

Official Community Plan

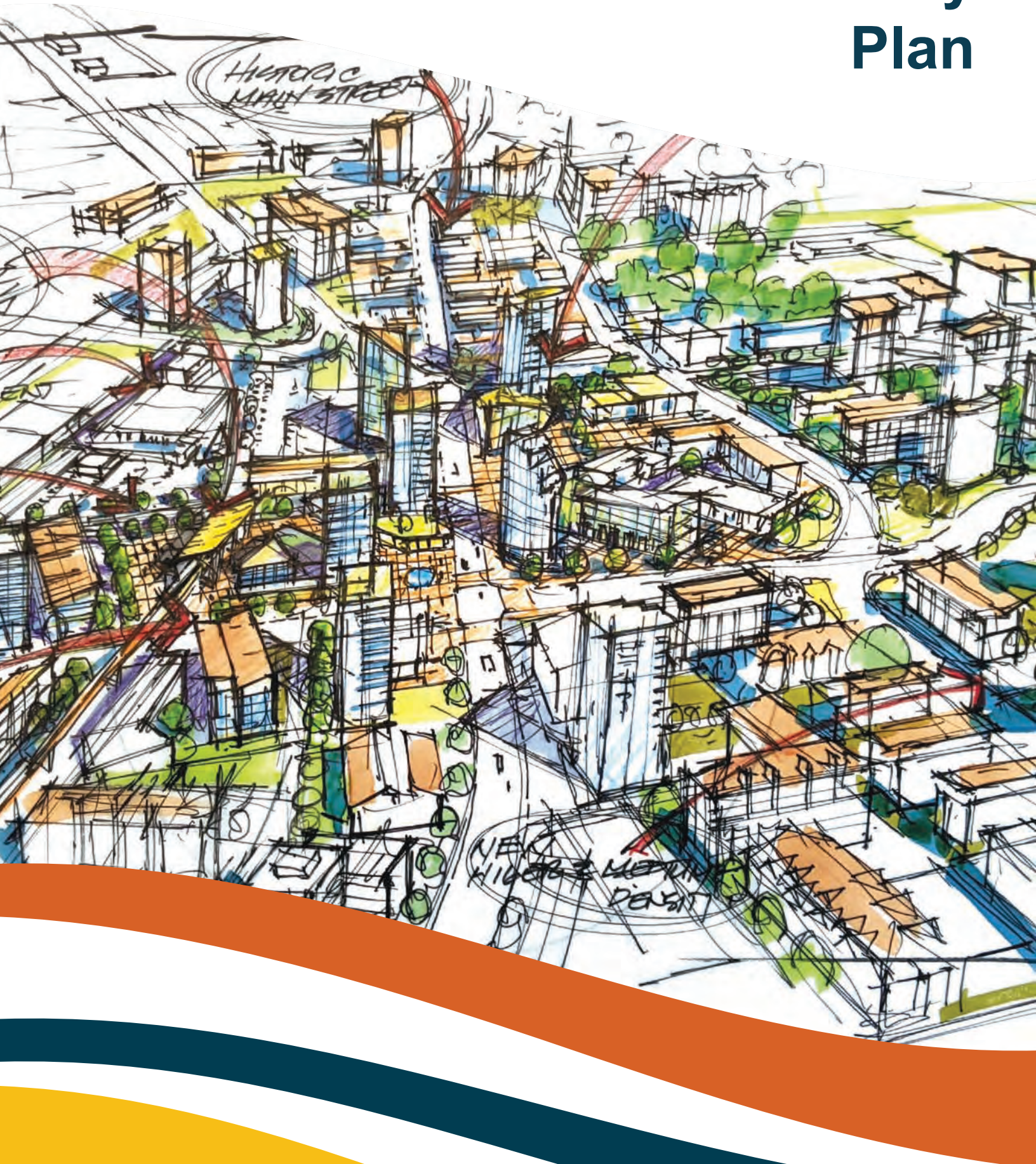


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01. INTRODUCTION



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 Part 26 of the Local Government Act. Section 877 of the Act outlines the required content of an Official Community Plan while Section 882 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 millenia Indigenous peoples have inhabited the land on which Langley City is located. The Nicomekl River, which bissects 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 “Nicomekl” comes from the Halq’emeylem language used by the Sto:lo people (people of the river), meaning “always flooding”, signalling the powerful and dynamic nature of this small but mighty watercourse. The four main Indigenous groups who occupied the land now known as Langley City are the Kwantlen, Katzie, 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 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 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, 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 multi-family housing types, 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 initiatives, 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... **to be completed once phase 3 is complete.**

The fourth and final step... **to be completed once phase 4 is complete.**

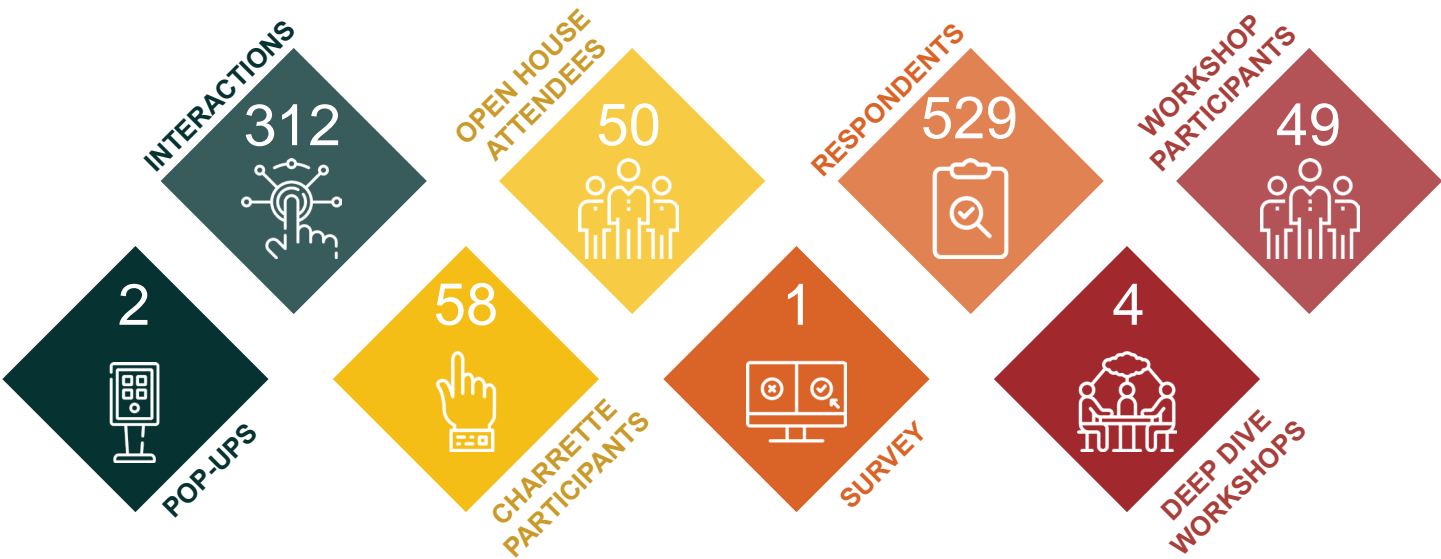
ation, Culture and Community Services



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

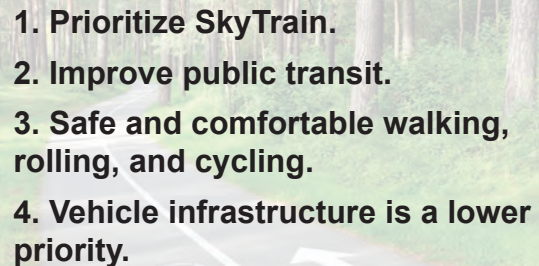


KEY DIRECTIONS


Affordable Living & Diverse Housing for all Generations

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

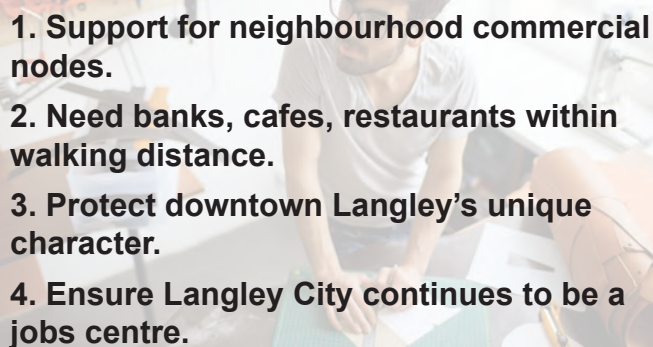
A Highly Connected City Aligned with Rapid Transit

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

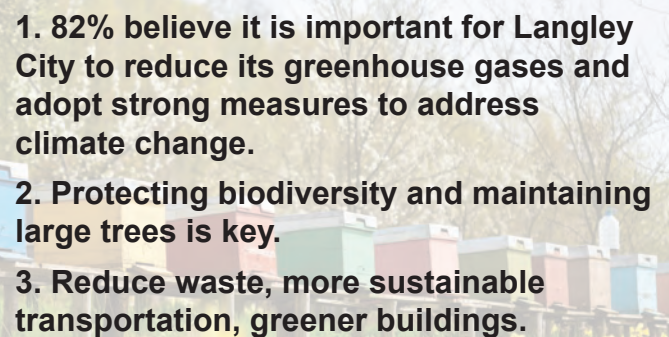
A Safe & Inclusive Community Rich with Cultural Destinations

- 
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. 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 where plentiful jobs and investment opportunities are generated by a strong, responsive and forward-thinking economy, 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 generate 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 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. 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:

41,482 residents - an increase of 48% or 13,433 residents, from today.

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

19,070 households - an increase of 52% or 6,556 households, from today.

YEAR	POPULATION	JOBS	HOUSEHOLDS
2019	28,049	16,293	12,514
2035	35,238	20,087	15,866
2050	41,482	22,185	19,070

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.**
- **Potential study areas that could host duplexes, triplexes, quadplexes (the ‘plexes’), and townhomes away from the frequent bus corridor.**
- **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 future SkyTrain stations 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 kilometre radius of YNJ, to ensure safe and unobstructed aircraft operations (shown on Map 15). 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 kilometre 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 required to consult with Transport Canada regarding maximum allowable building height on their property prior to submitting a development application involving a building over 6 storeys, in addition to consulting with Nav Canada and YNJ on their development proposal and its construction.

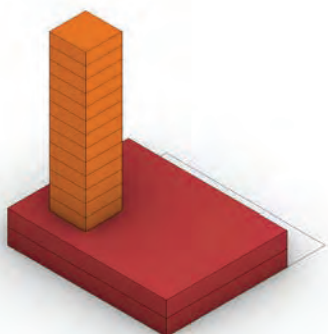
Floodplain Elevation Bylaw

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 16.

LAND USE DESIGNATIONS

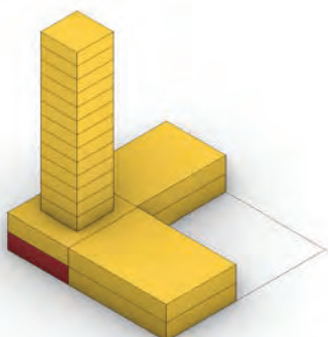
Each parcel in the City is assigned a land use designation as shown in Map 2. The following table provides direction for the type of development and density allowed in each designation. For the purposes of this Plan, density is calculated by Floor Area Ratio (FAR) which is the measurement of a building's floor area in relation to the size of the lot that the building is located on.

TRANSIT ORIENTED CORE



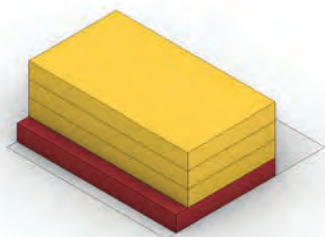
PURPOSE	Create a vibrant transit-oriented area with high densities (3 FAR and higher) and a mix of uses in close proximity to future SkyTrain stations, and existing high-frequency transit
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 15 storeys. (Taller buildings may be achieved on properties not 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* *Higher end of density range may be achieved through density bonusing as defined in the Zoning Bylaw

TRANSIT-ORIENTED RESIDENTIAL



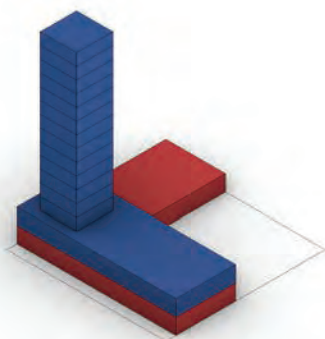
PURPOSE	Create a high density residential area with limited ground level commercial within close proximity to future SkyTrain stations, and existing high-frequency transit.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 15 storeys. (Lower maximum building heights may be required for properties within 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* *Higher end of density range may be achieved through density bonusing as defined in the Zoning Bylaw

HISTORIC DOWNTOWN CORE



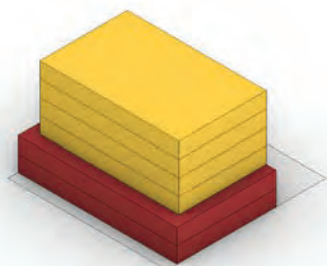
PURPOSE	Retain a lively shopping destination with small-scale retail units on the ground floor and commercial or residential units above.
BUILDING TYPE & HEIGHT	Multi-storey buildings with a maximum 4 storey building form along Fraser Highway. Taller building forms over 4 storeys are possible if they 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

CIVIC CENTRE



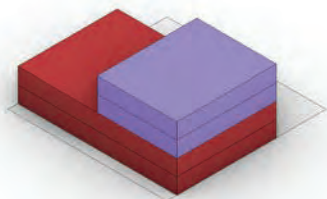
PURPOSE	Enable a mixed use civic hub that complements Langley City Hall and Timms Community Centre
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 15 storeys in height, or the AZR height limit, whichever is less.
USES	<ul style="list-style-type: none"> • Mixed Use: Institutional, Commercial, Residential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

MIXED USE



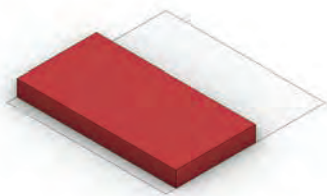
PURPOSE	Provide an attractive gateway into Langley City's core area with mixed use buildings framing and animating Fraser Highway.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 12 storeys, with building faces up to 4 storeys fronting Fraser Highway. (Lower maximum building heights may be required 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* *Higher end of density range may be achieved through density bonusing as defined in the Zoning Bylaw

MIXED EMPLOYMENT



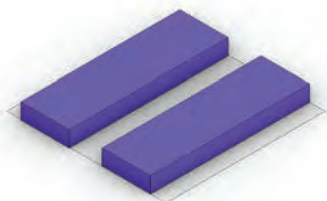
PURPOSE	Allow the greatest flexibility and diversity of employment uses, including office, research and post secondary educational uses.
BUILDING TYPE & HEIGHT	Buildings up to 6 storeys.
USES	<ul style="list-style-type: none"> Mixed Use: Light Industrial & Commercial Light Industrial Commercial
DENSITY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

SERVICE COMMERCIAL



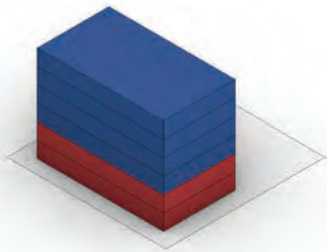
PURPOSE	Provide service commercial uses serving a regional scale.
BUILDING TYPE & HEIGHT	Regional retail and commercial services, with limited office and industrial uses on the Langley Bypass.
USES	<ul style="list-style-type: none"> • Commercial • Light Industrial
DENSITY	up to 0.5 FAR

INDUSTRIAL



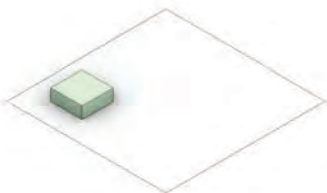
PURPOSE	Protect and enhance a range of industrial employment uses that serve a local and regional scale.
BUILDING TYPE & HEIGHT	Buildings up to 6 storeys.
USES	<ul style="list-style-type: none"> • Industrial • Accessory Residential • Accessory Commercial
DENSITY	Variable

UNIVERSITY DISTRICT



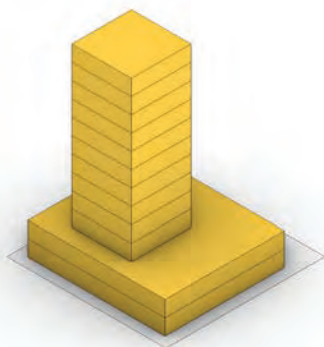
PURPOSE	Enable a vibrant and mixed use higher education campus with related residential, and commercial uses.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 8 storeys. (Building heights may exceed 8 through the development of a campus master plan and/or for landmark buildings on Glover Road).
USES	<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.* *Higher end of density range may be achieved through density bonusing as defined 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	Variable

MIDRISE RESIDENTIAL



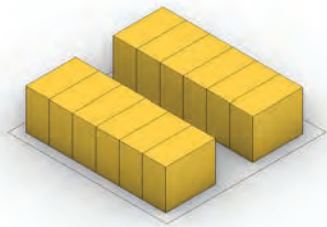
PURPOSE	Medium density residential areas serving as a transition from the Transit-Oriented neighbourhoods towards lower building heights in the Nicomekl River District Neighbourhood Plan area.
BUILDING TYPE & HEIGHT	Multi-storey buildings up to 12 storeys.
USES	<ul style="list-style-type: none"> • Multi-Unit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

LOWRISE RESIDENTIAL



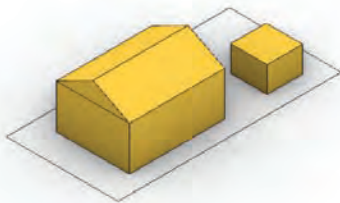
PURPOSE	Mix of lowrise and townhouse residential areas oriented towards the Nicomekl River floodplain.
BUILDING TYPE & HEIGHT	Multi-storey buildings between 3-6 storeys.
USES	<ul style="list-style-type: none"> • Multi-Unit Residential
DENSITY	1.4 - 2.1 FAR

GROUND ORIENTED



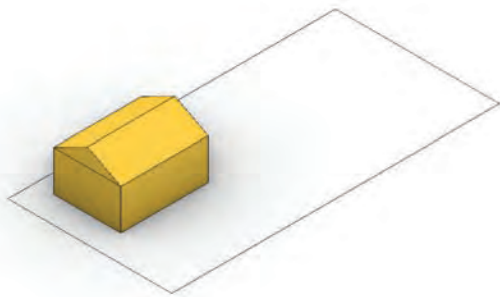
PURPOSE	Provide a range of missing middle housing options adjacent to future frequent transit routes and great park amenities.
BUILDING TYPE & HEIGHT	Townhomes, rowhomes, and du- tri- fourplexes.
USES	<ul style="list-style-type: none"> • Multi-Unit Residential • Accessory Commercial • Live/Work
DENSITY	Up to 1.6 FAR

URBAN RESIDENTIAL



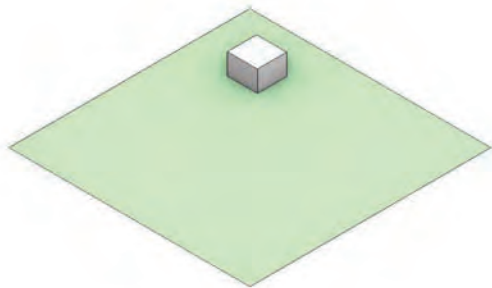
PURPOSE	Provide gentle infill options such as secondary accessory units and small lot subdivision in a single detached form.
BUILDING TYPE & HEIGHT	Single detached homes with secondary accessory units.
USES	<ul style="list-style-type: none"> • Residential • Live/Work
DENSITY	<p>Minimum lot size of 350 square metres, and 20 metre frontage.</p> <p>Lots smaller than 600 square metres 1 attached secondary suite is allowed.</p> <p>Lots 600 square metres and larger 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 557 square metres.

PARKS & OPEN SPACES



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

DESIGNATION OVERLAYS

This Plan's land use map (Map 2) 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 10).

NEW CIVIC FACILITY

Similarly, 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 (CATEGORY 1)

These are potential study areas that, after further study, could potentially include duplexes, triplexes, quadplexes, and townhomes away from the frequent bus corridor. These areas require further review and community engagement prior to allowing additional land uses.

POTENTIAL STUDY AREAS (CATEGORY 2)

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 will 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.

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, C2, C5, RM5	C1, RM5, RM4	C1, C5, RM5	C1, RM3, RM4	RM4, RM3	RM3, RM2, TH1	ME, I1, I2, C2	RM3, RM4, ME, UD1
DENSITY	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 - 2.5 FAR	up to 3.0 FAR	max 4.0 FAR

LAND USE DESIGNATIONS	Historic Downtown Core	Ground Oriented	Urban Residential	Suburban Residential	Service Commercial	Industrial	Agriculture	Parks & Open Space
APPLICABLE ZONES	C1	TH1	RS3	RS1	C2, C3	I1, I2, I3	A1	P1, P2
FAR RANGE	up to 3.5 FAR	up to 1.6 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.



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.



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.



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

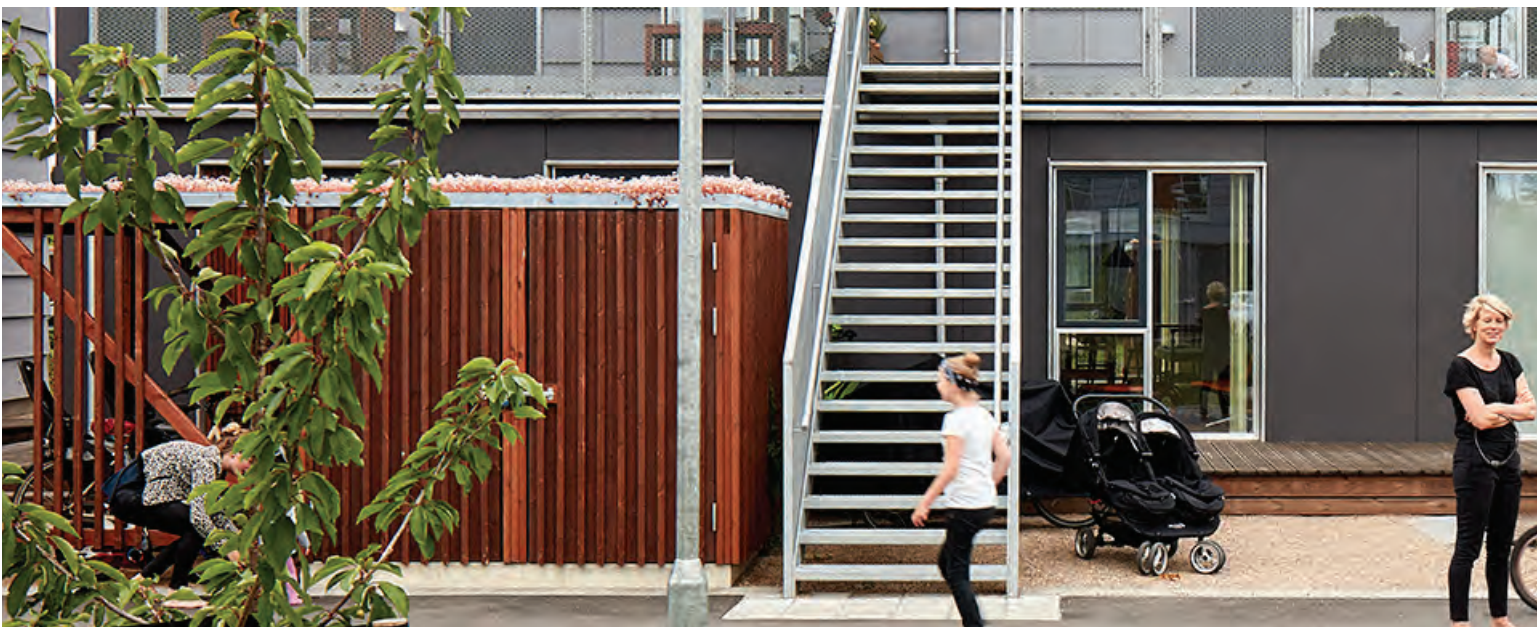
1. AFFORDABLE LIVING & DIVERSE HOUSING FOR ALL GENERATIONS

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, 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 2), 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 Midrise 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 Lowrise Residential areas;
- 1.1.3. Townhomes, as well as duplexes, triplexes and quadplexes, along future frequent bus routes on 200th and 208th Street and select areas south of the Nicomekl River in the Ground Oriented area;
- 1.1.4. Gentle infill housing forms like secondary accessory units north of Grade Crescent in the Urban Residential area.

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 future SkyTrain stations;
- 1.2.2. Townhouses along future frequent bus routes;
- 1.2.3. Compact lots with secondary suites and garden suites north of Grade Crescent;
- 1.2.4. Mid-rise residential buildings up to 12 storeys; and,
- 1.2.5. Low-rise residential buildings up to 6 storeys.



1.3. Special Areas

Study the feasibility of duplexes, triplexes, quadplexes and townhomes within 'Potential Study Areas for Ground Oriented', as shown on the Land Use Designation Map (Map 2). This will involve technical analysis and consultation with residents in these areas prior to considering land use changes in the OCP.

1.4. Accessory and Lock-Off Units

Update the Zoning Bylaw to encourage accessory and lock-off units within townhouses.

1.5. Minimum Densities

Require minimum site densities of approximately 3.0 Floor Area Ratio (FAR) within Transit-Oriented Core areas around SkyTrain stations.

1.6. 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:

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



Rental and Non-Market Housing

1.7. 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.

1.8. Affordable Housing Location

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

1.9. 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.

1.10. 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.

1.11. City-Owned Land

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

1.12. 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.

1.13. 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

1.14. 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.

1.15. Property Assembly

Require properties to be assembled into development parcels in a manner that does not result in orphaned properties, and according to OCP policies applying to specific District Plan areas.

1.16. 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 and Neighbourhood Plan.

1.17. Rental Housing

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

1.17.1. Replace existing purpose-built rental housing one-to-one with rental housing, secured with a housing agreement.

1.17.2. 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.

1.18. 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.

1.19. Accessible Units

Residential developments with four units or more are required to have 20% of single-level units universally accessible across unit sizes.

1.20. 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:

1.20.1. Early communication with tenants;

1.20.2. Hiring a relocation coordinator;

1.20.3. Financial compensation provided based on length of tenancy;

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

1.20.5. Assistance finding new accommodations;

1.20.6. Assistance with relocation; and,

1.20.7. 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.

1.21. 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

1.22. Partner with Non-Profits & Senior Governments

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

1.23. 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.

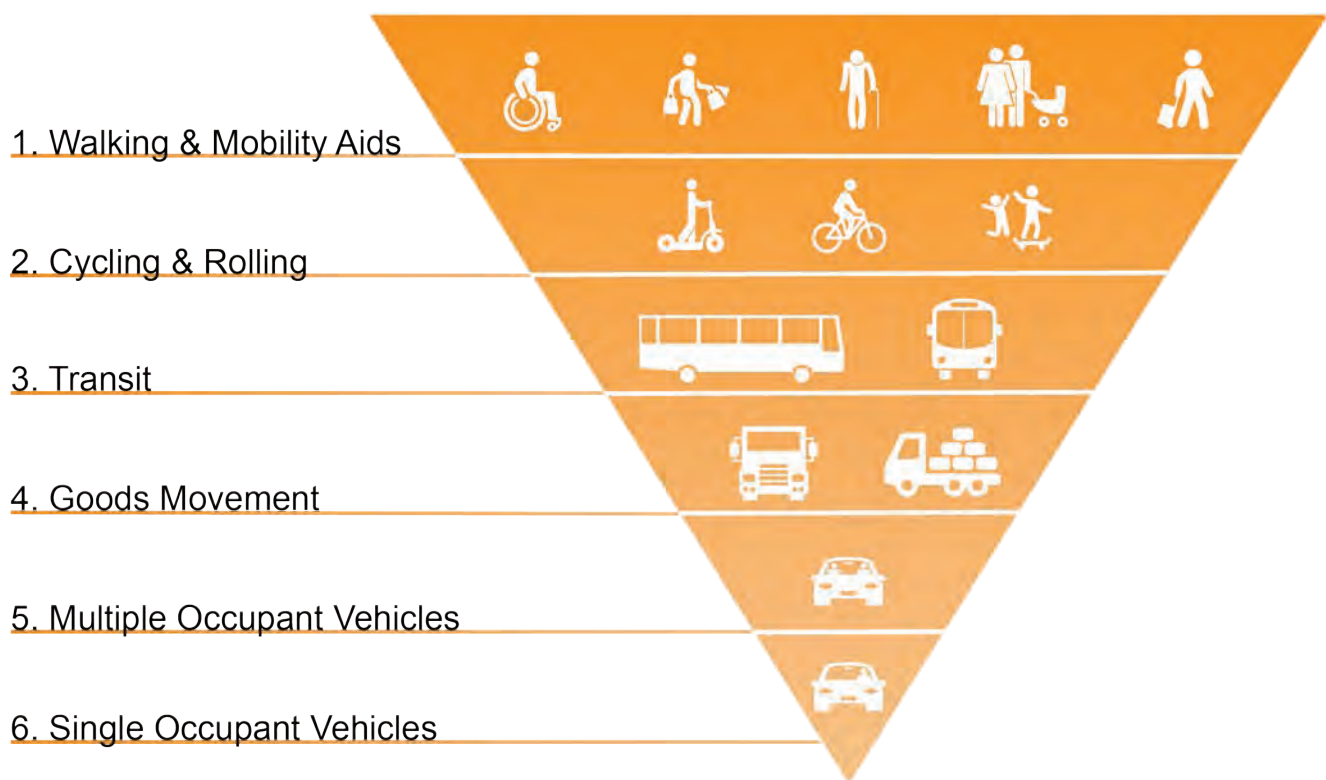


Figure 4. Hierarchy of Transportation

POLICY

WHAT THE CITY WILL DO

Prioritize People, Not Cars

2.1. Hierarchy of Transportation

Use the Hierarchy of Transportation and Mobility Priorities (Figure 1) 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

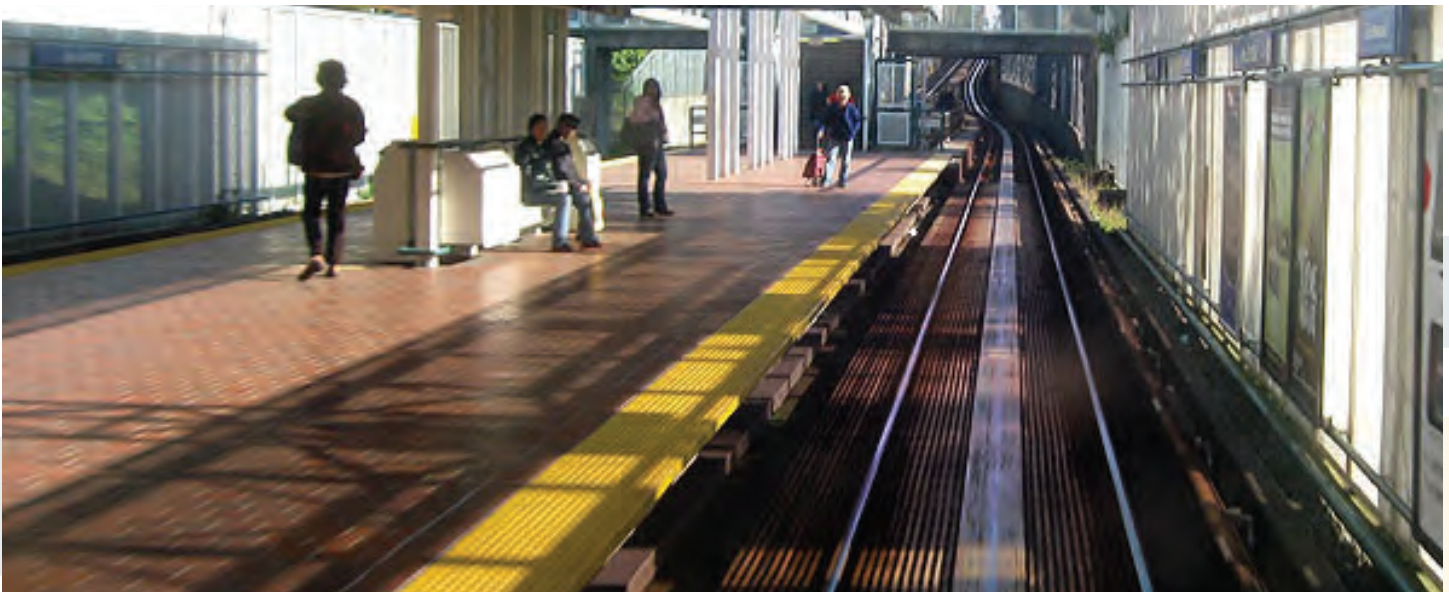
Establish “Core” and “Shoulder” areas around the planned SkyTrain stations to use in aligning land use and transportation planning:

- 2.2.1. Define “core” areas as within a 400m radius of the planned SkyTrain stations (Map 3);
- 2.2.2. Define “shoulder” areas as within a 400m to 800m radius of the planned SkyTrain stations (Map 3);

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; and
- 2.3.2. Encouraging new commercial nodes, as per the Land Use Designations Map (Map 2).
- 2.3.3. Focusing new transit-oriented development and ground-oriented multi-family 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 Transportation Master Plan

Update the Transportation Master Plan to align with this Plan, including multi-use paths 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 SkyTrain stations, 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.

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, 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 4). 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, 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 6).

2.19. Road Network Improvements

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

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.

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 over minimum requirements. Use Transportation Demand Management strategies to reduce parking where possible in the core and shoulder areas of the planned SkyTrain stations.

2.27. Electric Vehicles

Vehicle parking in new developments shall be electric vehicle ready with energized Level 2 outlets as required by the Zoning Bylaw.



WHAT WE WILL WORK WITH OTHERS TO DO

Public Transit

2.28. Frequent Transit Network

Work with TransLink, senior levels of government, and other partners to build a long term transit network in accordance with Map 5), including:

- 2.28.1. The planned Surrey-Langley SkyTrain extension; and,
- 2.28.2. Frequent Transit Network bus routes along 200 Street and 208 Street.
- 2.28.3. Inter-regional transit connections to the east.

2.29. Transit Exchange

Work with TransLink and other partners to relocate the existing transit exchange in accordance with the Downtown Langley Transit Exchange Plan.

2.30. Transit Amenities

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

2.31. Align Land Use and Transportation

Collaborate with TransLink to ensure goals and objectives align between land use and density, and the TransLink network.

2.32. Integrate SkyTrain Stations and Guideway

Collaborate with Translink and SkyTrain contractor to ensure station entrances and surrounding areas are designed to be safe, easy to use and inviting for SkyTrain uses and include innovative art, lighting, landscaping and public space elements to integrate the station into the urban fabric. Collaborate with Translink and SkyTrain contractor to ensure guideway right-of-way corridor is designed to provide a safe 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.

2.35. Seek Grants

Seek grant opportunities for planning and infrastructure 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 10) 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 (as defined in Policy 2.2) for acquiring new parkland and public space. Identify public space networks that link the planned SkyTrain stations to commercial nodes, parks, greenways, and other community amenities.

3.4. Universal Design

Use principles of universal design when designing parks 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 Trail System

Expand the trail system to provide greater connectivity.

3.8. Connect Trail System

Connect trails, bike routes and greenways to the Metro Vancouver and Translink regional greenway, and active transportation systems.

3.9. Creeks

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

3.10. Road Frontage

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

3.11. Sports Fields

Improve existing sports fields.

3.12. 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.

3.13. Local Art and History

Incorporate local art and history into the design of new public spaces.

3.14. 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.

3.15. 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.

3.16. 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.

3.17. Neighbourhood Identity

Support initiatives that strengthen and enhance neighbourhood identity and character.



Heritage, Arts & Culture

3.18. 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.

3.19. Inclusive Cultural Resources and Activities

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

- 3.19.1. Responding to the cultural needs and aspirations of Langley City's diverse population through culturally relevant programs, services, and facilities.
- 3.19.2. Encouraging cultural expression – through events, public art, and other means – that reflect diverse community interests and needs.

3.20. 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.

3.21. Heritage Buildings & Landscapes

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

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



3.22. 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 Ages

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

For any subdivision, the land owner must provide a minimum of 5% of land area as parkland or the equivalent cash-in-lieu, at the discretion of the City or as otherwise required in applicable District Plans in this OCP.

3.29. Community 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 as defined 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.



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 almost all employment lands 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, cementing its role as a job magnet and 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, Lowrise Mixed Use, Mixed Employment, and Service Commercial areas as shown in the Land Use Designation Map (Map 2).

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 within and near the Historic Downtown Langley and Kwantlen Polytechnic University (KPU).

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 (as shown on the Land Use Designations - Map 2) 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 2) 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 2).

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 201A Street), 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 2) 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 2, developers should align their proposals with the Economic Development Strategy and include project components that speak to its goals and objectives.

4.20. New Neighbourhood Commercial Nodes

Develop new neighbourhood 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

Through this Plan, 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).



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. The Nicomekl riparian corridor and the natural environment 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 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 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 2) 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 12).

5.15. Streamside Development

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

5.16. Ecological Greenways

Establish, enhance, and restore recreational greenways and ecological links between existing natural areas and public open spaces, increasing connections between habitats (Map 10).

5.17. 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).

5.18. Urban Forest

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

5.19. 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.

5.20. 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

5.21. Environmentally Sensitive Areas

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

5.22. Hazardous Areas

Development Permits are required for development within hazardous areas (Map 11).

5.23. Storm Water Infrastructure

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

5.24. Green Buildings

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

5.25. Integrated Storm Water Management Planning

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

5.26. Re-Wilding

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

5.27. Community Gardens

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

5.28. 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

5.29. Kwantlen First Nation

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

5.30. Local Environmental Organizations

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

5.31. Other Governmental Bodies

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

5.32. Habitat Enhancement

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





05. DEVELOPMENT PERMIT AREAS



INTRODUCTION

DEVELOPMENT PERMIT AREAS

While some Development Permit Area guidelines apply City-wide ("General Guidelines"), others apply to specific Land Uses. See the Maps section to reference the boundaries within which Development Permit Area Guidelines apply.

APPLICATION

Section 488.1 of the Local Government Act authorizes the City of Langley to designate development permit areas for the following purposes:

- Protection of the natural environment, its ecosystems and biological diversity;
- Protection of development from hazardous conditions;
- Protection of farming;
- Revitalization of an area in which a commercial use is permitted;
- Establishment of objectives for the form and character of intensive residential development;
- Establishment of objectives for the form and character of commercial, industrial or multi-family residential development;
- Establishment of objectives to promote energy conservation;
- Establishment of objectives to promote water conservation; and,
- Establishment of objectives to promote the reduction of greenhouse gas emissions.

GENERAL EXEMPTIONS

The requirement to obtain a Development Permit does not apply for all Development Permit Areas in the following cases:

Minor Building Additions, Renovations, or Facade Updates

Building additions (including renovation-based) of 200 sm or less, renovations, façade or landscape plan updates which, in the opinion of the Director of Development Services, comply with the respective Development Permit Area Guidelines.

Required Fencing

Fencing required by the City of Langley or other senior government agencies.

Hazardous Tree Removal

The removal of trees or other landscaping materials which constitute an immediate danger or hazard as confirmed by an independent arbourist's report.

Minor Site Clearing

Minor site preparation necessary to undertake topographic and similar surveys that aid site and servicing planning work (except in Environmentally Sensitive Areas).

Minor Construction & Renovations

Developments where the estimated value of construction, as determined by the Chief Building Inspector, is less than \$100,000.

Building Envelope Repair

Building envelope repair work which, in the opinion of the Director of Development Services, complies with the respective Development Permit Area Guidelines.

Tenant Improvements

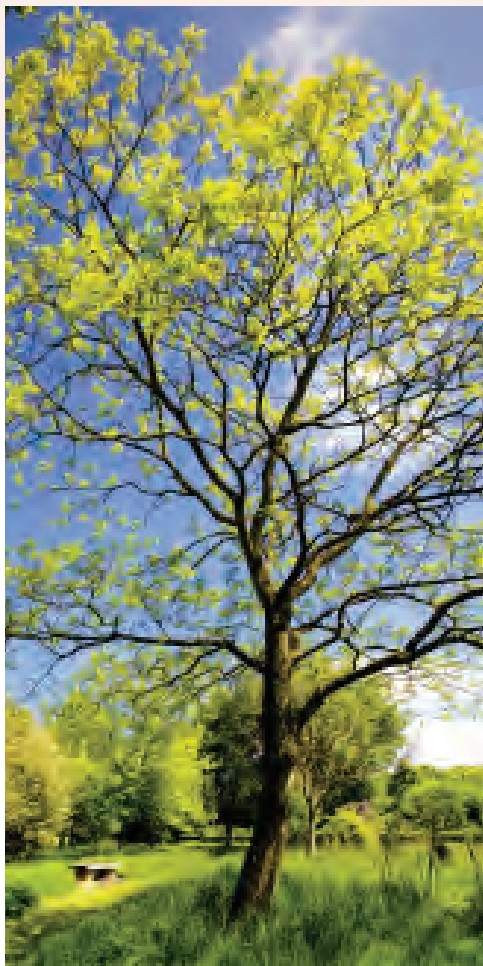
Interior renovations that do not result in any substantive change to the external appearance of the building.

Minor Site Improvements

Minor site improvements including landscaping and paving of parking areas, provided that the value of work is less than \$10,000.

Incidental Subdivision

Subdivisions required by the City for road dedication or other municipal purposes.



GENERAL ENVIRONMENTAL GUIDELINES

AREA

These guidelines apply for development on all properties within the City of Langley.

PURPOSE

These guidelines are intended to act as objectives to promote energy and water conservation and the reduction of greenhouse gas emissions.

GUIDELINES

Habitat protection + Enhancement

1. Discourage development where mature trees or large tree stands are located.
2. Provide landscaping that includes wildlife habitat, e.g. pollinator plants, migrating bird rest areas.

Stormwater

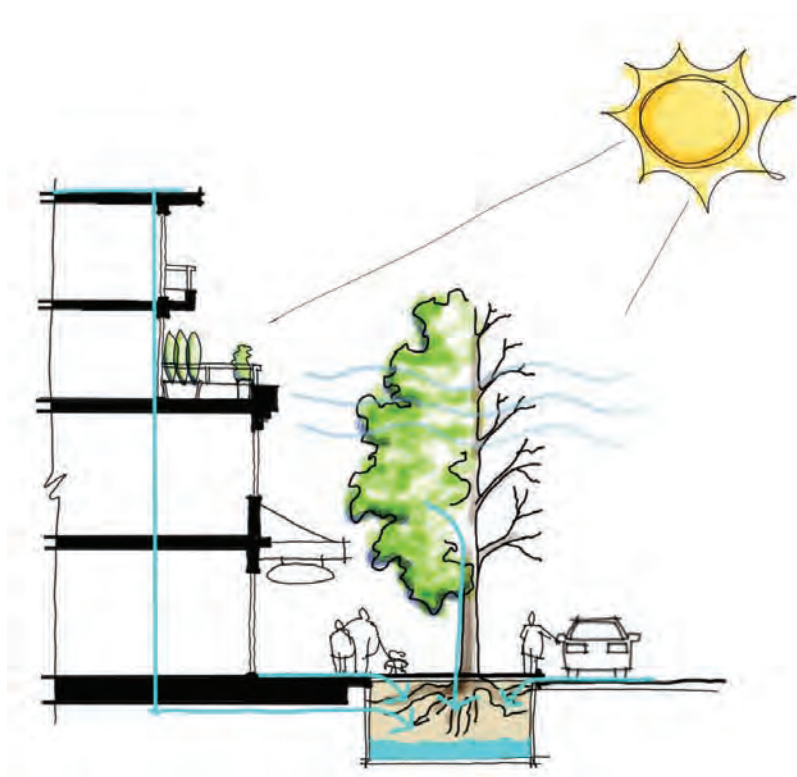
3. On-site stormwater management, including daylighting, detention and infiltration, should be considered in site planning.



4. Use permeable pavers in large paved areas (parking lots and large pedestrian plazas) where appropriate and feasible.

Water

5. Use recycled water/rainwater for irrigation (e.g., rain barrel program).
6. Choose drought resistant native plantings for landscaping to reduce water use.
7. Mulch planting beds to a depth of 50 mm to reduce water loss.
8. Limit the area of grass within a landscaped area to a maximum of 50%.
9. Incorporate water use reduction features in buildings and on site (e.g., include grey water recycling system and install low-flow fixtures etc.).



Energy

10. Landscape design should consider 'green infrastructure' services, including shading, windbreaks and stormwater management. Deciduous plantings provide shade in the hot summer months while allowing for increased solar gain and providing windbreaks to reduce heat loss in winter months.
11. Where feasible, minimize the use of low albedo (heat-absorbing) surfacing materials to reduce the heat island effect (i.e. use lighter-coloured, more reflective materials).
12. Reduce the heat island effect of a building's roof and heat transfer into the building by using green roofs (which also buffer rainwater flows), Energy Star-rated or high albedo roofing material or other appropriate roofing treatments and materials.
13. Buildings should be sited in such a way as to maximize sunlight into the building and to avoid adverse microclimatic effects on and off site related to wind and shadowing.
14. Improve energy efficiency, e.g. by following the BC Step Code and energy standards such as Energy Efficient LEED.
15. Use renewable energy features such as solar and geothermal energy, where feasible.
16. Include energy efficient fixtures and appliances (e.g. Energy Star) in buildings and on site.
17. Utilize programmable thermostats in individual units (residential and commercial).



Construction Disturbance, Material and Waste Reduction

18. Minimize construction disturbance by protecting areas (e.g. tree retention areas) with fencing.
19. Use construction materials with recycled content where possible.
20. Re-use existing building materials where possible.
21. Ensure construction waste is recycled where feasible.





GENERAL FORM & CHARACTER GUIDELINES

AREA

These guidelines apply to development on all properties designated Transit-Oriented Core, Transit-Oriented Residential, Mid Rise Residential, Low Rise Residential, Low Rise Mixed Use, Ground-Oriented, Historic Downtown Core, Mixed Employment, Civic Centre, Corner Commercial, Service Commercial, and Industrial.

PURPOSE

These guidelines are intended to act as objectives for the form and character of commercial, industrial, and multi-family residential development.

ADDITIONAL EXEMPTIONS

The following exemptions are in addition to the General Exemptions.

Single Detached Dwellings and Duplexes

The construction or alteration of single detached dwellings, duplexes, or accessory buildings.

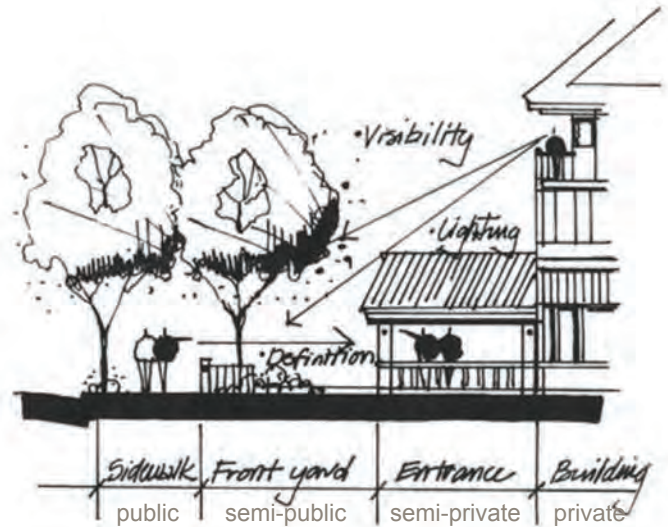
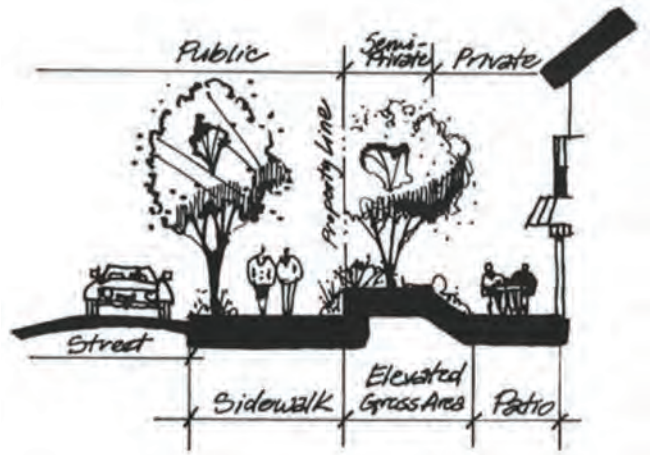
Single Detached Subdivisions

The subdivision of land for single detached development.

SITE PLANNING

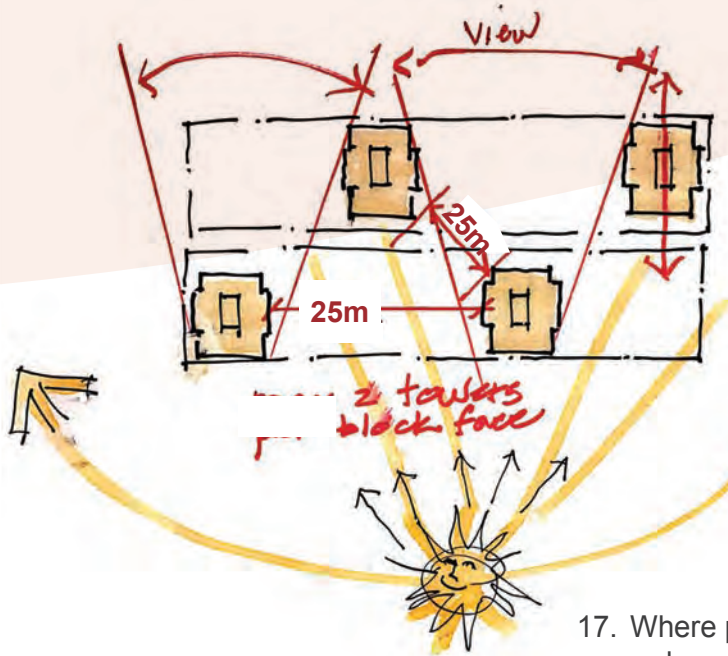
Pedestrian Circulation + Accessibility

1. New development shall tie into and extend existing networks and infrastructure (pedestrian, cycling, vehicular).
2. Break up large development sites into a finer-grain block pattern with smaller sites and/or buildings, with publicly accessible streets, lanes and walkways through them.
3. Clearly defined and well lit pedestrian connections shall be provided between site functions (buildings, parking, loading, pedestrian spaces) and to connection points outside the site (e.g. sidewalks and bus stops).
4. Development should provide secure bicycle parking adjacent to primary building entrances.
5. Primary pedestrian spaces should be well lit and visible and should be linked to a comprehensive pedestrian network (e.g. to sidewalks, greenways, bicycle paths).
6. Provide fully accessible building and open space designs, including a site's pathways and primary building entrances for persons with disabilities.
7. Clearly signaled transitions between the public, semi-public, semi-private, and private realms shall be defined to enhance both the privacy of residences and the pedestrian experience, and may include: landscape terracing (e.g. grading retaining), structures (e.g. fences, pergolas, retaining), planting (e.g. low hedges) and/or changes in surfacing materials.



Building siting + Orientation

8. Buildings are required to front and engage public streets and open spaces with active and attractive designs.
9. Integrate existing mature trees and vegetation in site design wherever possible.
10. All site designs should locate and orient buildings and open space so as to reduce shadowing on open spaces and minimize other impacts on adjacent buildings and sites, considering access to daylight and sunlight, ventilation, quiet, visual privacy, and view.
11. Design buildings and spaces between them to create comfortable sense of enclosure, through defining street and open space edges with buildings that create a street/open space width to building height ratio of between 1 to 1 to 2 to 1 (for example, building height should at be at least half of the width of the adjoining street or open space).
12. Consider perimeter block or 'quadrangle' building layouts to create semiprivate amenity spaces and courtyards in the block interior, and comfortable, framed public open spaces in multi-phase commercial or mixed-use redevelopments.



13. Site and building design may complement adjacent building forms by mirroring and/or aligning with neighbouring roof lines, heights, scale of building masses, building and landscape forms, extending or addressing outdoor spaces.
14. Orient interior amenity uses towards central amenity areas.
15. For development on the edge of a land use change: site and orient buildings so as to best integrate them with and complement adjacent land uses. For instance, loading and service areas should not abut residential properties.
16. Separation between tall building towers (above the 8th storey) should be 25 meters or greater.
17. Where possible, tall buildings should be oriented north-south to reduce shadowing impacts.
18. High visibility corner locations should feature buildings that front both streets with active ground floors and feature signature public open space features and spaces (eg. corner cut plazas).
19. Encourage zero lot line residential buildings in the Downtown Historic Core, Transit Oriented Core and Residential and Mixed Use land use areas, provided they include enhanced public open and amenity spaces.

Vehicular Access + Parking

20. Provide all parking in secured parkades and minimize above-grade projection of parkade structures.
21. Provide drop-off and loading areas and accessible parking at grade near primary building entrances, where possible.
22. Structured parking and parking lots should be located at the back of buildings, where possible.
23. Where above-ground structured parking is required along street frontages:
 - the ground floor shall be wrapped by active retail or ground-oriented residential units to maintain an active and attractive streetscape; and,
 - storeys above the ground floor shall be, wherever possible, wrapped by residential units or other active uses; or shall be wrapped with an attractive façade treatment that complements the overall architectural design of the entire building and includes durable materials and glazing.



24. Above-grade parkade walls must be tiered to reduce massing at grade level, and treated and/or screened with brick/stone, stamped concrete/masonry or other cementitious material facing, colour treatments, landscaping, landscaped berms, public art or combination thereof. Exposed concrete parkade walls are prohibited.
25. Surface parking lots should be broken up into smaller parking areas with dedicated pedestrian pathways buffered by significant landscaping for the safe movement of pedestrians to and from on-site destinations and public sidewalks. A minimum of one tree is required for every six parking spaces.
26. Off-street parking and loading access should always be taken from the lowest order road. Where this is not possible, driveways accessing from arterial roads or fronting streets should be consolidated to minimize the number of access points.
27. Loading and service areas, including garbage and recycling facilities, must be concealed, preferably within a building, and accessed from a lane or rear of the building. Minor, on street loading areas may be considered provided that they do not create conflict with the pedestrian-oriented nature of an area and/or vehicle movements.

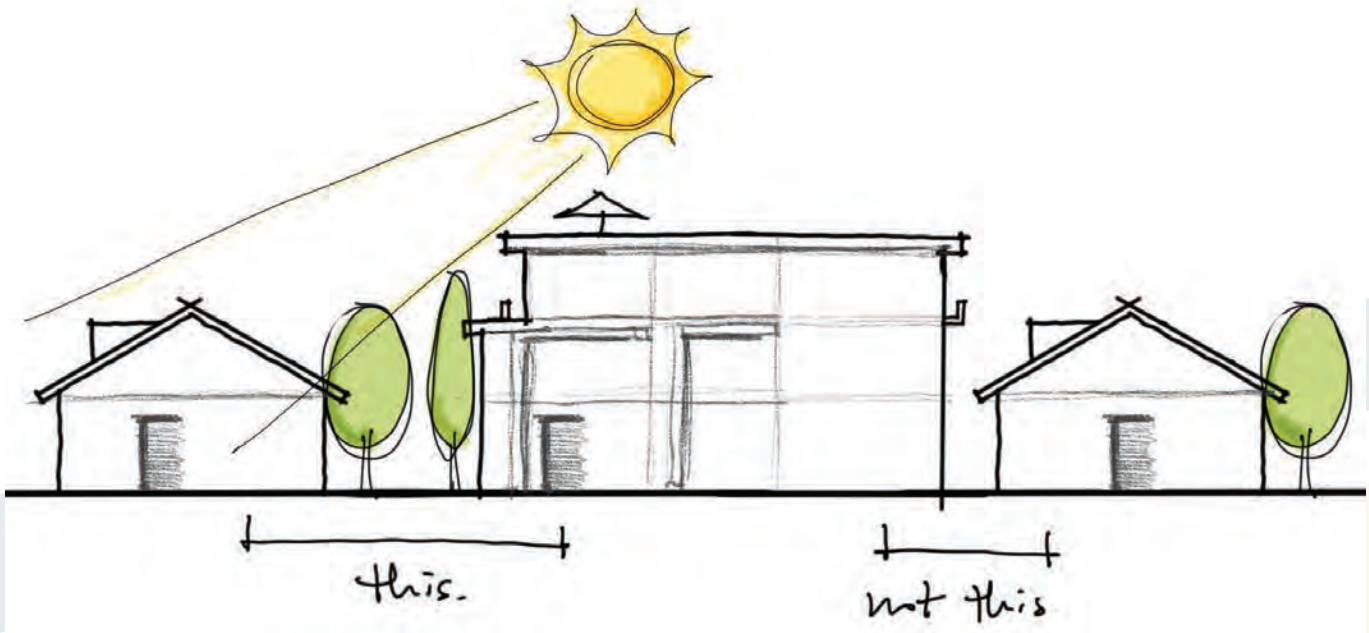
Crime Prevention Through Environmental Design (CPTED)

28. Apply CPTED principles to building and open space design, in accordance with the City's CPTED checklist.

ARCHITECTURE

Massing + Articulation

29. Incorporate "good neighbour transitions" by stepping building heights and massing to relate to adjacent buildings and open spaces to soften height transitions, mitigate adverse microclimatic effects (wind tunnels, shadowing) and maintain view corridors.



30. Reduce the apparent mass of buildings through roof design and façade articulation, materials, and colours.
31. Break up long building faces with architectural breaks, such as building projections and recesses. Uniform building faces over 50 metres are prohibited.
32. Design buildings to include three recognizable 'base', 'middle' and 'top' elements, achieved through cornices or other architectural features, projections, building step backs, and changes in building shape/massing, materials, colours and window/balcony placement, and design. A step back or material/colour change is encouraged to differentiate the ground floor of a commercial or mixed-use building from the rest of the façade; this approach is also encouraged with multi-family buildings, where a step back or material/colour change can occur above the 1st or 2nd storey.

33. Step back building façades, above the 6th storey, along streets and public open spaces.

34. Design high-rise buildings in a tower and podium form, where the tower portion is set back from the building base or podium. The podiums shall be at least 6 metres high and the ground level shall include windows and entrances that address streets and open spaces. Taller podium buildings are supported if there is reasonable vertical and horizontal façade articulation that provide variations, breaks, massing step backs and landmark architecture and enhanced public open and amenity space designs.

35. All buildings taller than 8 storeys should have a floorplate of approximately 750 m² or less to achieve a slender, landmark shape.



Entrances

36. Orient building entrances toward - and make them visible to - fronting street(s).
37. Entrances shall be prominent feature on a building face, and may be recessed while ensuring visibility between entry doors and the street and sidewalk.

Facades + Roofs

38. Avoid blank or undifferentiated facades, particularly along fronting streets and primary pedestrian paths. Where they cannot be avoided, blank facades visible from roads should be treated with landscape, architectural feature(s), material and colour variations, or artwork so as to cover at least 50% of the blank surface.

- 39. Use high quality exterior finishes to create attractive facades and ensure building envelope integrity. Designs that complement the surrounding areas and durable and low maintenance materials like stone, brick, metal, and cementitious tile/siding are encouraged. Stucco and other similar materials are prohibited.
- 40. Provide balconies and roof gardens as amenity space.
- 41. RCABC certification is required for flat roofs.

Materials

- 42. High quality and durable exterior finishes should be used to ensure the integrity of the building envelope.
- 43. All asphalt shingle roofing material shall have a minimum 40 year product warranty – alternative materials shall be assessed on a case by case basis.
- 44. Utilize reflective roof materials that reduce urban heat island effects.

LANDSCAPE ARCHITECTURE

Landscape Design

- 45. Landscape plans and designs shall be prepared by a registered BC Landscape Architect in accordance with, or exceeding, BCNTA/BCSLA standards

Material selection: Softscapes

- 46. All trees shall be a minimum 6.0 cm caliper.
- 47. Street trees shall comply with the City of Langley Street Tree Master Plan.
- 48. Landscape designs and plant selection should consider opportunities for seasonal interest (e.g. colourful foliage and/or flowering at various times of the year).
- 49. Structural diversity in plant composition - including combinations of groundcovers, shrubs or various heights and trees - is encouraged.
- 50. Plant selection should emphasize local and native plants and/or similarly well-adapted plants to the regional climate and microclimate.

Material Selection: Hardscapes

- 51. Material selection should reflect an extension of overall functional design and should emphasize local, natural, and climate appropriate materials.



52. Pedestrian areas shall feature distinct surface treatments (concrete, brick, or stone) from vehicular parking and maneuvering areas.
53. Outdoor furniture shall be composed of steel coated or similar non-fade/no-rot materials to ensure long-term usability and durability.
54. All wood applications shall be pressure treated.

Landscape Elements: Fencing



55. Fencing located along a street edge should be low and/or not create a solid barrier (i.e. it should be visually transparent)
56. Where applicable, fencing shall be wrought iron, aluminum, or an approved alternate. Wood fencing, chainlink fencing and barbed/razor wire treatments are prohibited.

Screening

57. Screen parking and service areas which are visible from a street, lane or adjacent residential uses, preferably with evergreen vegetation and/or architectural treatments that complement the building.



Community Gardens

58. Proponents must submit a garden site plan, including garden beds, plots, equipment and maintenance, sheds, water connections, etc.
59. Site compost and waste bins, along with sheds and maintenance areas away from public right-of-ways.
60. Provide an ornamental perimeter garden between the community garden and the adjacent lands and street to buffer with the neighbourhood.
61. Gardens shall include provisions for accessibility for seniors and/or persons with disabilities with fully accessible paths and be designed with clear site lines to ensure easy surveillance of garden interiors from adjoining spaces and user safety.

Public Art

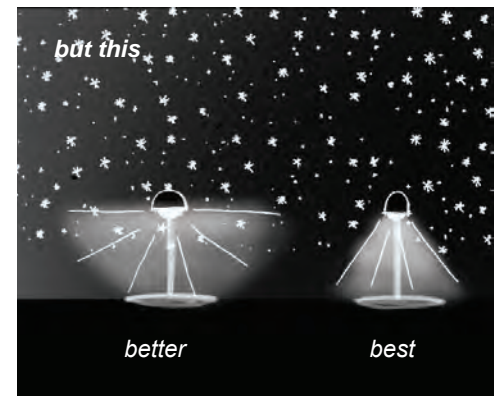
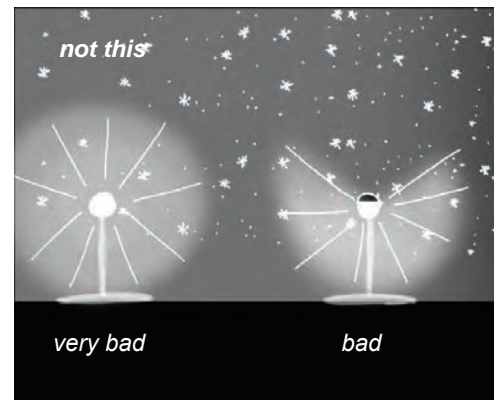
62. Consider both free standing and integrated public art opportunities. Where appropriate, add public art embellishments to practical elements in the public realm, such as walls, planters, benches and other seating elements, paving and steps, signage, and weather protection and lights mounted on buildings.



SPECIAL CONSIDERATIONS

Lighting

63. Lighting should mitigate light pollution, directing lighting downwards through use of full cut off fixtures. Exceptions may be made for accenting signage, architectural elements, and landscape features.
64. On-site lighting should be sufficient to provide clear orientation and personal safety and site security. Ensure continuous lighting along mandatory connections: between parking, entrances and public sidewalks and clearly identify their termini (entrances, parking and loading areas, etc.).
65. Do not light areas that are not intended for nighttime use. Focus lighting on priority pathways that provide connection between key destinations that people use at night.
66. Encourage innovative lighting approaches, including the use of LED strip and accent lighting and neon-like applications, for landmark buildings and spaces within the Historic Downtown, Transit Oriented Core areas adjacent to the SkyTrain corridor, and the Innovation Boulevard/KPU corridor. Ensure these approaches do not result in nuisance light spill on adjacent residential units and areas.



Signage

67. Signage should reflect or complement the site's architectural character and be approved by the project architect, if applicable.

Utilities, Mechanical Services and Servicing

68. Mechanical / utility cabinets and transformer pads (units) shall be located at the rear of the property, behind the building. Where this is not achievable, units may be located at the edge of the side or front setback and must be incorporated into landscaped areas and screened from the street.



PUBLIC OPEN SPACE

69. Locate public open spaces, such as plazas, squares and pocket parks, at the northeast and northwest corner of intersections, along major streets and at public walkway connections that intersect with streets, to take advantage of the south and west aspects and create prominent and safe public places with clear sightlines into, through and out of these spaces.
70. Wherever possible, design these spaces to have a minimum width of about 15 metres and a maximum width of 30 metres. These spaces can be located on a single property or shared between assembled properties.
71. Ensure public open spaces are framed by buildings and/or vertical elements on at least two sides.
72. Locate a building with an active ground floor (retail, restaurants, café, patios) directly adjacent to and interfacing with at least one side of these spaces. In larger plazas and open spaces, pavilions are encouraged to create activity nodes and visual interest. Pavilions shall be designed to have transparent glazing on least three sides.
73. Adjoining buildings and vertical elements shall frame these spaces with a minimum two storey expression.
74. All public plazas and squares will be designed to encourage public gathering and shall include elements such as:
 - 74.1 A hard-surface area of at least 50%.
 - 74.2 Accessible 'one-level' designs that provide ease of access and use for all users.
 - 74.3 Seating and other appropriate street furniture.
 - 74.4 Public art, water features and other elements that promote pedestrian interest and provide shade and respite.
 - 74.5 Generous use of trees to provide canopy, define pedestrian spaces and provide comfort, shade and interest. Use of other vertical elements to define pedestrian-scale spaces is also encouraged.
 - 74.6 Fronting buildings shall address the node with active frontages, architecturally distinctive façades, and high-quality streetscape treatments.
 - 74.7 A portion with weather protection coverage to facilitate year-round use.
 - 74.8 A mix of hard and soft landscaping that does not impede safety (ie. sightlines) and accessibility.
 - 74.9 Sightlines to commercial uses and building entrances.
 - 74.10 Pedestrian oriented lighting.
 - 74.11 Three-phase electrical and non-potable water connections
 - 74.12 Wayfinding.

DOWNTOWN AND COMMERCIAL FORM & CHARACTER GUIDELINES

AREA

These guidelines apply to commercial development on all properties designated Transit-Oriented Core, Transit-Oriented Residential, Mixed Use, Historic Downtown Core, Civic Centre, and Corner Commercial.

PURPOSE

These guidelines are intended to act as additional objectives to the General Form & Character Guidelines for commercial development in areas where a compact, human-scaled, and pedestrian-oriented built environment is key.

SITE PLANNING

Siting + Orientation

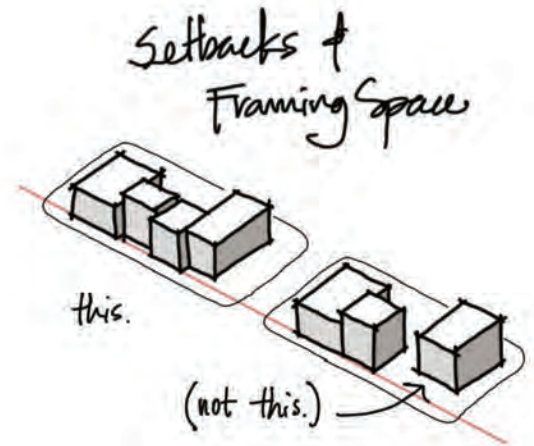
75. The siting of new buildings shall define the street wall by fronting directly onto the street (at their zoning setback minimums) and/or by aligning with adjacent buildings along the street, allowing for variations of up to 1m for ground floors.
76. Wherever possible, locate off-site traffic control, utility and transformer boxes away from major pedestrian pathways and intersection waiting areas on adjoining public streets and open spaces.
77. In cases where a building cannot provide street wall definition, street edge continuity shall be achieved through landscape elements such as trees, fencing, and hedging and/or architectural features.

Outdoor Spaces

78. Establish “eyes on the street” and a strong street presence by placing active uses in street-fronting ground floors or locating active pedestrian outdoor spaces (e.g. plazas, courtyards) to address fronting streets (e.g. extended porches, recessed entries, and upper floor balconies).
79. Plazas and courtyards should be framed by buildings on a minimum of two sides to create well defined edges. The buildings should have active uses facing the plaza such as shop entrances, food/beverage, or recreation with transparent window glazing, entrances and patio/outdoor seating.

Vehicular Access + Parking

80. Off-street parking should be located underground or at the back of buildings. “Tuck under” parking (e.g. open, ground-floor parking) is preferred to surface parking.



ARCHITECTURE

Massing + Articulation

81. Reduce the apparent mass of buildings through building orientation, articulation (e.g. balconies), roof treatment, and the choice of exterior materials and colours.
82. Buildings along Fraser Highway between 204 Street and 206 Street shall front the street with a maximum 4 storey building height. Portions of buildings on properties fronting Fraser Highway between 204 Street and 206 Street may be taller than 4 storeys, provided these taller portions are set back from the street wall through the use of a substantial balcony/terrace or outdoor amenity area a minimum of 10 metres wide. Buildings fronting Fraser Highway east of 206 Street shall incorporate a building stepback at the top of the 4th storey.

Entrances

83. For commercial or mixed-use buildings, particularly along Fraser Highway, 56 Avenue and Douglas Crescent streetscapes between 204 Street and 206 Street:
 - Encourage additional building face massing step backs above the ground floor, through the use of façade articulation, weather protection structures, material/colour changes, and strong cornice lines, with an emphasis on locating balconies, café/dining terraces, patios or outdoor amenity areas, on the 2nd floor and above, that overlook adjacent streetscapes.
 - Building on the 'base, middle and top' building design approach, align ground floor elements such as floor heights, mid-cornice/horizontal building lines, window sills, weather protection structures, and cornices/banding at the top of ground floors with adjacent buildings to provide a robust, coordinated and pedestrian-friendly ground floor building expression and commercial unit rhythm along key shopping streets.
 - Design buildings with vertical columns, banding and features that complement adjacent buildings and reinforce the appearance of a collection of narrow storefronts along key shopping streets. Create façade articulation along primary facades at intervals of 10-15 metres to reflect a pattern of storefronts and/or residential units.
84. Design entrances to be safe, identifiable and attractive, e.g. through use of roof elements that can also provide cover.
85. Provide continuous weather protection along the street fronting facades, over pedestrian sidewalks, e.g. through use of awnings and/or canopies. Single floor commercial buildings or single floor portions of larger, multi-storey building complexes shall be designed to exhibit a two-storey building height expression.



Facades + Roofs

86. At least 50% of the ground floor building façade shall be glazed to the exterior on street frontage sides.
87. Where feasible, design rooftops to include gardens, “green roof” technology, terraces, outdoor amenity spaces, and patios to improve rooftop use, appearance and sustainable function.
88. Continuous weather protection (awnings/canopies) shall be provided on all buildings along commercial streets. High quality, weather-resistant structures are strongly encouraged, including those incorporating glass, steel and non fabric elements.
89. Mechanical equipment on the roof of any building shall be concealed by incorporating it within the building roof, or by screening it in a way that is consistent with the character and finishing of the building.

Materials + Colours

90. Finishing materials shall consist of glass and glazed window wall systems, brick, stone, architectural concrete, pre-cast coloured concrete, or pre-finished metal.
91. Building colours should provide visual interest.

LANDSCAPE ARCHITECTURE

Landscape Design

92. Internal streets in large developments shall be lined with street trees.

SPECIAL CONSIDERATIONS

Lighting

93. Light sources should emit a warm tone of light.
94. Place lighting fixtures no higher than 6.0m from the ground.
95. Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered to ensure integration with building and landscape design.

Signage

96. Signage throughout the downtown should be pedestrian oriented with respect to location, orientation and scale.
97. Rooftop, billboard and internally-lit plastic box signs are discouraged. Pylon (standalone/freestanding) signs are prohibited except on Service Commercial properties along the Langley Bypass.
98. Update Sign Bylaw to include specific requirements for signage in the Historic Downtown Langley.



Disruptive Impacts

99. Development fronting the SkyTrain guideway, and/or any Provincial Highway, major arterial and railway, shall incorporate measures to mitigate noise impacts and incorporate Canada Mortgage and Housing Corporation's (CMHC) guidelines for maximum acceptable levels of noise in dwellings, including triple-glazed windows, additional wall insulation, sound dampening or absorbing walls and cladding materials, and concrete construction, solid glazed balconies, sound absorptive landscaping and street tree plantings, and water features.
100. Design mixed use developments to address any potentially disruptive impacts such as noise, vibration or odor between commercial and residential units, through the use of improved insulation, ventilation system that exhaust at a locations with least impact on both the sidewalk and residential livability, and sensitive unit layout and room placement, (i.e. place noise-sensitive residential rooms as far away as possible from commercial areas).

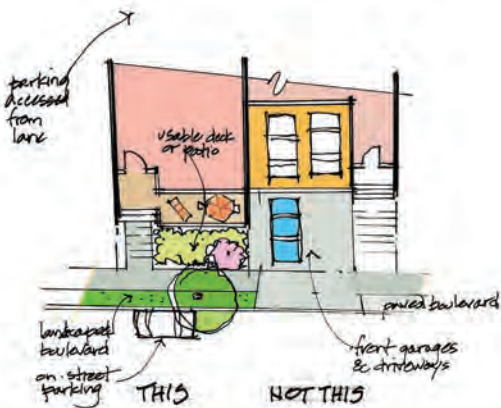
MULTI-FAMILY FORM & CHARACTER GUIDELINES

AREA

These guidelines apply to residential development on all properties designated Transit-Oriented Core, Transit-Oriented Residential, Mid Rise Residential, Low Rise Residential, Low Rise Mixed Use, Ground Oriented, Historic Downtown Core, and Civic Centre.

PURPOSE

These guidelines are intended to act as additional objectives to the General Form & Character Guidelines for multi-family residential development in areas where a compact, human-scaled, and pedestrian-oriented built environment is key.



SITE PLANNING

Outdoor Spaces

101. In multiple building developments, site buildings to wrap courtyards and other landscaped spaces. Incorporate play areas that are visible from ground-oriented and upper-storey dwellings.

Vehicular Access + Parking

102. Provide resident parking underground or in garages of ground-oriented units.
103. Off-street parking shall be located underground or at the back of buildings. "Tuck under" parking (e.g. open, ground-floor parking) is preferred to surface parking.

ARCHITECTURE

Massing + Articulation

104. Building separation between multi-family apartments (4 storeys and above) on the same parcel shall be a minimum of 10 -12 metres for the first 8 storeys, unless otherwise approved.
105. Reduce the apparent mass of buildings through building orientation, articulation (e.g. balconies), roof treatment, and the choice of exterior materials and colours.
106. Require ground floor units, wherever practical, to be ground oriented with direct, gated access between units and public streets and open spaces. These units should be elevated above grade and include semi-private patios.
107. Require ground floor non-residential spaces (dining rooms, amenity rooms, foyers, entrances), wherever practical, to provide clear glazing, pedestrian access, patios and other features that visually and physically interface with adjacent open space and streets.

Townhomes & Rowhomes

108. Private patios and yards should be provided for each unit.
109. Avoid overly long rowhouse buildings (buildings should contain no more than six units).

LANDSCAPE ARCHITECTURE

Landscape Design

110. Utilize a layering of elements - including but not limited to ample landscaping, stoops, porches, patios and street-facing stairs - to transition between private-use and the public realm.
111. A minimum landscape strip of 1.5 meters is required adjoining a public road.





SERVICE COMMERCIAL, MIXED EMPLOYMENT AND INDUSTRIAL FORM & CHARACTER GUIDELINES

AREA

These guidelines apply to commercial and industrial development on all properties designated Mixed Employment, Service Commercial, and Industrial.

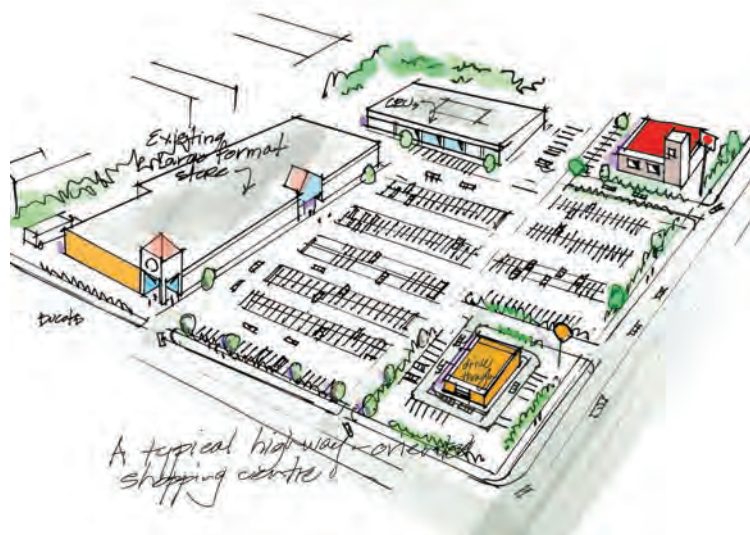
PURPOSE

These guidelines are intended to act as additional objectives to the General Form & Character Guidelines for commercial and industrial development in areas where auto-oriented uses are common and considerations around safety and circulation are key.

SITE PLANNING

Siting + Orientation (adjacencies)

- 112. Site buildings along the street edge to create definition, where possible.
- 113. If possible, design sites and site buildings with long-term pedestrian-oriented re-development and infill in mind, wherever possible.
- 114. Pedestrian walkways through parking lots shall be provided to ensure safe and convenient access to building entrances.
- 115. Minimize the number and width of curb cuts. Provide a maximum of one curb cut for a mid-block sites and a maximum of two curb cuts, if necessary for a corner sites.



Vehicular Access + Parking

116. Mitigate the impact of parking lots by locating them under buildings, or at the back or side of buildings.

ARCHITECTURE

Office Building + Parks

117. Office buildings shall employ modern architectural forms utilizing high quality glass and metal finishes.

56 Avenue & 200 Street

118. Buildings on 56 Avenue and buildings on 200 Street shall be oriented to these respective streets with parking and service access located to the rear.
119. Building facades along 56 Avenue and 200 Street shall be articulated and glazed to present an attractive streetscape.

LANDSCAPE ARCHITECTURE

Landscape Design

120. Provide a minimum 3.0 metre wide landscaped area between parking areas and drive isles and public streets / sidewalks by planting trees, shrubs and low walls that screen cars from view while allowing eye level visibility into the site.
121. New developments in these areas shall plant new street trees along their frontages, whether on the public right of way or on-property.



HAZARD GUIDELINES

AREA

These guidelines apply to properties that have within them lands with slopes of 20% or greater and land within 20m of slopes that are 20% or greater, as shown on Map 11.

PURPOSE

These guidelines are intended to protect development from hazardous conditions.

1. A geotechnical assessment report is required for development on a parcel subject to this development permit to determine risks from natural hazards and required mitigation measures to the satisfaction of the City.
2. Avoid developing on land with slopes over 30%.
3. No development shall take place which results in erosion, sloughing, excessive run-off or siltation within or adjacent to the Development Permit Area.
4. Buildings, structures and paved surfaces shall be located away from areas subject to erosion, sloughing or landslip or damage there from.
5. Appropriate measures shall be put in place to direct surface run-off away from areas subject to erosion and sloughing and from downstream developed lands unless the downstream services are designed to accommodate the increased storm water load.
6. Contain any excessive run-off, erosion or siltation at the clearing and construction stage and for the completed development.
7. Buildings, structures and paved surfaces shall be sited so as to preserve natural vegetation on the steeper slopes, minimize cutting into slopes and avoid the use of retaining walls over 1.5 metres [4.92 ft.] in height.
8. Terrace retaining walls with sufficient width to allow plantings and maintenance. Lock style retaining walls are not permitted.
9. Protect slopes identified as unsuitable for development by a geotechnical report through dedication to the City, rezoning, or Restrictive Covenants in accordance with Section 219 of the Land Title Act.

ENVIRONMENTALLY SENSITIVE AREA GUIDELINES

AREA

These guidelines apply to properties that have environmentally sensitive areas (ESA) within them as shown on Map 12.

PURPOSE

These guidelines are intended to protect the natural environment, its ecosystems, and biological diversity.

1. Development in ESAs ranked as moderate to high value is prohibited.
2. Development in ESAs ranked as moderately low to low value is strongly discouraged and shall maintain ecological connectivity and function where possible.
3. Ensure development results in no net loss of habitat area. Where loss of habitat is unavoidable, replace the value of lost habitat at a ratio of 2:1.
4. Locate and design development to protect, complement and enhance ESA values, including natural areas, landforms, and hydrological function.
5. Applicants may be required to provide a detailed environmental inventory study and/or environmental impact assessment in accordance with the requirements of the B.C. Ministry of Environment.
6. Applications affecting environmentally sensitive areas shall be reviewed in consultation with the B.C. Ministry of Environment and the Department of Fisheries and Oceans (where applicable).
7. Setbacks from watercourses shall be determined in accordance with the Riparian Areas Regulation pursuant to the Fish Protection Act.
8. Land development projects shall adhere to Land Development Guidelines for the Protection of Aquatic Habitat prepared by the B.C. Ministry of Environment and the Department of Fisheries and Oceans.
9. Habitat protection boundaries shall be formalized through dedication to the City, rezoning, or Restrictive Covenants in accordance with Section 219 of the Land Title Act.
10. Applicants may be required to provide an arbourist's report and tree replacement plan, for the subject development site and potentially adjacent properties as well, complete with security for replanting prior to issuance of a development permit.
11. Any subdivision of land shall consider natural features including topography, mature trees, creeks and ravines;
12. An arbourist's report and tree replacement plan, complete with security for replanting, may be required by the Approving Officer prior to subdivision approval.





06

06. IMPLEMENTATION

ENGINEERING SERVICES POLICIES

Engineering services comprise the basic infrastructure need for sustaining the City of Langley and its residents, and the future growth as envisioned by the land uses and policies of this OCP. The following policies are key to successfully implementing the OCP, and ensuring the needs of a growing City are met.

WATER SUPPLY

- 6.1. Ensure an uninterrupted high quality water supply and distribution network to serve the projected population for the year 2050.

SANITARY SEWER/WASTEWATER

- 6.2. Ensure adequacy of the sanitary sewerage network for all new development and employ required upgrades to accommodate and guide projected growth to the year 2050.

STORMWATER MANAGEMENT

- 6.3. Ensure system adequacy for facilitating anticipated changes in land use and density.
- 6.4. Require on-site retention/detention of storm water for redevelopment projects (densities higher than single family).
- 6.5. Identify appropriate storm water servicing requirements for single family home developments in Suburban Residential land use areas.
- 6.6. Proceed with future development and re-development while protecting and enhancing the overall health of streams/creeks in the City.

SOLID WASTE MANAGEMENT

- 6.7. Work with Metro Vancouver to achieve it's long term zero waste goals.

TRAFFIC/TRANSPORTATION

- 6.8. Achieve transportation-related objectives outlined in the City's Official Community Plan by contributing to a sustainable community and multi-modal transportation access to and within the City.

ALIGNMENT WITH OTHER PLANS

Langley City has many plans and strategies that provide direction for planning and development, the environment, transportation, engineering, and parks, recreation, and culture. Some of these plans and strategies already generally align with the OCP and may require a small update, while others may require a rethink in the approach and the outcomes.

In other instances, there are gaps in strategic direction and oversight for important geographic areas or topics within the City. Regardless, updates or creation of new plans or strategies must consider and align with the OCP.

PLANS TO UPDATE

There are a number of plans that have a direct impact on the growth and development of the City that should be updated following adoption of the OCP as part of the implementation strategy. The following is a list of plans that must be updated and undergo a critical review to align with the vision, policies and regulations of this OCP.

- Zoning Bylaw
- GHG Targets & Reductions Strategy
- Parks, Recreation, & Culture Master Plan
- Transportation Master Plan
- Infrastructure & Servicing Master Plans
- Development Cost Charge Bylaw
- Economic Development Strategy
- Subdivision & Development Servicing Bylaw
- Engineering Design Criteria Manual
- Sign Bylaw

PLANS & STRATEGIES TO CREATE

The following plans and policies do not exist and would further support the vision, policies, and regulations of this OCP.

- Bonus Density and Community Amenity Contribution Policy
- Glover Road Innovation Boulevard Strategy

MONITORING PROGRESS

The long term vision described in this plan and its accompanying objectives and policies will take many years to achieve. To ensure the City is headed in the right direction, this section lists a range of indicators that will help City Council, City staff, and the broader community measure and monitor progress. The indicators are grouped by the five big themes listed below as a way to better understand where focus may be needed over the years to successfully implement the whole plan.

This section will be completed once policies are confirmed through the final engagement activities of Phase 3 of the OCP update process, and prior to the OCP bylaw being introduced to Council for the required public hearing.

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





07. REGIONAL CONTEXT STATEMENT

REGIONAL CONTEXT STATEMENT

The purpose of the Regional Context Statement is to identify the relationship between the Official Community Plan and Metro Vancouver's Regional Growth Strategy (RGS) and how the OCP will be made consistent with the RGS over time.

Metro Vancouver's RGS includes 5 goals to help shape land use and future development across the region.

Goal 1 | Create a Compact Urban Area

Goal 2 | Support a Sustainable Economy

Goal 3 | Protect the Environment and Respond to Climate Change Impacts

Goal 4 | Develop Complete Communities

Goal 5 | Support Sustainable Transportation Choices

The following pages outline the relationship between the RGS & this plan, and more specifically, the way in which this OCP's policies address each one of the five goals.

This section will be completed once policies are confirmed through the final engagement activities of Phase 3 of the OCP update process, and prior to the OCP bylaw being introduced to Council for the required public hearing.

RGS GOAL 1: CREATE A COMPACT URBAN AREA

As a fully built out City 10km² in area, Langley City can only grow through redevelopment and by intensifying existing land uses. The land use policies within this OCP focus that growth in close proximity to transit, park amenities, services, and infrastructure. (Chapter 3 - Growth & Land Use)

Strategy 1.1 - Contain Urban Development within the Urban Containment Boundary (UCB)

Strategy 1.1.3a

Depict the UCB on a map

See Map 1 - Regional Context Map

Strategy 1.1.3b

Provide municipal population, dwelling unit, and employment projections and demonstrate how municipal plans will work towards accommodating the projected growth within the UCB

Strategy 1.2 - Focus Growth in Urban Centre and Frequent Transit Development Areas (FTDA)

Strategy 1.2.6a

Provide population, dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas

Strategy 1.2.6b i

Identify location and boundaries of Centres

Strategy 1.2.6b ii

Focus growth and development in Centres

Strategy 1.2.6b iii

Encourage office development in Centres

Strategy 1.2.6b iv

Reduce parking in Centres where appropriate

Strategy 1.2.6c i
Identify Frequent Transit
Development Areas (FTDAs)

Strategy 1.2.6c ii
Focus growth and development
in Frequent Transit Development
Areas

Strategy 1.2.6c iii
Reduce parking in Frequent
Transit Development Areas

Strategy 1.2.6d i
Identify the General Urban Area

Strategy 1.2.6d ii
Ensure development outside
Centres and FTDAs is generally
lower density

Strategy 1.2.6d iii
Identify small scale Local
Centres where appropriate

Strategy 1.2.6d iv
Exclude non-residential major
trip-generating uses outside
Centres and FTDAs

Strategy 1.2.6d v
Encourage infill development

Strategy 1.2.6e

Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Centres and FTDAs

Strategy 1.2.6f i

Minimize the impacts of urban uses on industrial activities

Strategy 1.2.6f ii

Encourage safe and efficient transit, cycling, and walking

Strategy 1.2.6f iii

Implement transit priority measures where appropriate

Strategy 1.2.6f iv

Support district and renewable energy where appropriate

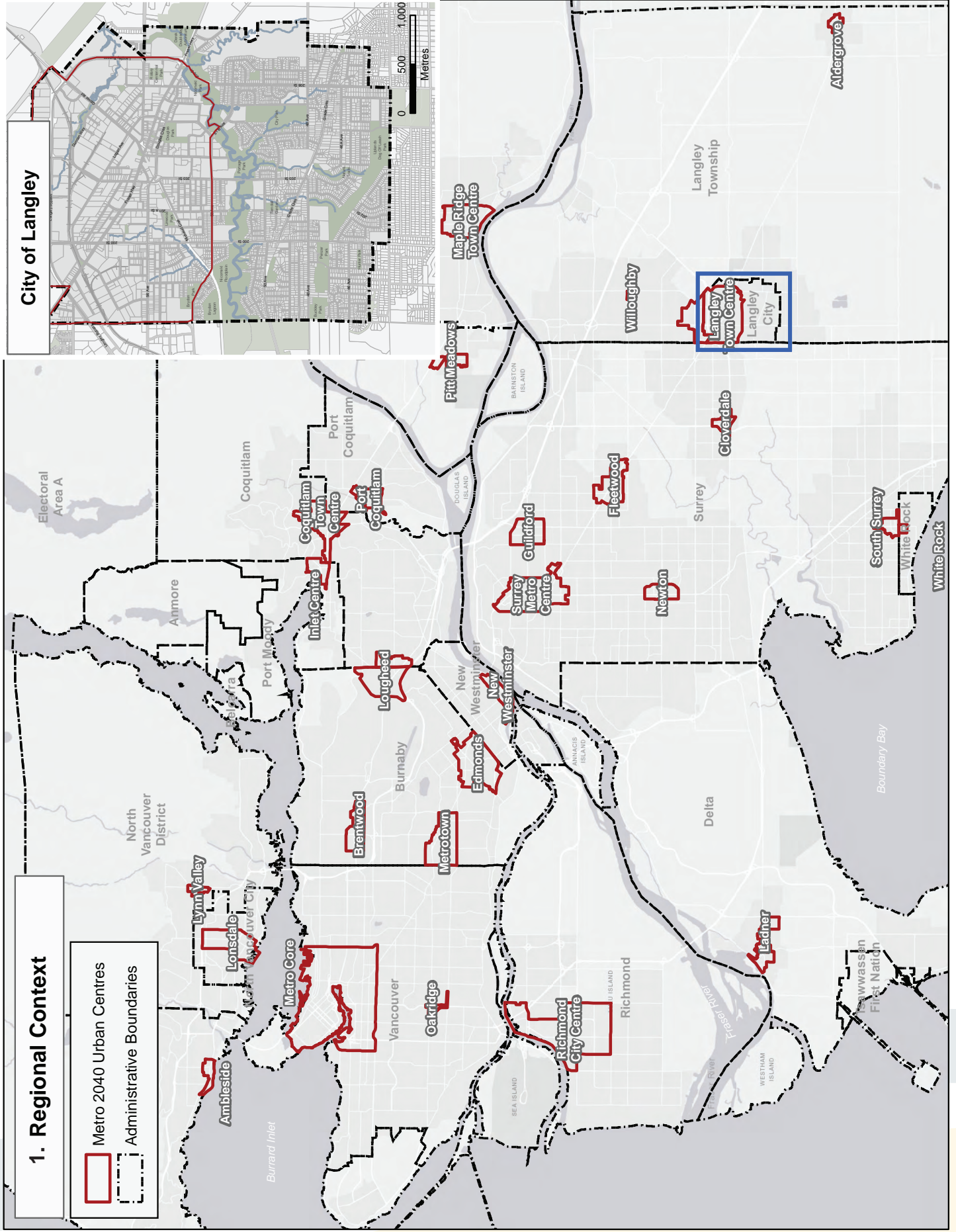


08

08. MAPS

LIST OF MAPS

1. Regional Context
2. Land Use Plan
3. Core & Shoulder - Transit Oriented Development
4. Active Transportation
5. Future Transit Network
6. Road Network
7. Water Distribution System
8. Sanitary Sewer System
9. Storm Drainage System
10. Parks & Open Space
11. Natural Hazard Development Permit Area
12. Natural Environment Development Permit Area
13. Nicomekl River District Neighbourhood Plan Area
14. District Areas
15. Airport Zoning
16. Flood Elevation Bylaw



2. Land Use



Corner Commercial



New Civic Facility



New Park / Open Space

Agriculture

Historic Downtown Core

Low Rise Residential

Parks and Open Space

Service Commercial

Transit-Oriented Residential

Civic Centre

Industrial

Mid Rise Residential

Potential Study Area for Ground Oriented

Suburban

University District

Ground Oriented

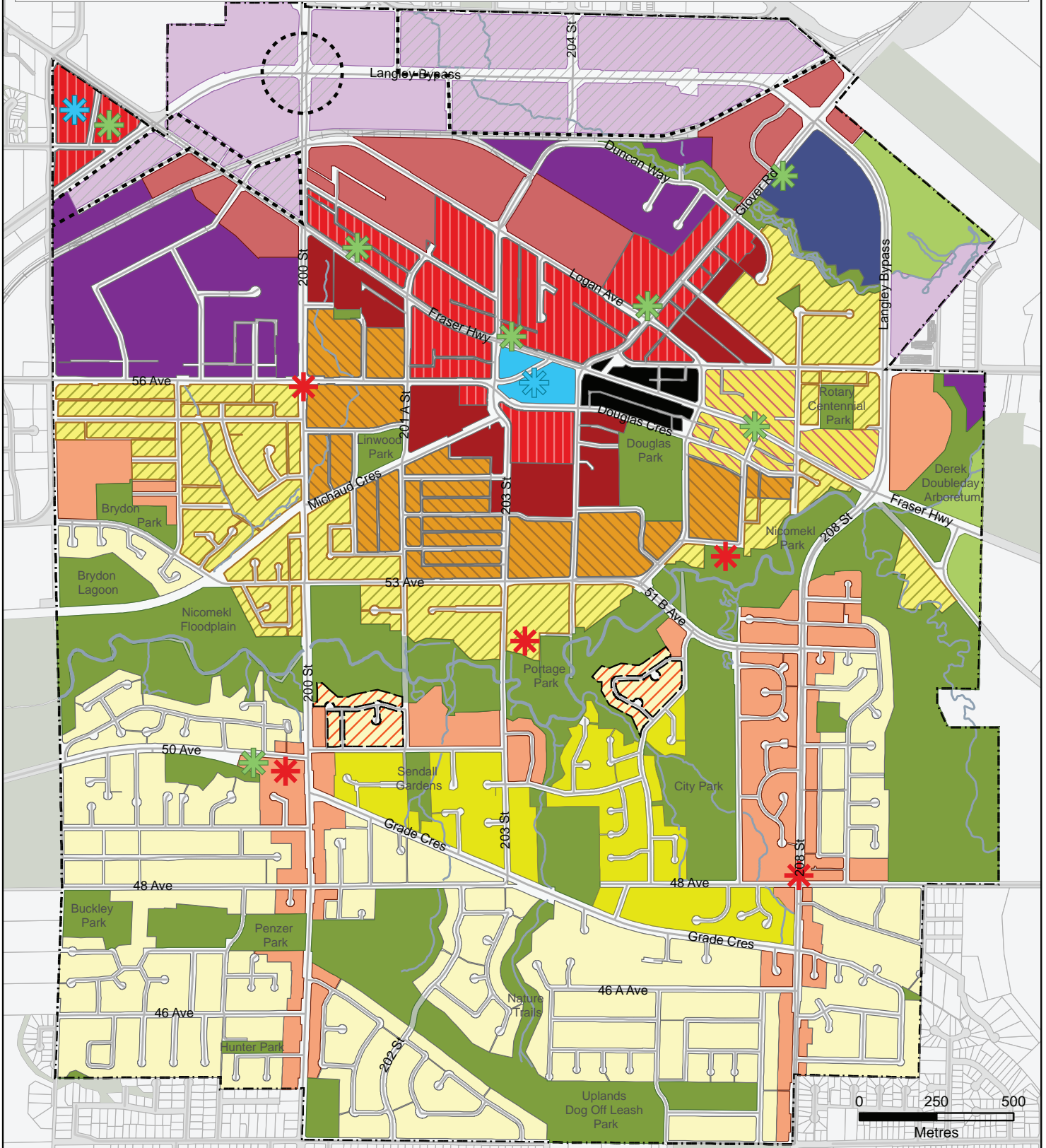
Mixed Use

Mixed Employment

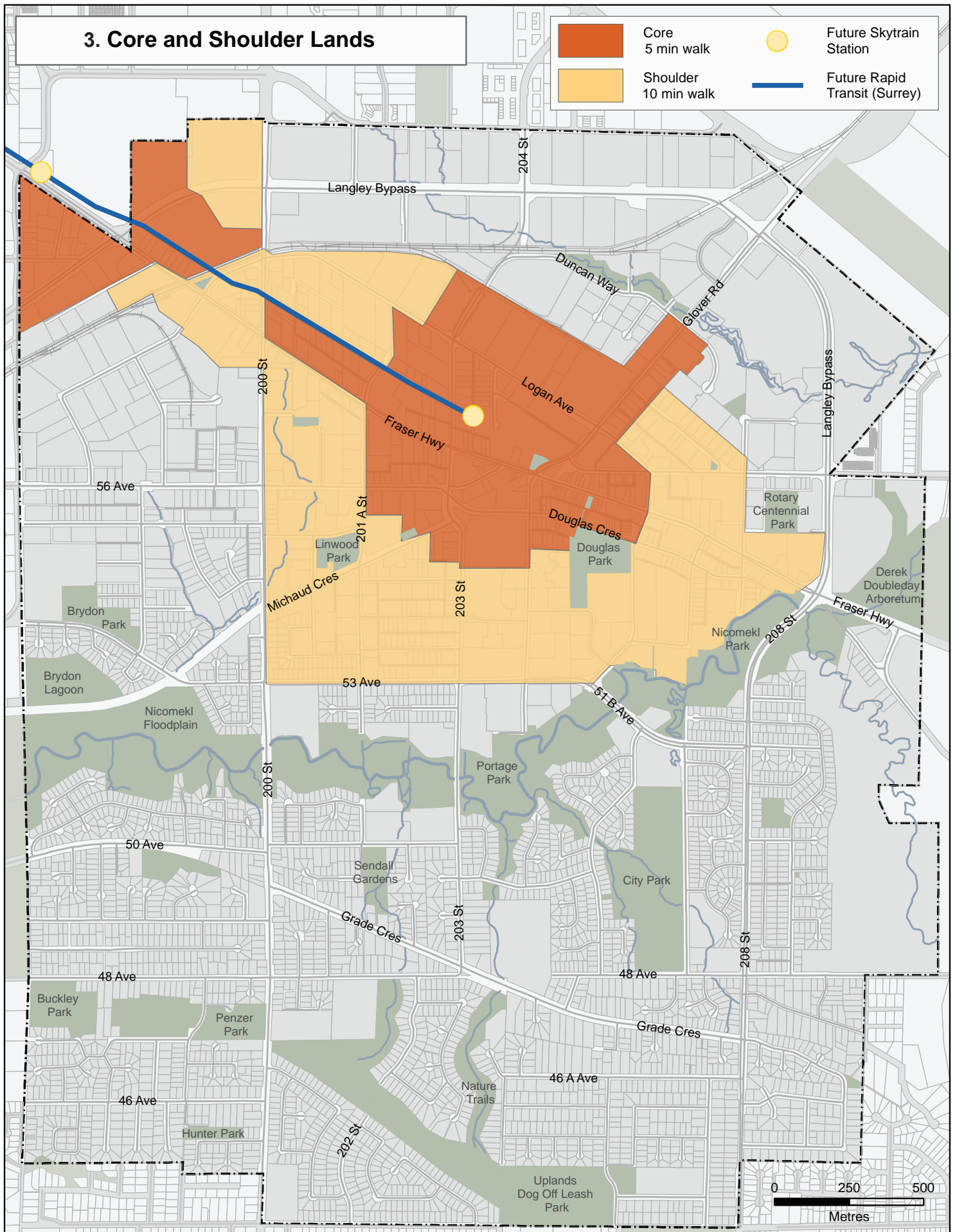
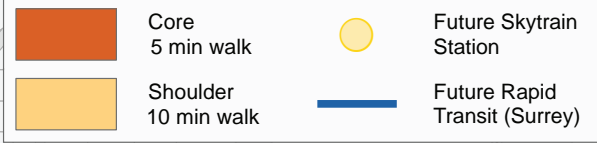
Other Potential Study Area

Transit-Oriented Core

Urban Residential

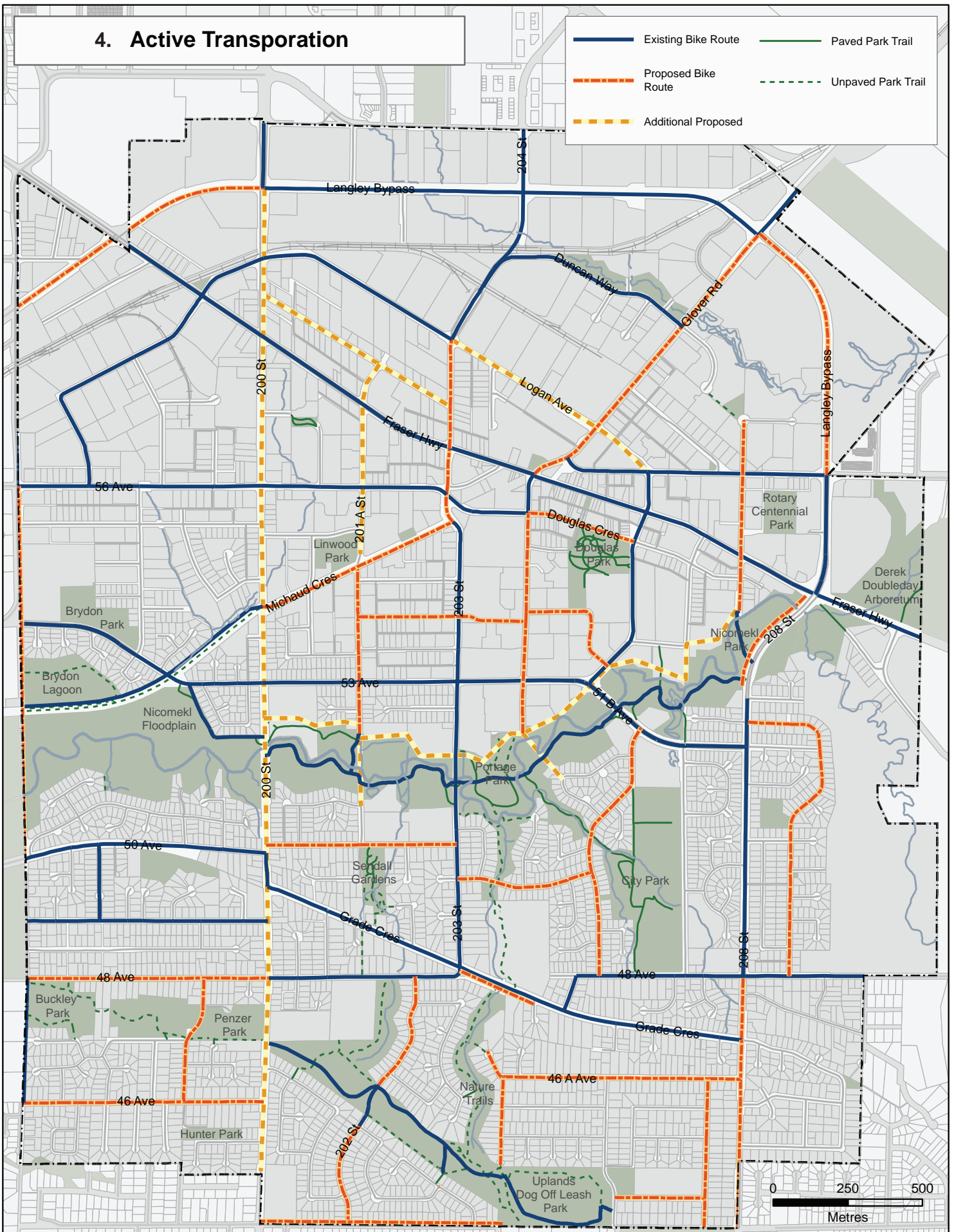


3. Core and Shoulder Lands

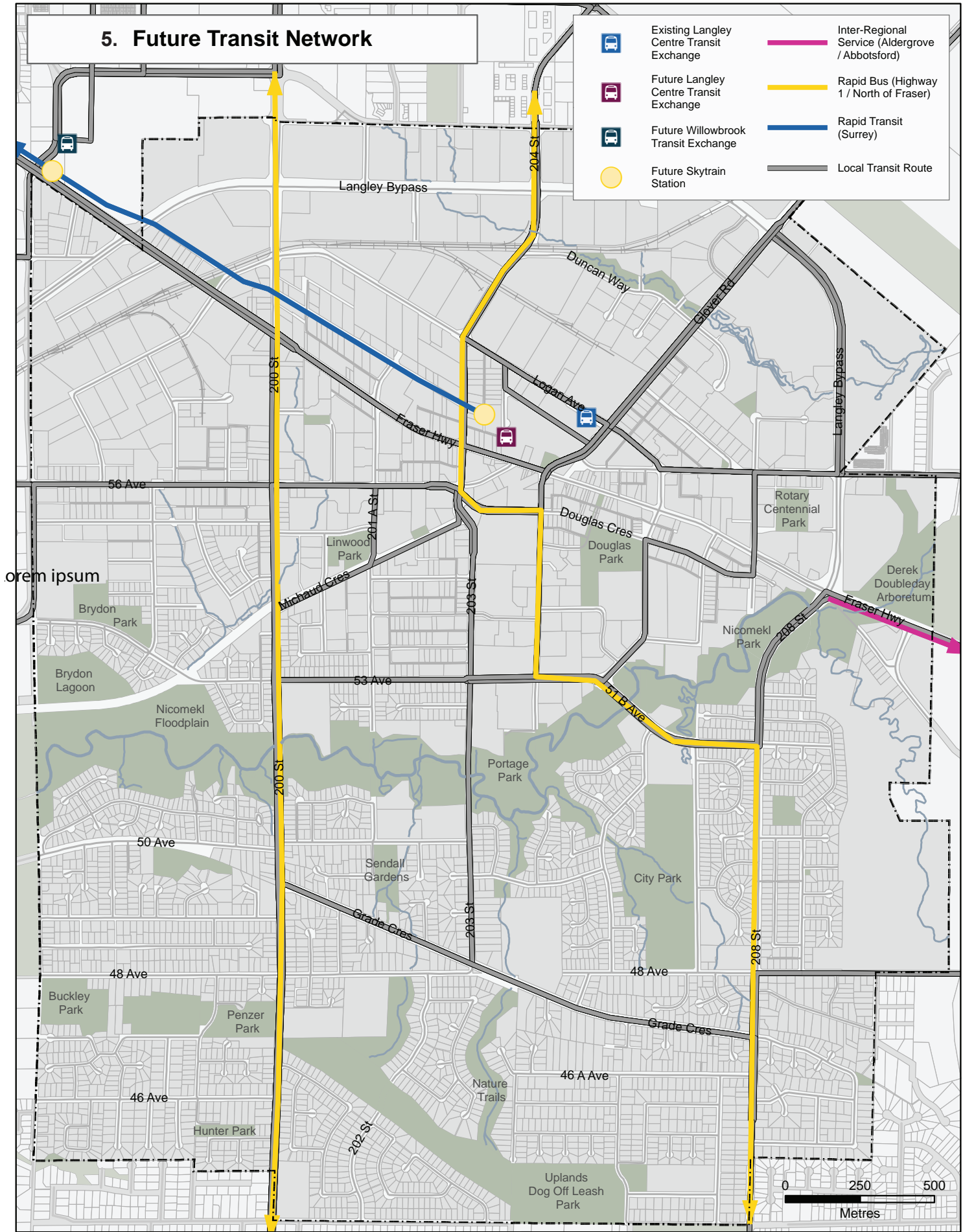


4. Active Transportation

- Existing Bike Route
- Paved Park Trail
- - - Proposed Bike Route
- - - Unpaved Park Trail
- - - Additional Proposed

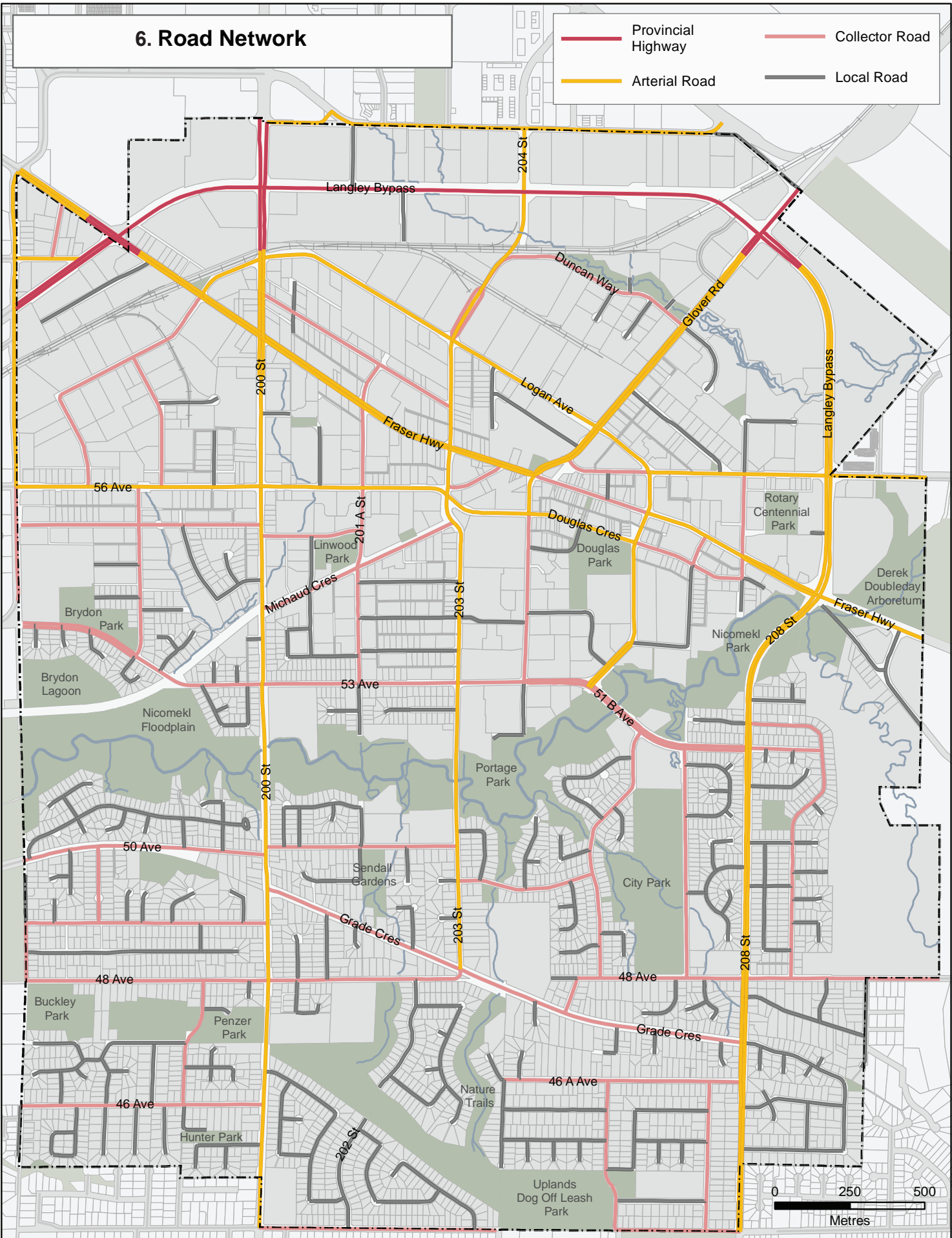


5. Future Transit Network



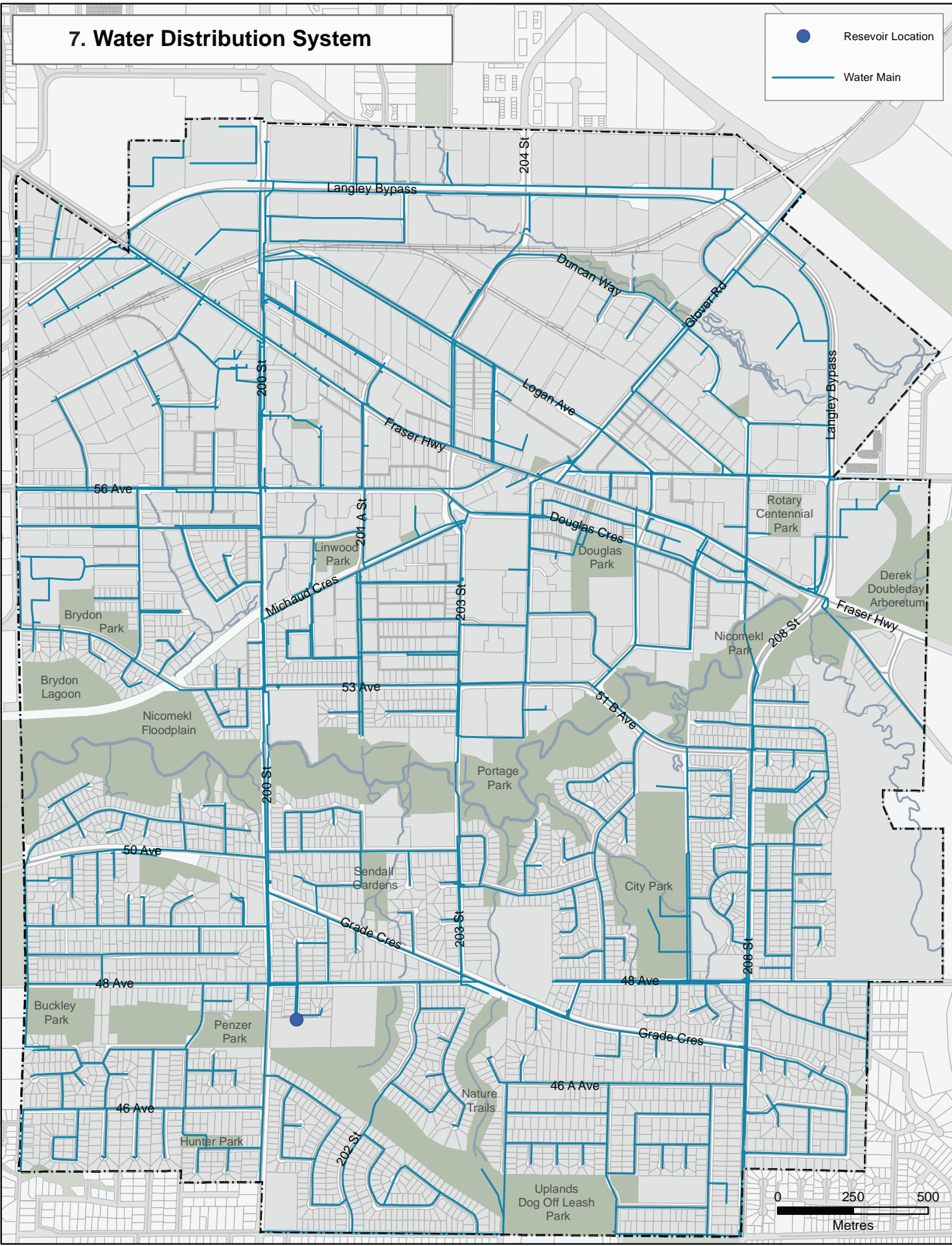
6. Road Network

- Provincial Highway
- Collector Road
- Arterial Road
- Local Road



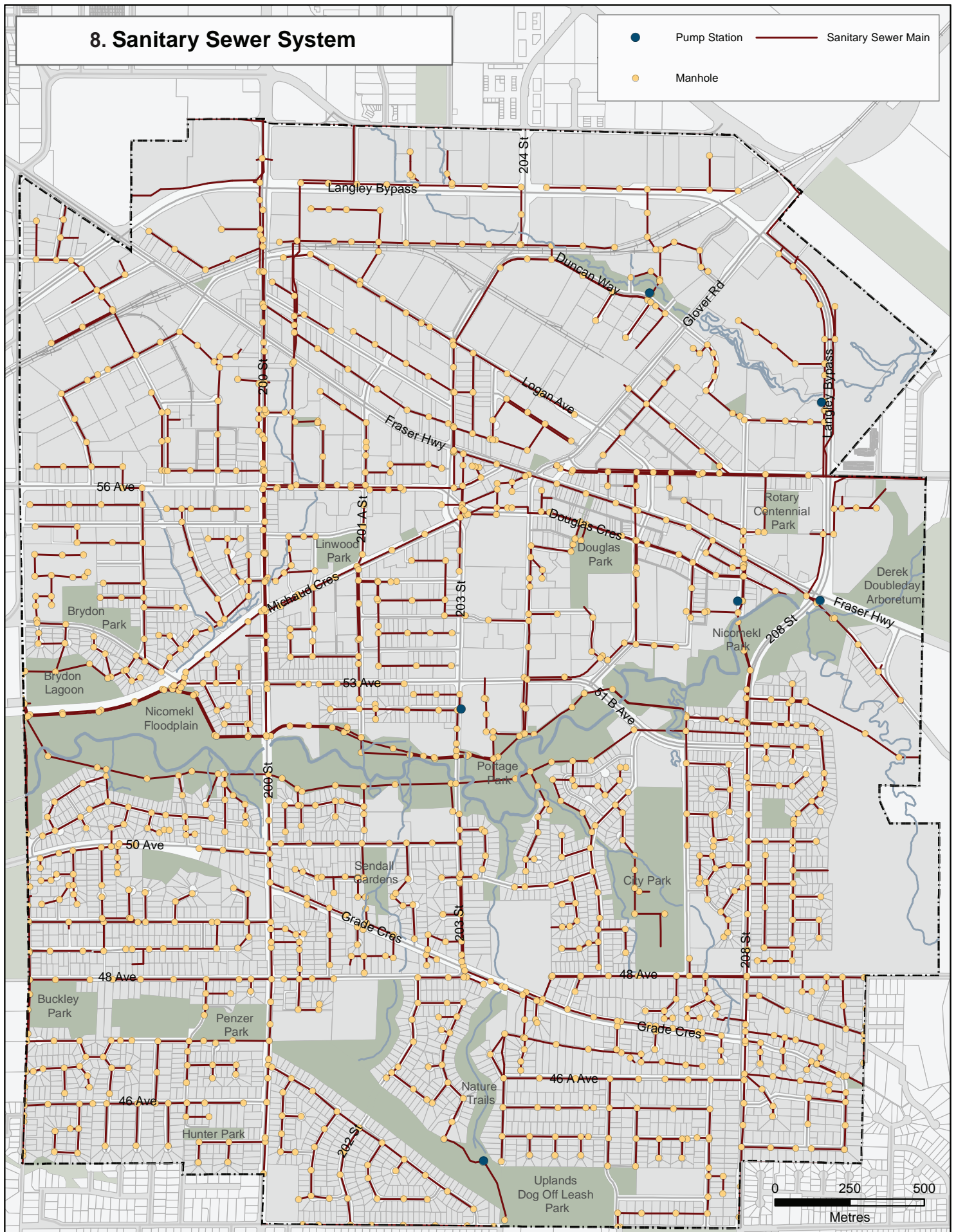
7. Water Distribution System

- Reservoir Location
- Water Main



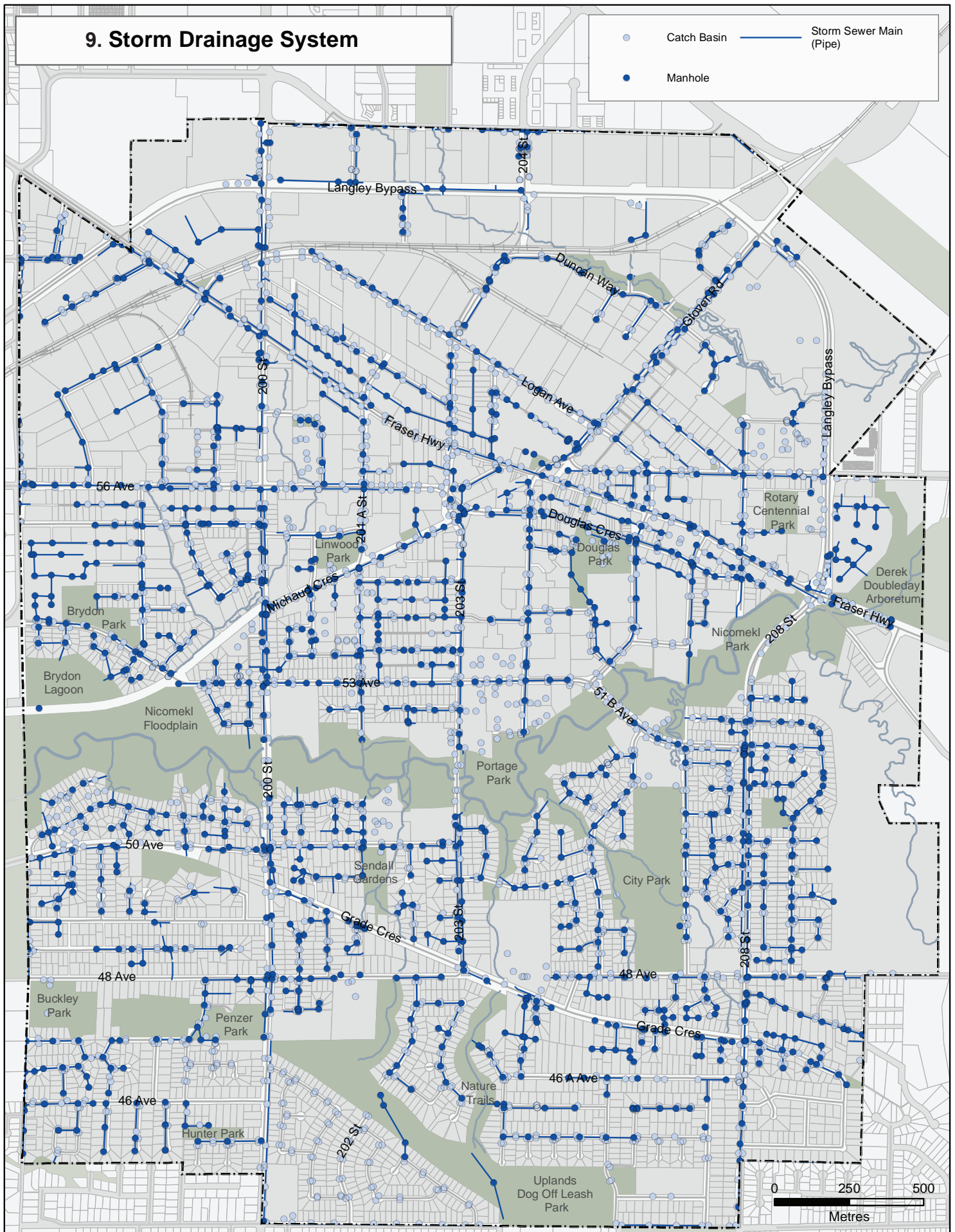
8. Sanitary Sewer System

- Pump Station
- Manhole
- Sanitary Sewer Main







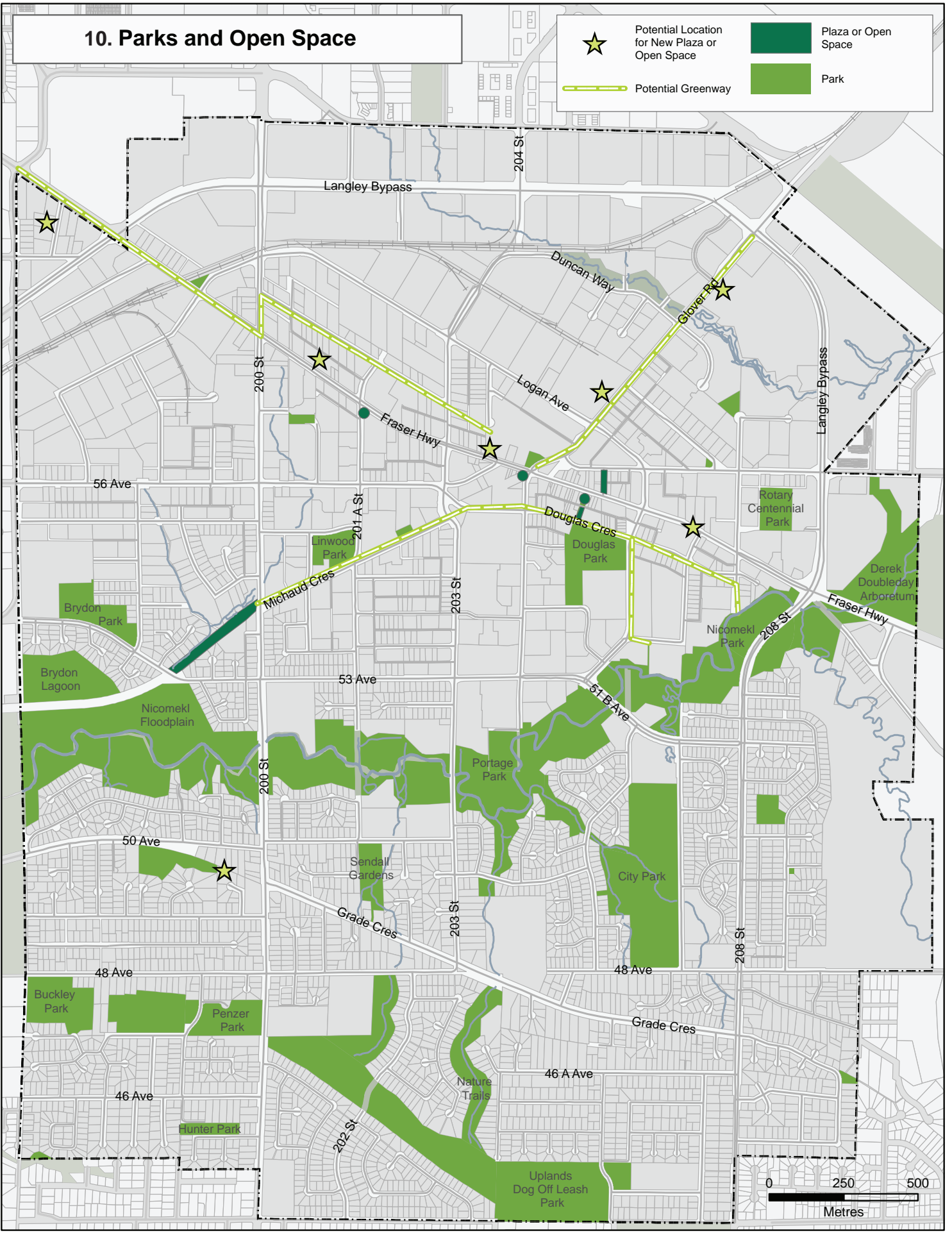
9. Storm Drainage System

- Catch Basin
- Manhole
- Storm Sewer Main (Pipe)

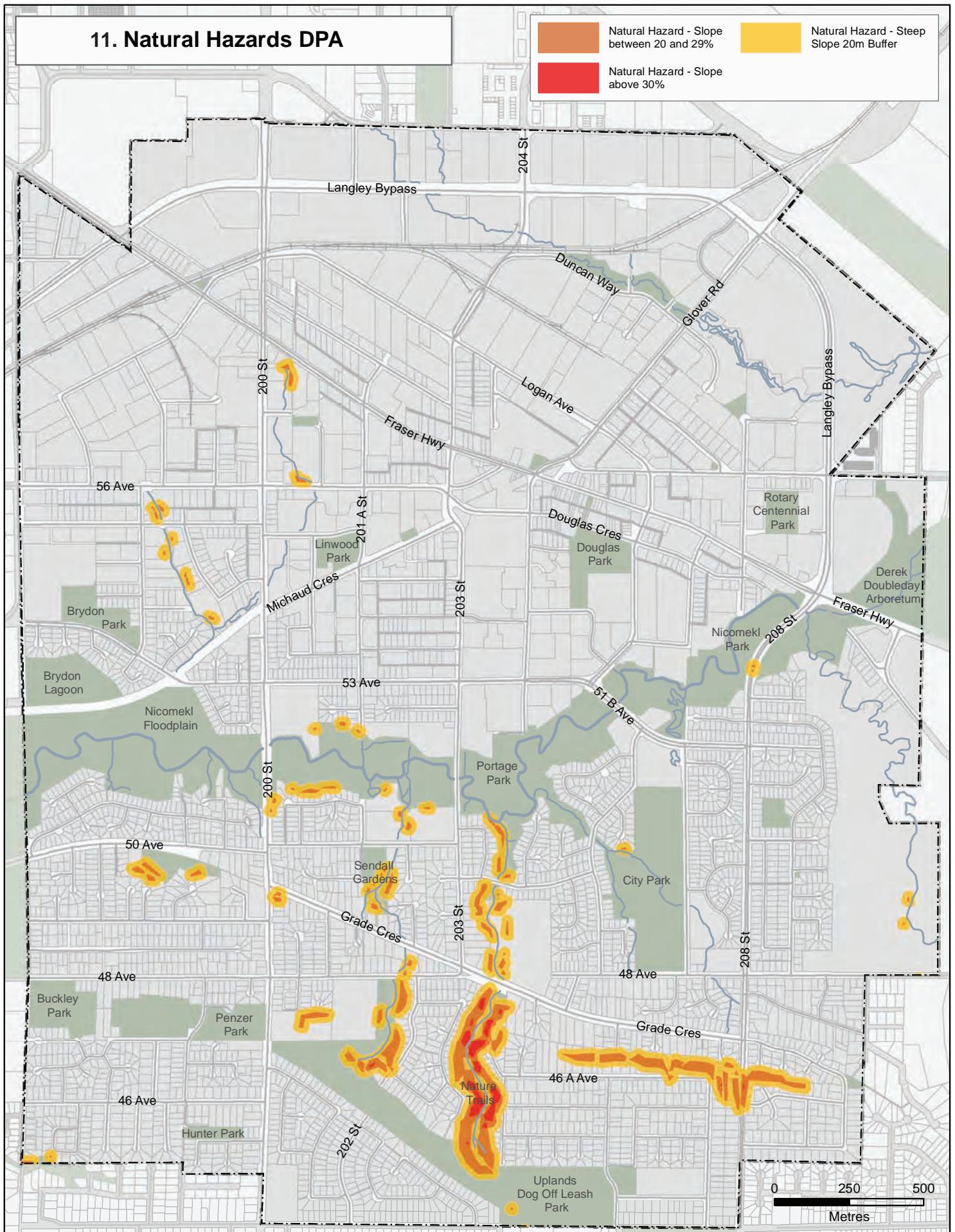
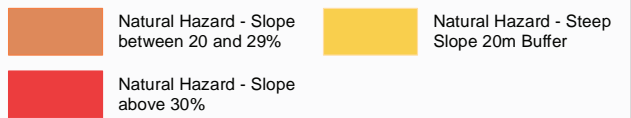


10. Parks and Open Space

-  Potential Location for New Plaza or Open Space
-  Plaza or Open Space
-  Potential Greenway
-  Park

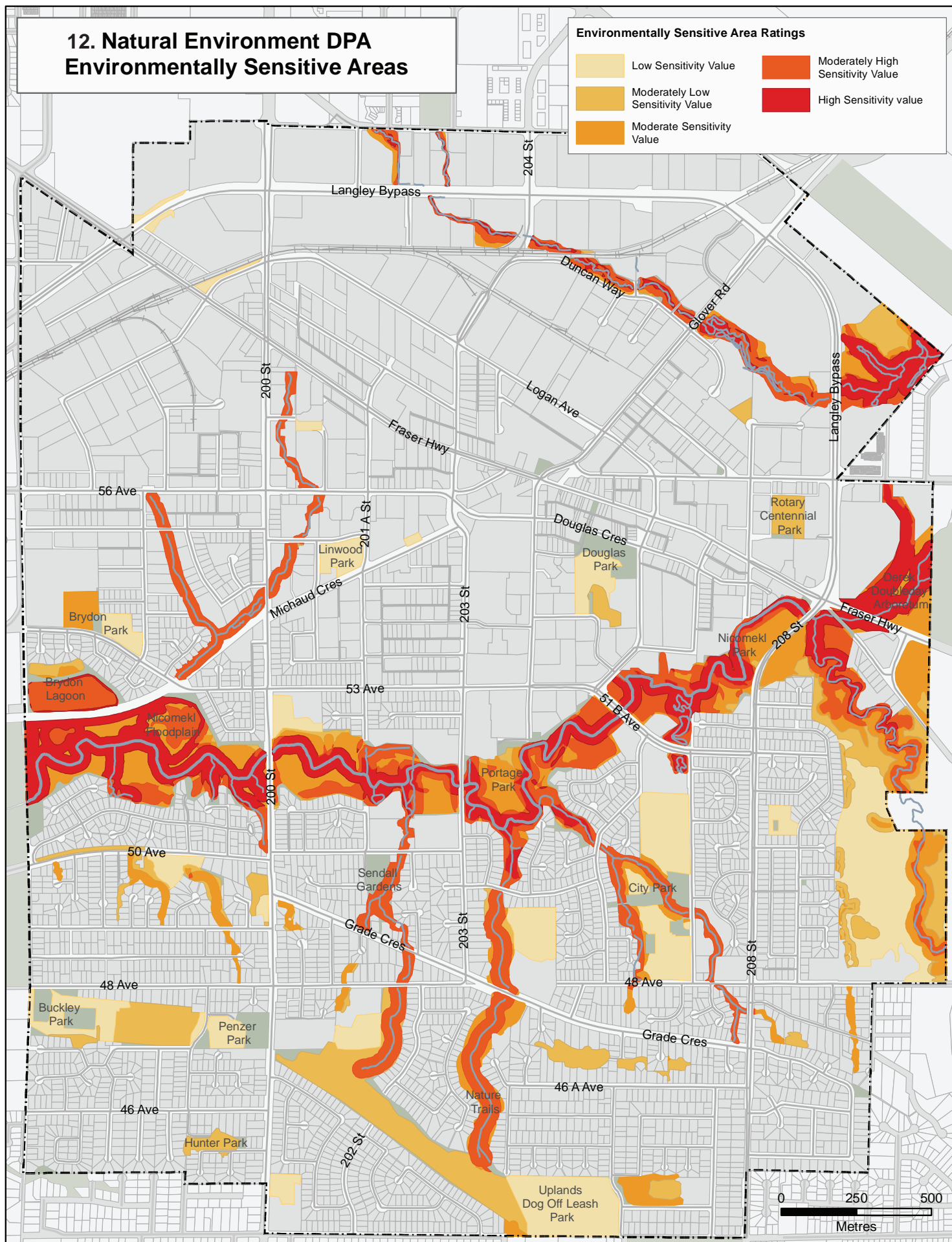
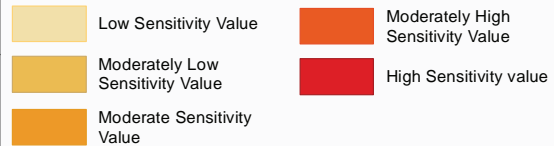


11. Natural Hazards DPA

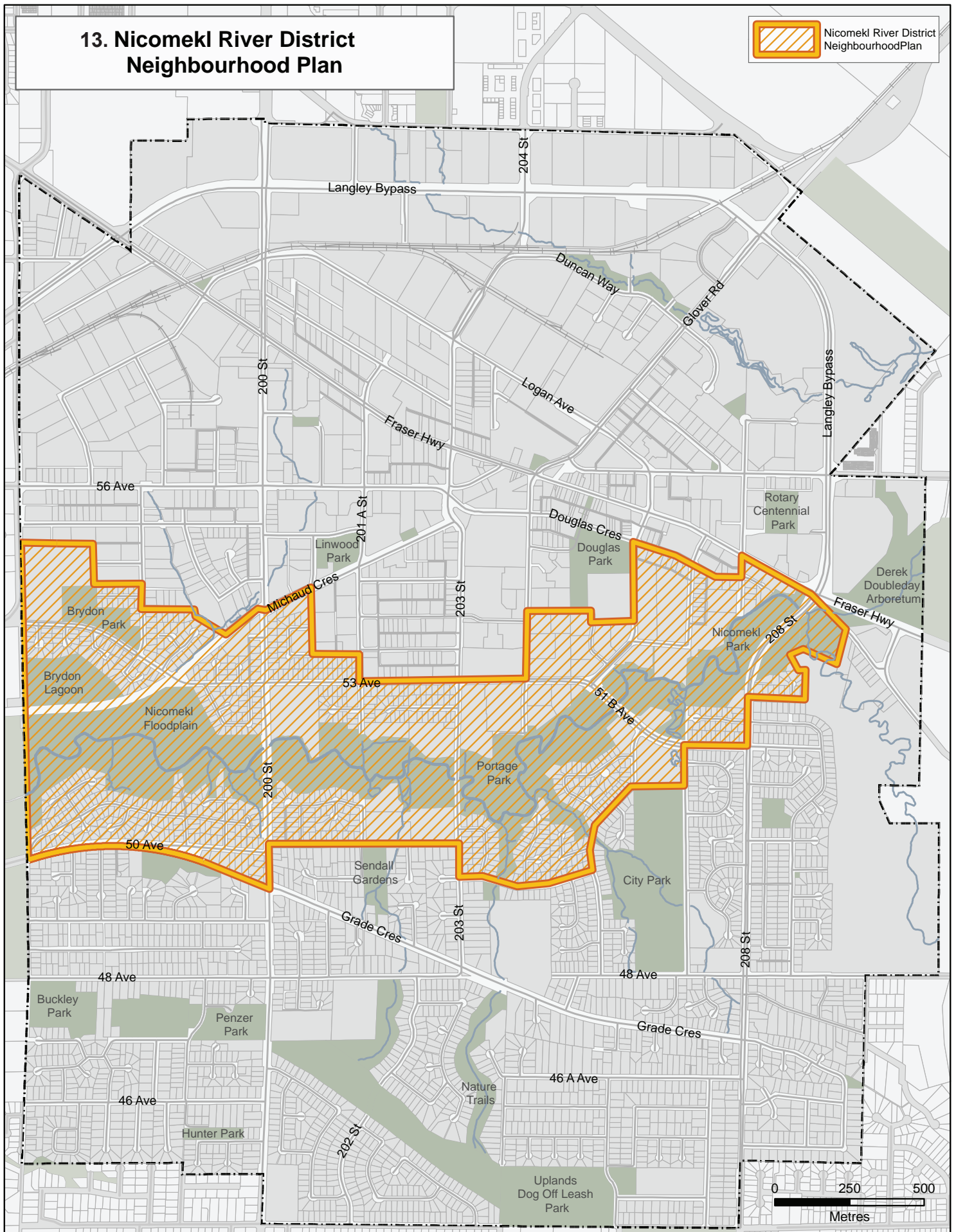
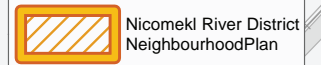


12. Natural Environment DPA Environmentally Sensitive Areas










Environmentally Sensitive Area Ratings

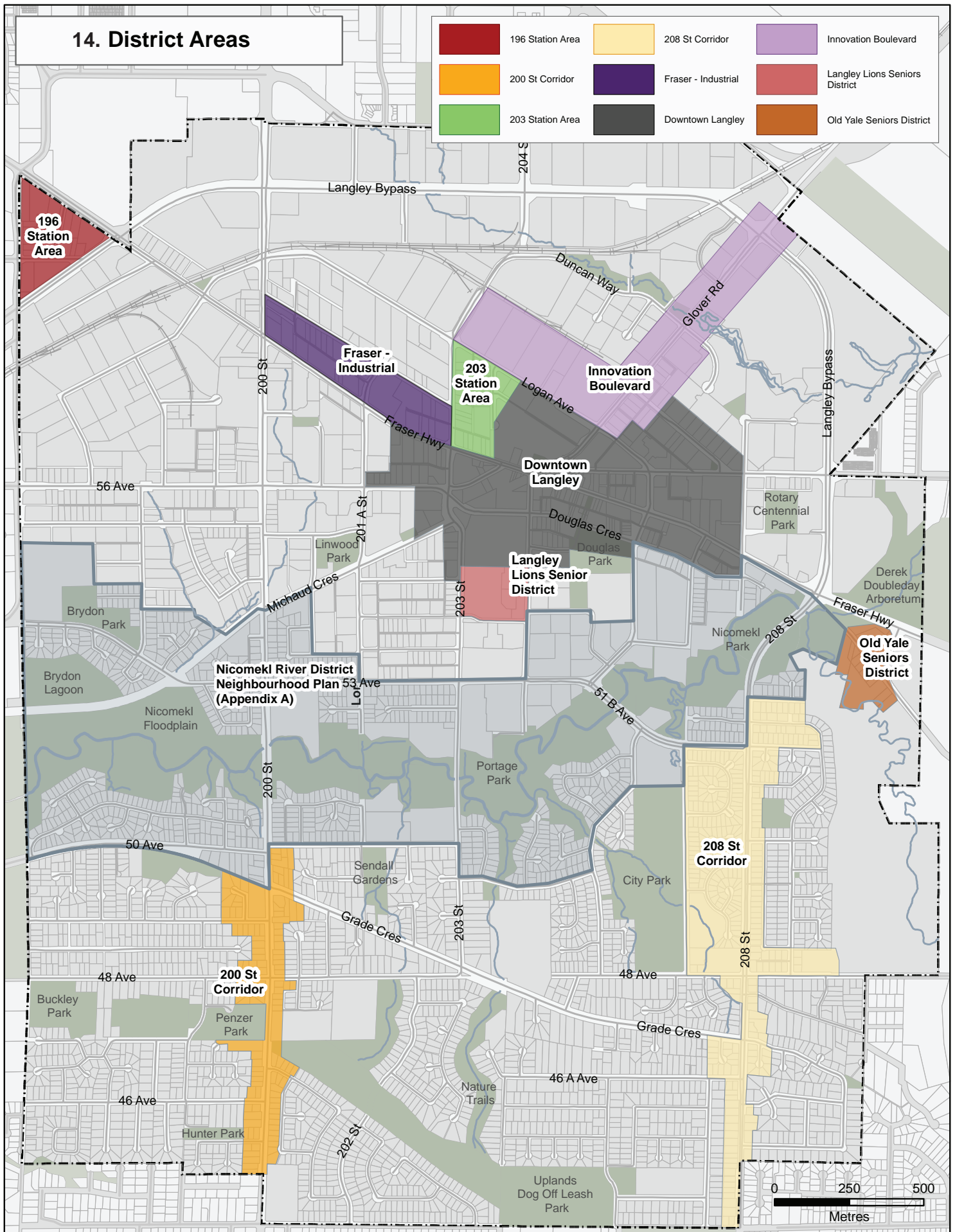


13. Nicomekl River District Neighbourhood Plan

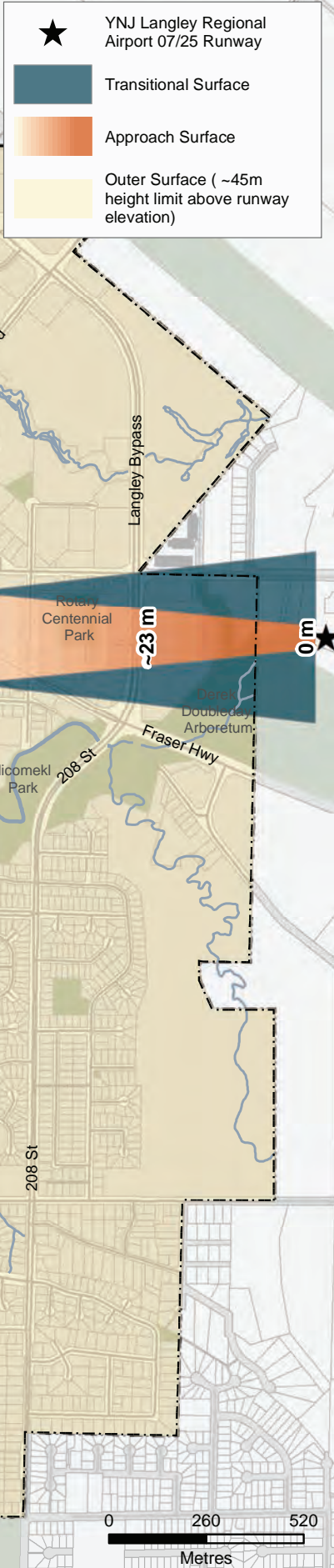


14. District Areas

	196 Station Area		208 St Corridor		Innovation Boulevard
	200 St Corridor		Fraser - Industrial		Langley Lions Seniors District
	203 Station Area		Downtown Langley		Old Yale Seniors District



15. Airport Zoning Regulation (AZR) Guidelines: Approximate Height Limits Above Runway Elevation



16. Flood Construction Level

