 storeys.
USES	<ul style="list-style-type: none">• Industrial• Accessory Residential• Accessory Commercial
DENSITY	Variable

UNIVERSITY DISTRICT



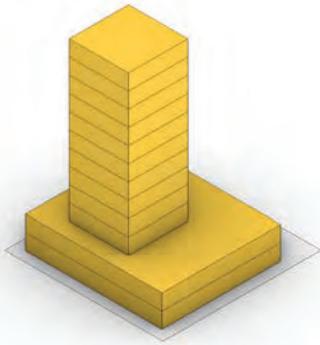
PURPOSE	Enable a vibrant and mixed use higher education campus with related residential, and commercial uses.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 8 storeys. (Building heights may exceed 8 through the development of a campus master plan and/or for landmark buildings on Glover Road).
USES	<ul style="list-style-type: none"> • Mixed Use: Institutional, Residential, and/or Commercial • Multi-Unit Residential • Tourist Accommodation
DENSITY	Up to 3.5 FAR throughout the site, and up to 4.0 FAR on Glover Road frontage.* *Density bonusing policy applies as identified in the Zoning Bylaw.

AGRICULTURE



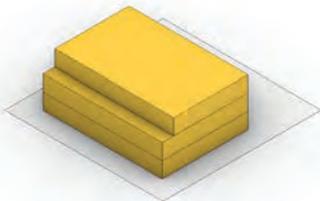
PURPOSE	Maintain existing agricultural activities and prevent non-farm development.
BUILDING TYPE & HEIGHT	Buildings that support agricultural practices.
USES	<ul style="list-style-type: none"> • Agriculture • Residential with accessory units
DENSITY	Minimum lot size of 2.0 hectares. Subdivision of these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

MID RISE RESIDENTIAL



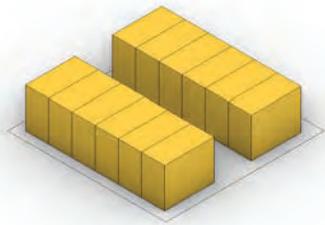
PURPOSE	Medium density residential areas serving as a transition from the Transit-Oriented neighbourhoods towards lower building heights in the Nicomekl River Neighbourhood Plan area.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 12 storeys.
USES	<ul style="list-style-type: none"> • Multi-Unit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

LOW RISE RESIDENTIAL



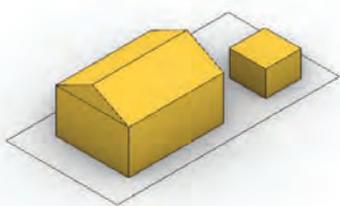
PURPOSE	Mix of low rise and townhouse residential areas oriented towards the Nicomekl River floodplain.
BUILDING TYPE & HEIGHT	Multi-storey buildings between 3-6 storeys.
USES	<ul style="list-style-type: none"> • Multi-Unit Residential
DENSITY	1.4 - 2.1 FAR

GROUND-ORIENTED RESIDENTIAL



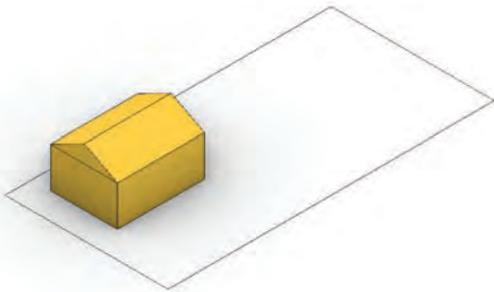
PURPOSE	Provide a range of missing middle housing options adjacent to future frequent transit routes and great park amenities.
BUILDING TYPE & HEIGHT	Townhomes, rowhomes, and du- tri- fourplexes.
USES	<ul style="list-style-type: none"> • Multi-Unit Residential • Accessory Commercial • Live/Work
DENSITY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

URBAN RESIDENTIAL



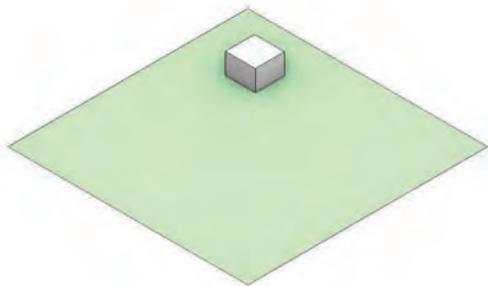
PURPOSE	Provide gentle infill options such as secondary accessory units and small lot subdivision in a single detached form.
BUILDING TYPE & HEIGHT	Single detached homes with secondary accessory units.
USES	<ul style="list-style-type: none"> • Residential • Live/Work
DENSITY	<p>Minimum lot size of 350m² and a minimum 12 metre frontage width: 1 attached secondary suite is allowed.</p> <p>Minimum lot size of 600m² and a minimum 20 metre frontage width: 1 attached secondary suite and 1 detached garden suite are allowed.</p>

SUBURBAN RESIDENTIAL



PURPOSE	Allow lower density single detached homes in a suburban setting.
BUILDING TYPE & HEIGHT	Single detached homes with one secondary suite.
USES	<ul style="list-style-type: none"> • Residential
DENSITY	Minimum lot size of 557m² One attached secondary suite or one garden suite is allowed.

PARKS & OPEN SPACES



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

DESIGNATION OVERLAYS

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

CORNER COMMERCIAL

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

NEW PARK AND OPEN SPACE

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

NEW CIVIC FACILITY

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

POTENTIAL STUDY AREAS

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

DESIGNATIONS & ZONES

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

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

LAND USE DESIGNATIONS	Transit-Oriented Core	Transit-Oriented Residential	Civic Centre	Mixed Use	Mid Rise Residential	Low Rise Residential	Mixed Employment	University District
APPLICABLE ZONES	C1, C4, C5, RM5	C1, RM5, RM4	C1, C5, RM5	C1, RM4	RM4, RM3	RM3, GO2	ME, I1, I2, C2	RM3, RM4, ME, UD1
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

LAND USE DESIGNATIONS	Historic Downtown Core	Ground-Oriented Residential	Urban Residential	Suburban Residential	Service Commercial	Industrial	Agriculture	Parks & Open Space
APPLICABLE ZONES	C1	GO1, GO2	RS3	RS1	C2, C3	I1, I2, I3	A1	P1, P2, P3, P4
FAR RANGE	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

URBAN DESIGN PRINCIPLES

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

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

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



PRINCIPLES

1. PEOPLE-FRIENDLY BUILDINGS AND STREETS

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



2. GREAT PUBLIC PLACES

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



3. INCLUSIVE, MEMORABLE AND SUSTAINABLE DESIGNS

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



4. GOOD NEIGHBOURS

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





04

04. POLICIES

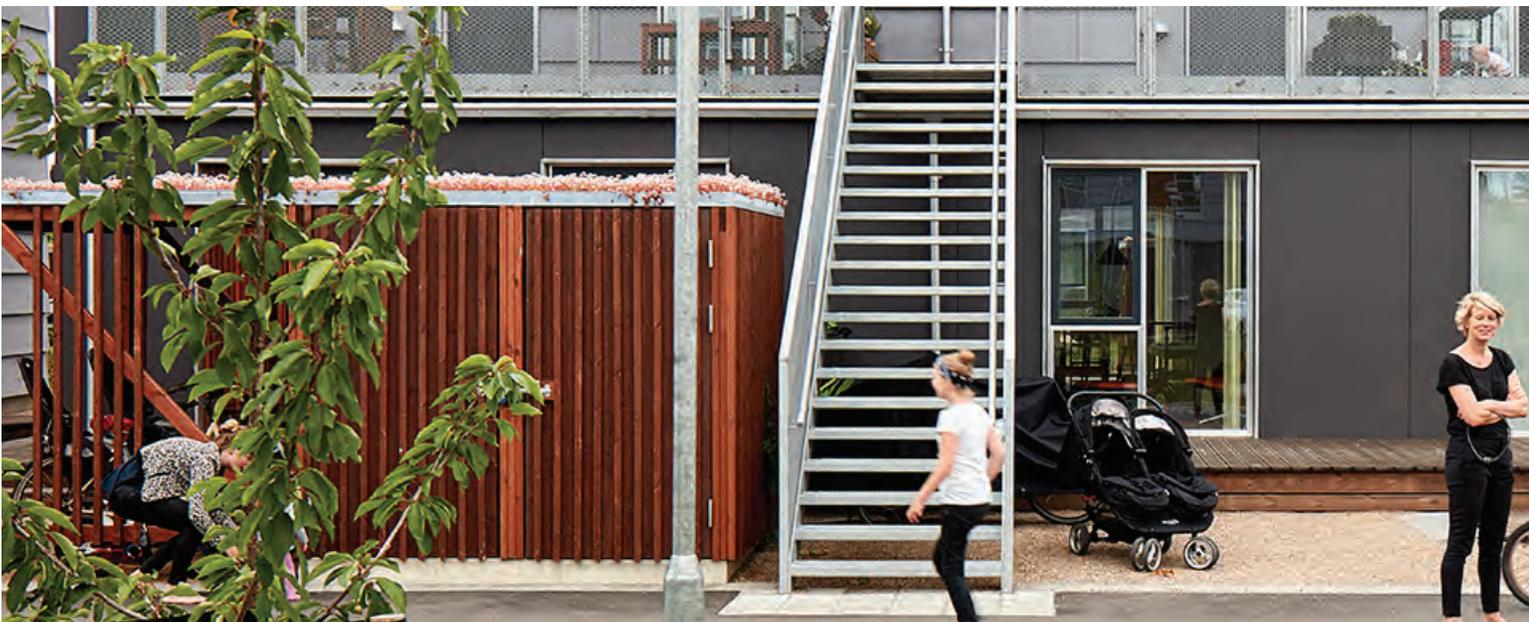
1. AFFORDABLE LIVING & DIVERSE HOUSING FOR ALL GENERATIONS

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

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

STRATEGIC DIRECTIONS

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



POLICIES

WHAT THE CITY WILL DO

Diverse Housing

1.1. Residential Development Options

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

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

1.2. New Zones

Create new zones in the Zoning Bylaw to allow:

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



1.3. Minimum Densities

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

1.4. Diverse & Balanced Housing

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

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

1.5. Panhandle Subdivision

Consider subdivision which results in a panhandle lot only if:

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



Rental and Non-Market Housing

1.6. Density Bonus

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

1.7. Affordable Housing Location

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

1.8. Incentives for Affordable Housing

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

1.9. Support Subsidized Housing

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

1.10. City-Owned Land

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

1.11. Aging in Place

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

1.12. Housing for Diverse Cultural Groups

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



WHAT WE WILL REQUIRE DEVELOPERS TO DO

1.13. Master Planning

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

1.14. Property Assembly

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

1.15. Mixed Tenure Redevelopments

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

1.16. Rental Housing

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

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

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

1.17. Specific Unit Types

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

1.18. Tenant Relocation Plans

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

1.18.1. Early communication with tenants;

1.18.2. Designating a relocation coordinator;

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

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

1.18.5. Assistance finding new accommodations and relocation; and,

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

1.19. Adaptable Units

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

1.20. Strata Conversion

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

WHAT WE WILL WORK WITH OTHERS TO DO

1.21. Partner with Non-Profits & Senior Governments

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

1.22. Regional Housing Needs

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



2. A HIGHLY CONNECTED CITY ALIGNED WITH RAPID TRANSIT

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

STRATEGIC DIRECTIONS

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

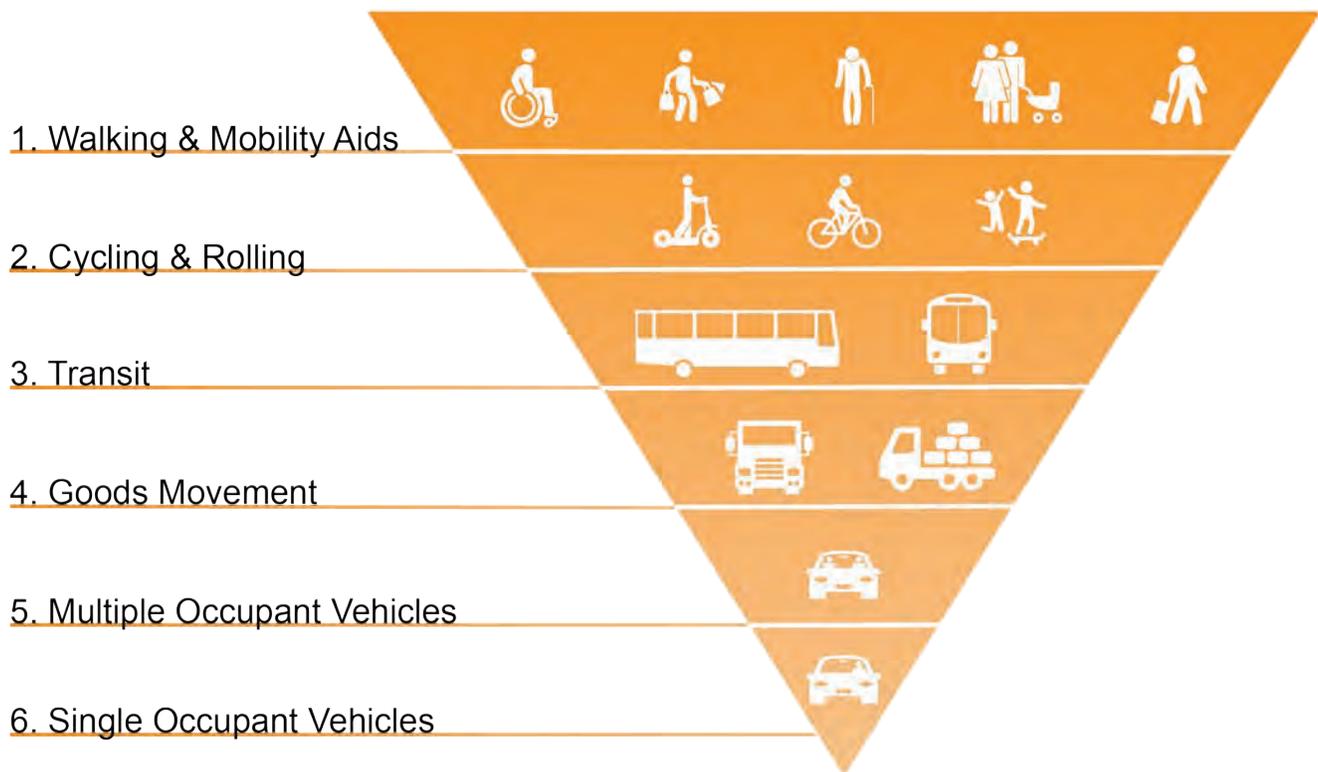


Figure 4. Hierarchy of Transportation

POLICY

WHAT THE CITY WILL DO

Prioritize People, Not Cars

2.1. Hierarchy of Transportation

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

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

2.2. Core and Shoulder Areas

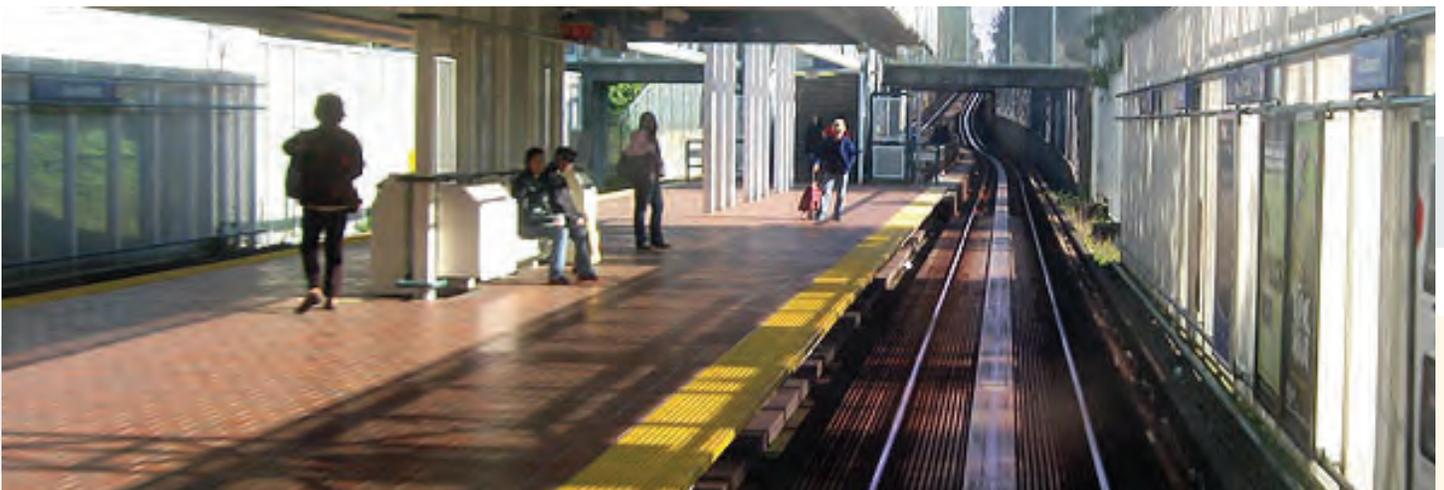
Establish “Core” and “Shoulder” areas around the planned SkyTrain stations, located near 196 Street and 206 Street, to use in aligning land use and transportation planning:

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

2.3. Align Land Use and Transportation

Align transportation planning with land use planning, including:

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



2.4. Slower Streets

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

2.5. Update Standard Street Designs

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

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

2.6. Update Master Transportation Plan

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

2.7. Wayfinding

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



Walking, Cycling, and Rolling

2.8. Prioritize Investments

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

2.9. Build Direct Connections

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

2.10. Enhance the Sidewalk Network

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

2.11. Complete the Sidewalk Network

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

2.12. Signal Priority

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



2.13. Bicycle Infrastructure

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

2.14. Bicycle Network

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

2.15. Ensure Comfort

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

2.16. Trails and pathways

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

2.17. Bicycle Parking

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



Vehicles and Parking

2.18. Road Network

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

2.19. Road Network Improvements

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

2.20. Public Parking

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

2.21. Reduce Parking Requirements

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

2.22. Shared Parking

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



WHAT WE EXPECT DEVELOPERS TO DO

2.23. Enhance Connectivity Through Projects

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

2.24. Active Ground Floor

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

2.25. Bicycle Parking

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

2.26. Vehicle Parking

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

2.27. Electric Vehicles

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



WHAT WE WILL WORK WITH OTHERS TO DO

Public Transit

2.28. Frequent Transit Network

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

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

2.29. Transit Exchange

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

2.30. Transit Amenities

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

2.31. Align Land Use and Transportation

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

2.32. SkyTrain Stations and Guideway Design

Collaborate with TransLink and the Province to:

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

Walking, Cycling, and Rolling

2.33. Collaborate with Adjacent Municipalities

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

2.34. Partner with School District

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

2.35. Seek Grants

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

2.36. Carshare, Bikeshare, Scooter

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

3. A SAFE AND INCLUSIVE CITY RICH WITH COMMUNITY AMENITIES

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

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

STRATEGIC DIRECTIONS

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



POLICY

WHAT THE CITY WILL DO

Parks and Public Spaces

3.1. Public Space System

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

3.2. New Public Space

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

3.3. SkyTrain Stations

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

3.4. Universal Design

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

3.5. Public Space Amenities

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

3.6. Wayfinding

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

3.7. Expand and Connect the Trail System

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

3.8. Creeks

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

3.9. Road Frontage

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

3.10. Sports Fields

Improve existing sports fields.

3.11. Design for the Winter

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

3.12. Local Art and History

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

3.13. Incentives for Programming

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

3.14. Active Ground Floor

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

3.15. Safety and Security

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

3.16. Neighbourhood Identity

Support initiatives that strengthen and enhance neighbourhood identity and character.



Heritage, Arts & Culture

3.17. Performing Arts Centre

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

3.18. Inclusive Cultural Resources and Activities

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

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

3.19. Social and Cultural Gathering Spaces

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

3.20. Heritage Buildings & Landscapes

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

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



3.21. Diverse Engagement

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

City for All

3.22. Community Services

Align social services with community needs and population growth through:

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

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

3.23. Child Care Spaces

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

3.24. Zoning for Child Care

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

3.25. Children, Youth, and Families

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

3.26. Older Adults

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



WHAT WE EXPECT DEVELOPERS TO DO

3.27. Private Green Space for Residential Developments

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

3.28. Public Open Space

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

3.29. Amenity Contributions

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

3.30. Density Bonusing

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

3.31. Community Amenities

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

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



WHAT WE WILL WORK WITH OTHERS TO DO

3.32. Government-to-Government Relationships

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

3.33. Health Care Facilities

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

3.34. Schools

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

3.35. Regional Greenways

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

3.36. Public Space Stewardship

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

3.37. Grants

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

3.38. Arts Programs

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

3.39. Community Amenity & Services Coordination

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



4. A RESPONSIVE ECONOMY THAT CREATES NEW JOBS

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

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

KEY DIRECTIONS

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



POLICY

WHAT THE CITY WILL DO

Employment Land Supply

4.1. Commercial Development

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

4.2. New Zones

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

4.3. Tourist Accommodation

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

4.4. Mixed Employment

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

4.5. Neighbourhood-Focused Commercial

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

4.6. Incentivize Office

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

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

4.6.2. Considering no minimum parking requirements for office space.

4.7. Industrial Land Supply

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

4.8. Subdivision of Industrial

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

4.9. Industrial Definition

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

4.10. Industrial Development

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

4.11. Employment Densification

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

4.12. Light Industrial

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

Maintain and Enhance the Historic Downtown

4.13. Maintain Small Business Sizes

Update the Zoning Bylaw to:

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

4.14. Incentivize Maintenance

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

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



Innovation Boulevard

4.15. Innovation Boulevard Plan

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

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

4.16. Creative and Innovative Uses

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

4.17. Innovative Zone

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

4.18. Home-Based Businesses

Allow and encourage home-based businesses throughout Langley City.



WHAT WE EXPECT DEVELOPERS TO DO

4.19. Creative Ideas

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

4.20. New Corner Commercial Nodes

Develop new neighbourhood-scale Corner Commercial nodes:

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

WHAT WE WILL WORK WITH OTHERS TO DO

4.21. Collaborate with Businesses

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

4.22. University

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

4.23. Innovation Anchors

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

4.24. High-Amenity Community

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



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GoHealth
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LEGACY

5. ENVIRONMENTAL SOLUTIONS TO FIGHT CLIMATE CHANGE

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

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

STRATEGIC DIRECTIONS

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



POLICY

WHAT THE CITY WILL DO

Sustainability

5.1. Commitment to Sustainability

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

5.2. Sustainability Initiatives

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

Mitigation of Climate Change

5.3. Community GHG Emissions Reductions Target

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

5.4. Corporate GHG Emissions Reductions Target

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

5.5. Emissions Modelling

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

5.6. Align Land Use and Transportation

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

Flooding Hazards

5.7. Flooding Hazards

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

Sustainable Infrastructure

5.8. Infrastructure Standards

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

5.9. Green Infrastructure

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

5.10. Integrated Storm Water Management Planning

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

5.11. Closed Loop Systems

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

5.12. Natural Asset Management

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



5.13. Green Streets and Places

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

Protect and Enhance the Natural Environment

5.14. Environmentally Sensitive Areas

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

5.15. Environmental Stewardship

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

5.16. Streamside Development

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

5.17. Ecological Greenways

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

5.18. Re-Wilding

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

5.19. Urban Forest

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

5.20. Food and Agriculture

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

5.21. Pollutant Interceptors

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

WHAT WE WILL EXPECT DEVELOPERS TO DO

5.22. Environmentally Sensitive Areas

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

5.23. Hazardous Areas

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

5.24. Storm Water Infrastructure

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

5.25. Green Buildings

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

5.26. Integrated Storm Water Management Planning

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

5.27. Re-Wilding

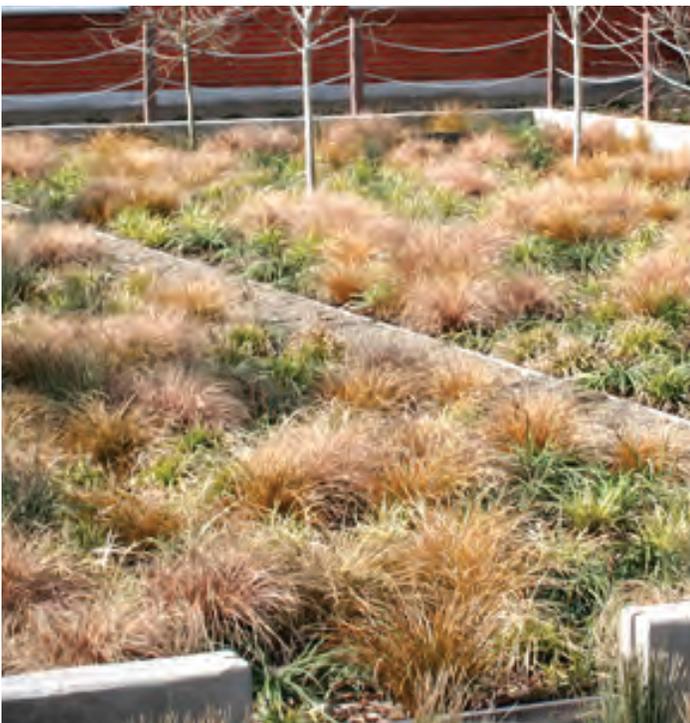
Design and install landscaping that increases ecological diversity, supports pollinators, and reduces water usage.

5.28. Community Gardens

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

5.29. Tree Retention

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



WHAT WE WILL WORK WITH OTHERS TO DO

5.30. Kwantlen First Nation

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

5.31. Local Environmental Organizations

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

5.32. Other Governmental Bodies

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

5.33. Habitat Enhancement

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

