



# OCP & ZONING BYLAW UPDATES

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## CITY OF LANGLEY Key Directions Report

**June 2020**

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# CONTENTS

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Executive Summary	4
1.0 Introduction	6
2.0 Engagement Activities	10
2.1 Community Pop-Ups	12
2.2 Housing Forms Charrette	13
2.3 Online Survey	14
2.4 Stakeholder Workshops	15
3.0 Engagement Results & Themes	16
3.1 Vision & Overarching Themes	18
3.2 Housing & Urban Form	24
3.3 Transportation	32
3.4 Inclusive Community	36
3.5 Jobs & Economy	38
3.6 Environmental Sustainability	42
3.7 Business Workshop	46
3.8 Development Workshop	49
3.9 Community Workshop	55
3.10 Environment Workshop	58
4.0 Langley City Tomorrow	60
4.1 Affordable Living & Diverse Housing For All Generations	62
4.2 A Highly Connected City Aligned With Rapid Transit	68
4.3 A Safe & Inclusive Community Rich With Cultural Destinations	74
4.4 A Responsive Economy That Creates New Jobs	78
4.5 Environmental Solutions To Fight Climate Change	82
5.0 Next Steps	90

# EXECUTIVE SUMMARY

## A strong direction with key recommendations.

### ENGAGEMENT RESULTS

Since the summer of 2019, many activities have taken place to engage Langley City's community in a process to update its most important planning documents: the Official Community Plan (OCP) and Zoning Bylaw. These activities sought to gain clear direction on the city's future as it continues to grow, develop, and prepare for the arrival of SkyTrain.

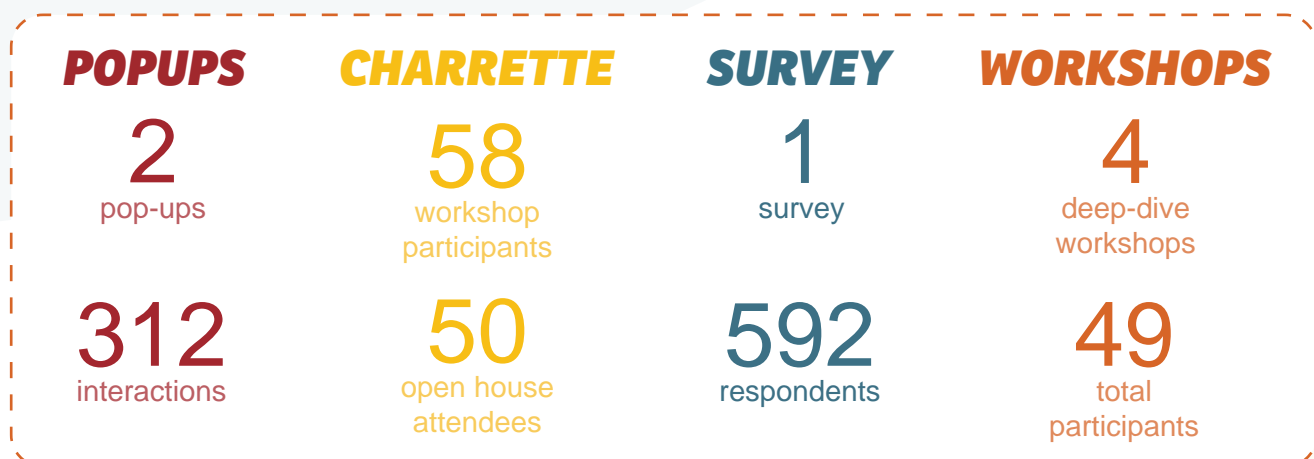
Four main activities were organized to collect input from a diverse range of residents:

- **Community Popups**
- **Housing Forms Charrette**
- **Online Survey**
- **Stakeholder Workshops**

Together they amount to **1000+ interactions** with the public to ensure the direction of the OCP and Zoning Bylaw reflect resident and stakeholder aspirations.

Through these activities and events, key takeaways and common themes have been identified. They represent some of the most important topics to address as we prepare a draft OCP and Zoning Bylaw, and include:

- Solutions to crime and safety issues
- Improvements to housing affordability
- Greater access to higher frequency transit
- Protection of natural spaces and enhancement of the urban forest
- Higher residential densities paired with rich amenities and high-quality public spaces



## PLAN DIRECTIONS

The next chapter in the evolution of Langley City demands bold and transformative thinking. In that spirit, a suite of strategies are recommended in this report. These will be tested in the community through robust engagement and undergo rigorous technical analysis as the process to update the City's OCP and Zoning Bylaw continues.

These are the recommendations:

### Affordable Living & Diverse Housing for all Generations

- ★ Designate a Mosaic of Land Uses
- ★ Develop a Broader Range of Zones
- ★ Create Missing Middle Options
- ★ Increase Supply & Mix of Tenures
- ★ Renew Purpose Built Rental Housing
- ★ Foster Strategic Housing Partnerships

### A Highly Connected City Aligned with Rapid Transit

- ★ Integrate Sidewalks, Paths, & Trails in All Places
- ★ Place Destinations in Proximity of Homes
- ★ Provide a Journey that is Safe & Pleasant
- ★ Encourage Cycling & Transit for Longer Distances
- ★ Leverage Rapid Transit Investment

### A Safe & Inclusive Community Rich with Cultural Destinations

- ★ Create Safe & Attractive Public Places
- ★ Offer Excellent Parks, and Recreational Spaces & Programming
- ★ Build a Performing Arts Centre as a Cultural Hub
- ★ Incorporate Child Care into Land Use Regulation
- ★ Nurture Cultural Diversity & Relationships

### A Responsive Economy that Creates New Jobs

- ★ Attract Office Space & the Technology Sector
- ★ Establish an Innovation Boulevard
- ★ Protect & Intensify the Industrial Land Base
- ★ Support Small & Local Businesses

### Environmental Solutions to Fight Climate Change

- ★ Align Land Use & Transportation
- ★ Protect & Enhance the Natural Environment
- ★ Adopt the Step Code & Encourage Green Design
- ★ Reduce Parking Requirements
- ★ Produce More Urban Food
- ★ Incorporate Green Infrastructure & Technology



# 1.0

## Introduction

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## Engaging the community & shaping our future

Langley City is growing and its important location, at the nexus of two dynamic regions (Metro Vancouver & the Fraser Valley) within British Columbia's attractive Lower Mainland, is a springboard for a very exciting future. This Key Directions Report is intended to be the second step in a four phase process to update the City's Official Community Plan (OCP) and Zoning Bylaw.

The first step was a background research report which described the City's current state, projected future growth in population, jobs, and households, and reviewed existing policies and master plans. It also included a GIS analysis of residential, commercial, and industrial development potential and analyzed Langley City's walkability using a variety of important indicators. This report builds off this work and summarizes a significant amount of community engagement that has been conducted over several months at the end of 2019 and start of 2020.

The input provided from the public, stakeholders, and technical experts is helping shape key recommendations to direct growth and development in line with the City's Nexus of Community vision. Adopted by Langley City Council in 2018, this vision builds off Metro Vancouver's population, housing, and employment projections for Langley City up

to 2061 with updated figures that consider the unprecedented investment in realizing a SkyTrain line extension from Surrey's King George Station to Downtown Langley City. Moreover, the Nexus of Community vision describes a Langley City that has affordable and diverse housing, is highly walkable, is attractive to the present and future tech economy, and is environmentally sustainable.

### OCP & ZONING BYLAW UPDATE PROCESS

We're following a 4 phase process to update the Official Community Plan & Zoning Bylaw.

**Phase 1** captures the pre-planning work essential to project success, allowing us to understand and initially dive into the local challenges and opportunities. This phase examines the ways in which the OCP and Zoning Bylaw updates can properly integrate with the City's existing 'Nexus of Community' vision, Metro Vancouver's Regional Growth Strategy, the Nicomekl River District Neighbourhood Plan process, and all other relevant City strategies, plans, and policies. Council is given an update at the end of the phase on the findings of the background research.

**Phase 2** launches the project with broad public outreach and targeted stakeholder promotion.



This phase introduces key issues and trends from the background research. At the end of this phase, Council is provided an update with an engagement summary, a key directions memo detailing preliminary land use and policy options, and a future conditions report showing impacts on infrastructure.

**Phase 3** begins with drafting the OCP and Zoning Bylaw. The two documents are prepared and then revised with City of Langley staff. Once complete, they are tested with the community and with stakeholders in a second round of engagement. The feedback from the activities help refine the draft OCP and Zoning Bylaw before they are presented to Council as a final check-in.

**Phase 4** is about making final adjustments to the OCP and Zoning Bylaw based on Council's feedback. Both documents are guided through a bylaw adoption process in accordance with the Local Government Act.

Once the bylaws are adopted, the project is concluded and we can celebrate together for a job well done!

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An aerial photograph of a city at sunset. The sky is filled with large, dark clouds illuminated from below by the setting sun, creating a warm orange and yellow glow. The city below is densely packed with buildings and trees, appearing in silhouette against the bright sky.

# 2.0

**Engagement  
Activities**

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## Diverse opportunities & rich conversations

Over the last several months, multiple engagement activities were held to discuss the future of Langley City and determine ways in which the community should grow and develop.

Events where the public and stakeholders had the opportunity to participate in the process include:

- **Community Popups**
- **Housing Forms Charrette**
- **Online Survey**
- **Stakeholder Workshops**

This event list was tailored to reach diverse groups of people in Langley City and ensure as many residents as possible could participate.

Activities within each event were also designed to gain different levels of feedback from people. For example, community popups were ideal for big-thinking, vision-oriented questions, while the stakeholder workshops provided an opportunity for a deep-dive into more complex policy issues.

In this section, each activity is described in detail and we've summarized what we heard from participants.

## ENGAGEMENT BY THE NUMBERS

### POPUPS

2  
pop-ups

312  
interactions

### CHARRETTE

58  
workshop  
participants

50  
open house  
attendees

### SURVEY

1  
survey

592  
respondents

### WORKSHOPS

4  
deep-dive  
workshops

49  
total  
participants

## 2.1 COMMUNITY POP-UPS

Over the summer, many festivals and events take place in the City of Langley. These were an ideal opportunity to raise awareness and gain high level insights into the OCP & Zoning Bylaw update projects.

Two ‘pop-up’ engagement events (small-scale and temporary spaces with interactive activities staffed by several project team members) were held at Community Day (June 15) and Arts Alive (August 17). These helped to introduce the project and process to residents and establish a presence in the community.

We asked participants to “Imagine it’s 30 years from now in Langley City” and to write their thoughts to four questions:

- What kind of housing Are We Living In?
- How are we moving around our community?
- What assets in our community are attracting people and businesses to settle here?
- What are we doing to lead less carbon intensive lives and address the climate crisis?

We also asked participants to identify what they like most and what they would like to see improved about Langley City today, placing a dot on a map and writing their reason why.

We also had a selection of “selfie cards” that participants could use to take pictures with, identifying issues they care about.



## 2.2 HOUSING FORMS CHARRETTE

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The Housing Forms Charrette was a comprehensive, collaborative, and integrated two-day event which concluded with an open house. It was intended to explore the future of the community through a range of activities intended to solicit input across a diversity of participants.

On Wednesday, November 27 2019, a charrette team of urban designers and technical experts met with the public, key community groups, and other stakeholders in an interactive workshop. Participants worked together to determine how to distribute different housing densities and forms across the Langley City's various neighbourhoods, making difficult choices about which ones will accommodate more people and, new and different building types.

Following the workshop, the next day and a half (November 27-28) were high-intensity production days focused on designing land use options and concepts. The project team worked to develop and refine solutions resulting in clear and realistic land use and design options for future development. Conceptual land use plans and built form diagrams and perspective drawings were created by the project team.

This concept development was iterative, with an eye to communicating an openness to change and flexibility at this stage in the process.

The final event was a 2-hour open house at the end of the second day (November 28). At the open house, members of the public had an opportunity to provide feedback on vision elements and planning principles, and the concept developed through the design charrette.

### QUESTIONS TO ANSWER

We identified three overarching questions to answer through the design charrette process:

- **How can we harness growth to advance our shared goals and achieve our vision for the future of Langley City (walkability, affordability, cultural richness, economic vitality, and environmental sustainability)?**
- **What kind of growth and development is suitable and in which neighbourhoods?**
- **How does that growth translate into various land use options and housing forms?**

## 2.3 ONLINE SURVEY

An online survey was designed to garner feedback from the public on important topics to the OCP and Zoning Bylaw. The survey was open from December 17, 2019 to February 17, 2020.

We designed the survey to be clear and succinct, taking approximately 5-10 minutes to complete. The objective was to gather input from as many residents and other stakeholders as possible, to ensure we heard feedback from a broad diversity of voices on these important topics.

We asked participants “big picture” questions about the future of Langley, and their opinion of various elements of the draft land use concept developed at the Housing Forms Charrette.

Participants then chose which of the below topics they wanted to answer questions on:

- Housing & Affordability,
- Transportation,
- Jobs & Economy, and
- Environmental Sustainability.



## 2.4 STAKEHOLDER WORKSHOPS

Four stakeholder workshops were held on four important areas for the OCP and Zoning Bylaw Update, with a different stakeholder group invited to each one.

These stakeholder workshops were conducted as deep-dive, dialogue-based working sessions in order to help flesh out policy directions. In addition to facilitated conversations, participants had the opportunity to fill out workbooks.

The stakeholder workshops were held on the following topics:

- Business (January 28, 2020),
- Development (January 28, 2020),
- Environment (February 7, 2020), and
- Community (February 7, 2020).

The stakeholder workshops were intended to help us develop strong and implementable policies. As such, we asked questions specific to the topics and stakeholders invited to each.



An aerial photograph of a city at sunset. The sky is filled with large, dark, orange-tinted clouds. The city below is bathed in a warm, golden light, with buildings and streets visible in silhouette and soft glow. The overall mood is dramatic and serene.

# 3.0

**Engagement  
Results &  
Themes**

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## Strong directions & recurring themes.

The following section describes in detail the results and themes of the significant community engagement that took place over the course of the OCP & Zoning Bylaw updates.

The results are grouped into categories that transcended the various engagement activities:

- Vision & Overarching Themes
- Housing & Urban Form
- Transportation
- Inclusive Community
- Jobs & Economy
- Environmental Sustainability

Each category includes **key takeaways** that provide an overview of highlights. Then, a detailed summary of the Stakeholder Workshops are provided.

The recurring themes and strong directions provided by those who participated in the process have helped shape the recommendations in the section of this report entitled “Langley City Tomorrow”.

# 3.1 VISION & OVERARCHING THEMES

We asked questions related to overarching priorities at the Housing Forms Charrette and in the online survey.

## Hopes and Fears

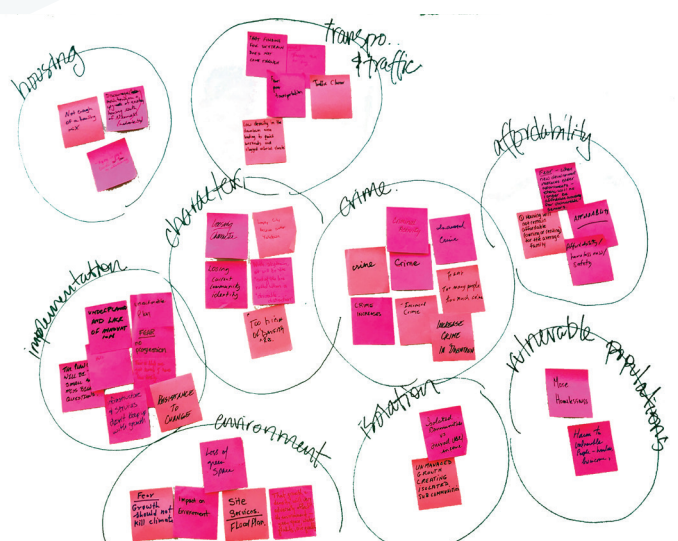
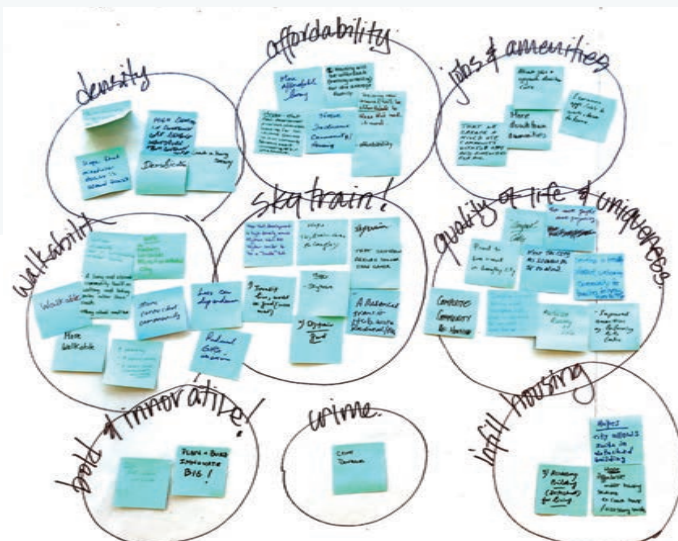
In the Housing Forms Workshop, participants shared their greatest hope and fear in relation to the way growth might change Langley City in the future.

### HOPES

- Quality of Life & Uniqueness (9 comments)
- Walkability (9 comments)
- SkyTrain (8 comments)
- Affordability (6 comments)
- Density (5 comments)
- Jobs and Amenities (4 comments)
- Infill Housing (3 comments)
- Bold and Innovative (2 comments)
- Crime (1 comment)

### FEARS

- Implementation (8 comments)
- Crime (8 comments)
- Transportation and Traffic (5 comments)
- Environment (5 comments)
- Character (5 comments)
- Affordability (4 comments)
- Housing (3 comments)
- Isolation (2 comments)
- Vulnerable Populations (2 comments)





## **Key Takeaways**

### **CRIME AND SAFETY ARE CRITICAL ISSUES**

Crime and safety are identified as key issues across topics, including as a main fear in relation to the way growth might change Langley City, and key challenges for businesses, green space, and transportation. Improving safety (and the perception of safety) is an important area for Langley City to focus on.

### **FOCUS ON IMPROVING HOUSING AND TRANSPORTATION**

Access to housing and transportation are important components of Langley City today - and improvements to housing, affordability, public transit, and walkability are among the biggest hopes for the future.

### **MAINTAIN AND IMPROVE EASY ACCESS TO SHOPS AND SERVICES**

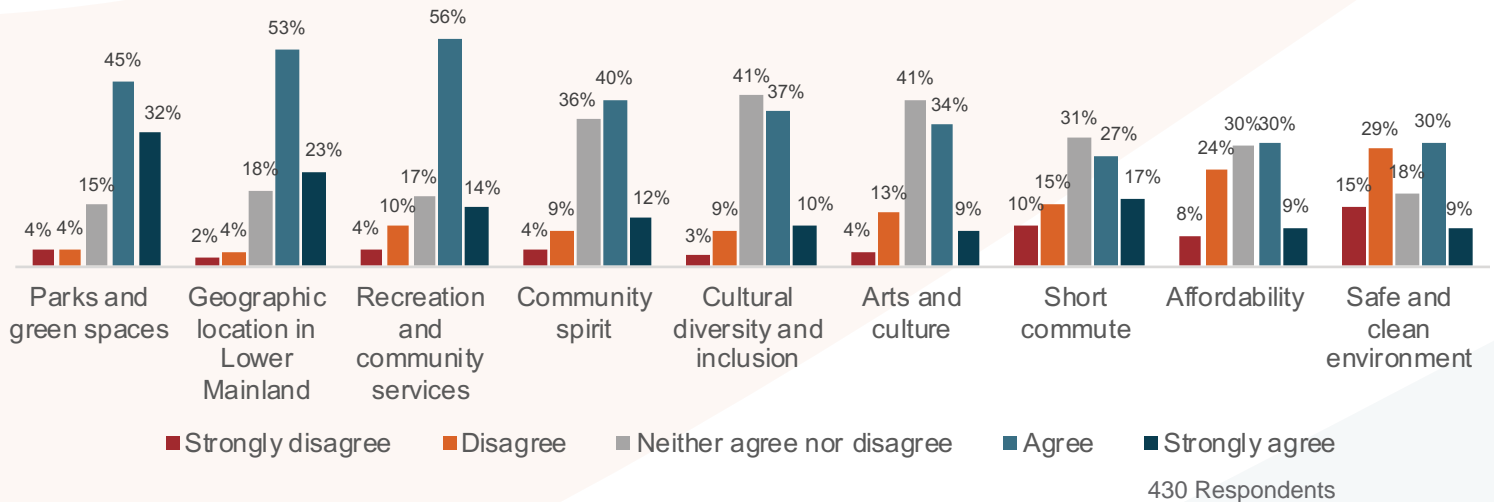
Easy access to services and shops, including the highway, recreation, a variety of retail and restaurants, and schools, was one of the things many participants love about Langley City. Improving transportation and working towards more abundant amenities and services can improve resident's quality of life.

### **PARKS AND GREEN SPACES ARE HIGHLY VALUED**

Parks and green spaces were identified as what participants love most about Langley City currently. In addition, many participants identified healthy and abundant nature and wildlife as a "big idea" for Langley City's future.

## What do you love most about Langley City currently?

In the online survey, we asked participants to rate what they love most about Langley City currently. The responses are shown below.

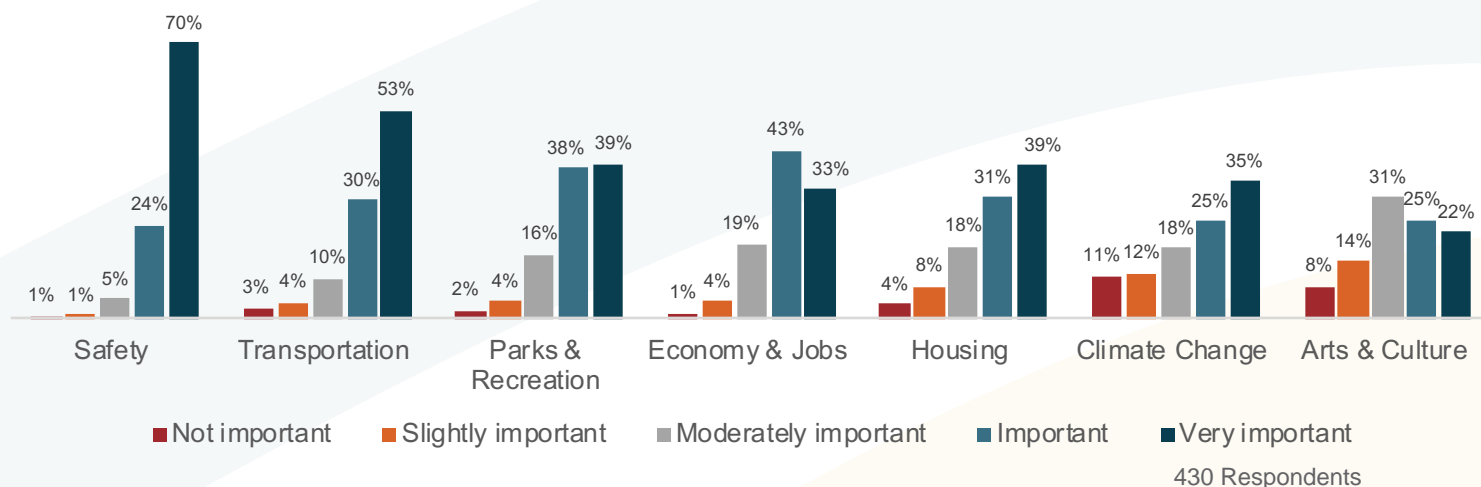


Participants were also able to suggest additional things they loved most about Langley, which are categorized below. 216 participants added suggestions:

- **Services and shops (41 comments):** Easy access to services and shops, including the highway, recreation, a variety of retail and restaurants, and schools.
- **Nature and green spaces (22 comments):** Natural character and green spaces, including large treed lots.
- **General negative comments (21 comments)**
- **Housing (18 comments):** Access to housing, including affordable housing, diversity of housing types, single family homes, and large rural single family lots.
- **Community connections (16 comments):** Community events and connections, including events, dances, community gardens, friendly neighbours, and an inclusive community.
- **Safety (14 comments):** Safety and cleanliness.
- **City staff and services (13 comments):** Efficient City services and approachable council members.
- **Small town character (11 comments):** Small town feel and character that is less crowded.
- **Walkability and bikeability (11 comments):** Continuous sidewalks and bike lanes.
- **Lack of traffic congestion (7 comments)**
- **Arts and culture (5 comments)**
- **Public transit (5 comments)**
- **Growing City (4 comments)**
- **Historical significance (3 comments)**
- **Agriculture (2 comments)**
- **Dog parks (2 comments)**
- **Other miscellaneous (30 comments)**

## What are the most important areas for Langley City to focus on?

In the online survey, we asked participants to rate what they think the most important area for Langley City to focus on. The responses are shown below.



Participants were also able to suggest additional topic areas for Langley City to focus on, which are categorized below. 196 participants added suggestions:

- **Homelessness** (28 comments)
- **Crime and safety** (22 comments): Safety and increased police presence.
- **Amenities and services** (20 comments): Improved and more abundant amenities and services, including senior services, small business growth, cannabis retail, mixed use, and better nightlife.
- **City services** (16 comments): More resources for City and emergency services.
- **Housing** (16 comments): Need increased affordability and diversity of homes. Decrease property taxes.
- **Retain rural character** (15 comments): Slow increased development and maintain peaceful neighbourhoods.
- **Environmental protection** (12 comments): Stop removal of old trees, and maintain and increasing green spaces.
- **Addiction services** (10 comments)
- **Vehicle traffic** (10 comments)
- **Cleanliness** (9 comments)
- **Public transit and SkyTrain** (9 comments)
- **Road and transit infrastructure** (8 comments)
- **Community inclusion and events** (6 comments)
- **Walkability and bikeability** (5 comments)
- **Childcare** (3 comments)
- **Healthcare** (3 comments)
- **Transportation** (3 comments)
- **Economic growth and innovation** (2 comments)
- **No SkyTrain** (2 comments)
- **Other miscellaneous** (20 comments)

## What is your big idea for Langley City's future?

In the online survey, we asked participants what their big idea is for Langley City's future. 196 participants added suggestions:

- **Healthy, abundant nature and wildlife** (39 comments): Increased green spaces and protecting the urban forest.
- **Cleanliness and safety** (33 comments): Safe and clean streets with increased lighting, revitalized buildings.
- **Improve and increase public transit** (28 comments): Improved public transit and SkyTrain to Langley.
- **Affordable housing** (24 comments): Affordable and accessible housing.
- **Improved retail and entertainment services** (21 comments): Increased local businesses and entertainment options, with a revitalized downtown core and small clusters of walkable shops.
- **Arts, culture and community** (20 comments): A strong sense of community, cultural inclusivity and diversity.
- **Homelessness solutions** (18 comments)
- **Walkability and bikeability** (18 comments)
- **Increase densification** (16 comments)
- **Retain rural character** (14 comments)
- **Bolster economic growth** (13 comments)
- **General negative comments** (13 comments)
- **Road infrastructure to meet growing communities** (11 comments)
- **Sustainable and low-emissions initiatives** (10 comments)
- **Maintain single-family homes** (7 comments)
- **Keep growth and development at a reasonable pace** (5 comments)
- **Mixed-use development** (5 comments)
- **Amalgamate with Township of Langley** (3 comments)
- **Services and care for seniors** (3 comments)
- **General positive comments** (3 comments)
- **Better collaboration in planning process** (2 comments)
- **Improved city services** (2 comments)
- **Maintain affordability** (2 comments)
- **Other miscellaneous** (12 comments)

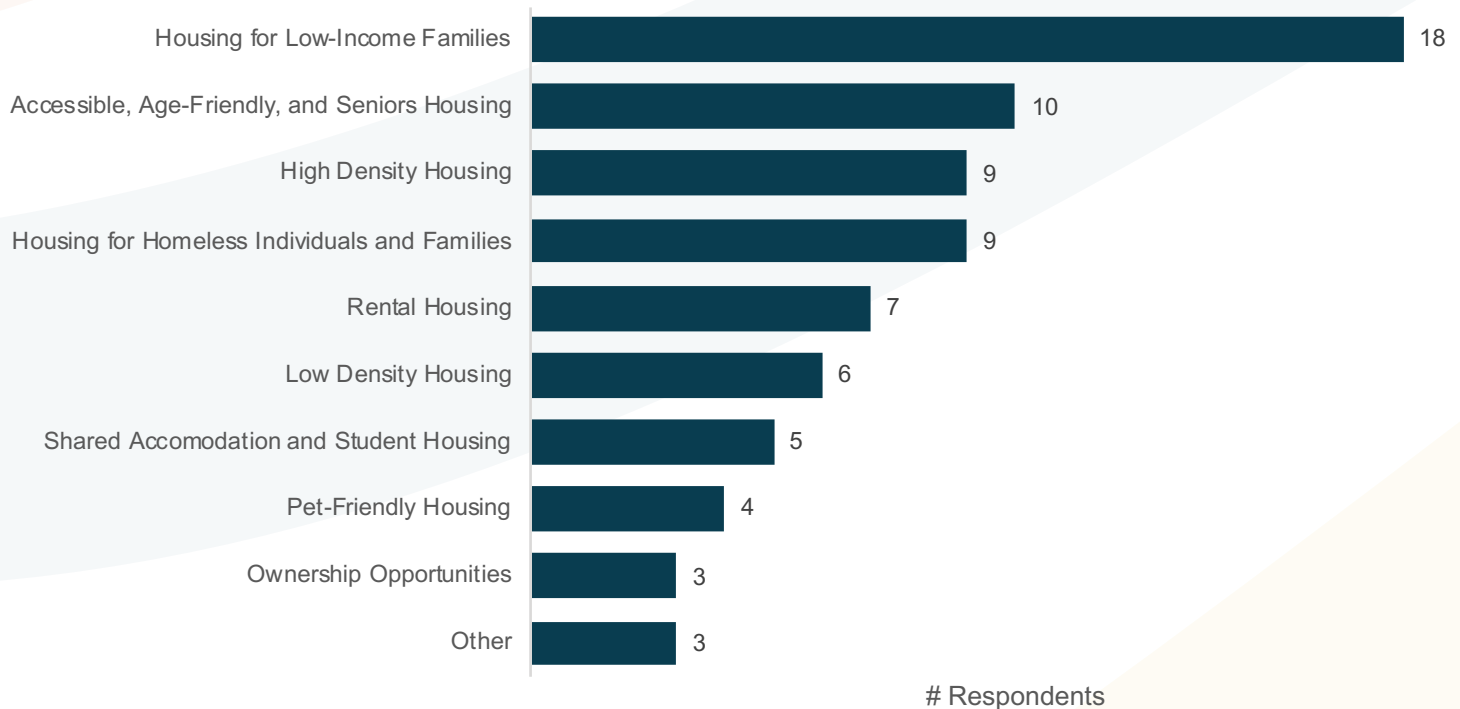


## 3.2 HOUSING & URBAN FORM

We asked questions related to housing through the pop-up events and online survey.

### What Kind of Housing Are We Living In?

At the pop-up events, we asked participants: “In Langley City’s future, what kind of housing are we living in?” The responses were categorized into the below:





## Key Takeaways

### TRANSIT-ORIENTED DEVELOPMENT

Participants overwhelmingly agree with the highest densities, tallest buildings, and greatest mix of uses around SkyTrain stations. Developers note challenges with building these types due to parking requirements, market conditions, and soil conditions.

### GENTLE DENSITY SOUTH OF THE NICOMEKL

Participants agree with allowing townhomes along future Rapid Bus routes (200 St. and 208 St.). Developers point to the need for higher density along these routes to support neighbourhood commercial nodes and car-lite lifestyles.

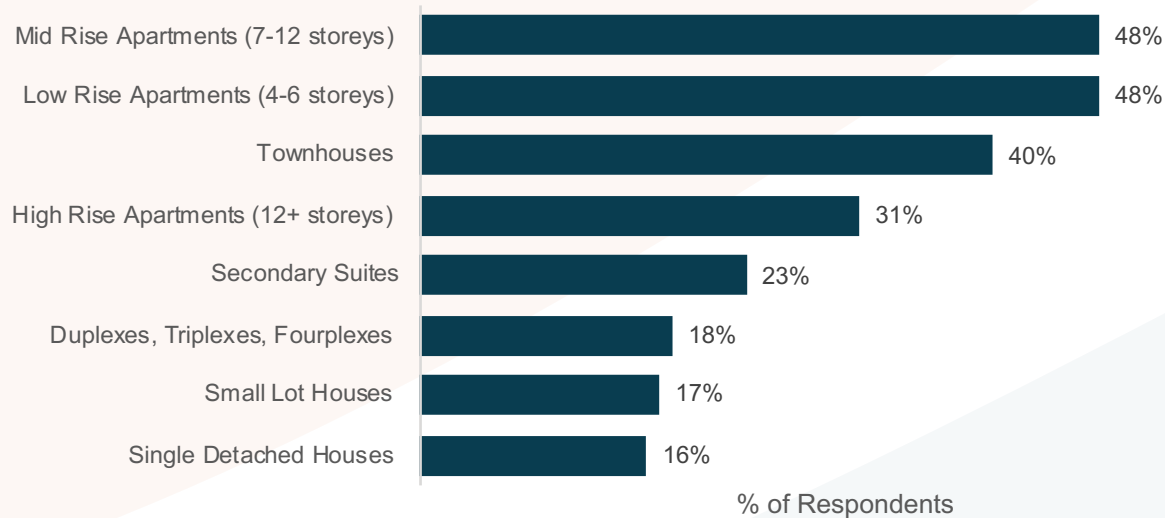
The majority of participants also supported gentle infill housing forms like secondary accessory units (garden suites, coach homes), and smaller single-detached lots south of the Nicomekl River.

### PROVIDE AFFORDABLE HOUSING

Affordable housing for low-income residents and seniors is important to many participants. For community groups, affordable housing is the biggest challenge they see, and they are concerned about displacement of low-income residents and other marginalized groups during redevelopment.

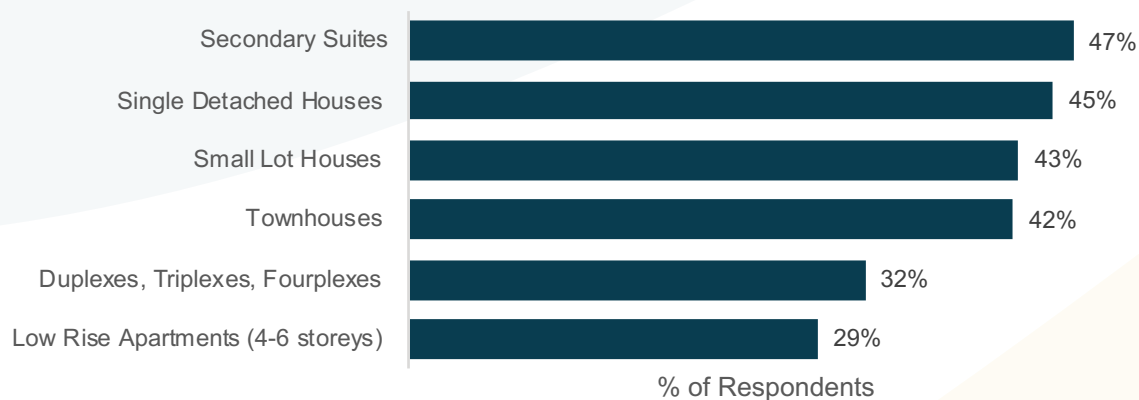
## Housing Forms North of the Nicomekl River and Around Future SkyTrain Stations

In the online survey, we asked participants what types of housing forms we should prioritize north of the Nicomekl River and around future SkyTrain stations. Participants could select up to three housing forms. The results are shown below. The two top housing forms, with 48% of participants prioritizing each, were mid rise apartments (7-12 storeys) and low rise apartments (4-6 storeys).



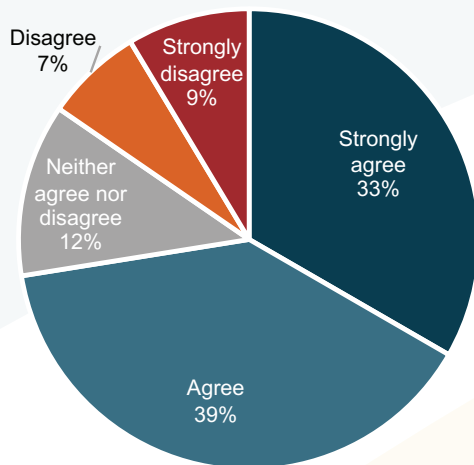
## Housing Forms South of the Nicomekl River

In the online survey, we asked participants what types of housing forms we should prioritize south of the Nicomekl River. Participants could select up to three housing forms. The results are shown below. The two top housing forms were secondary suites (47% of participants prioritized) and single detached housing (45% of participants prioritized).



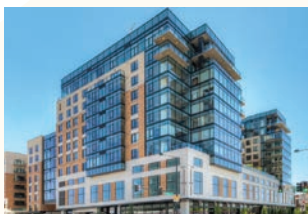
## Highest Densities Around SkyTrain Stations

In the online survey, we asked participants “How much do you agree with allowing the highest densities, tallest buildings, and greatest mix of uses around SkyTrain stations?”. The results are shown to the right, with 72% of respondents agreeing or strongly agreeing.



### HIGH DENSITY HOUSING FORMS

At the open house, we asked participants to select the high density housing forms they would like to see more of in Langley City. The results are shown below.



9 Votes



7 Votes



1 Vote



1 Vote

### MEDIUM DENSITY HOUSING FORMS

At the open house, we asked participants to select the medium density housing forms they would like to see more of in Langley City. The results are shown below.



7 Votes



5 Votes



5 Votes

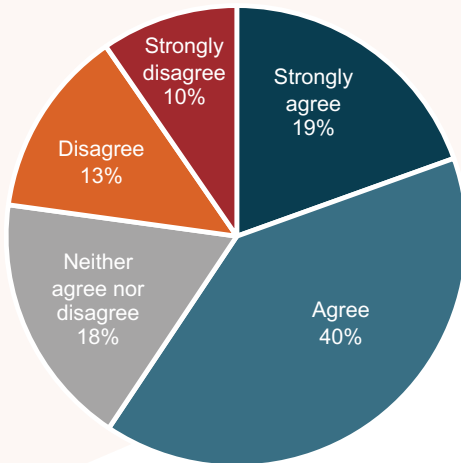


1 Vote

## Townhomes

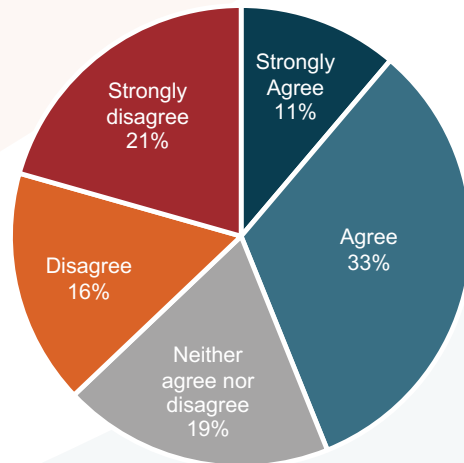
### ALONG FUTURE RAPID BUS ROUTES

In the online survey, we asked participants “How much do you agree with allowing townhomes along future Rapid Bus Routes like 200 and 208 Streets?”. The results are shown below, with 59% of respondents agreeing or strongly agreeing.



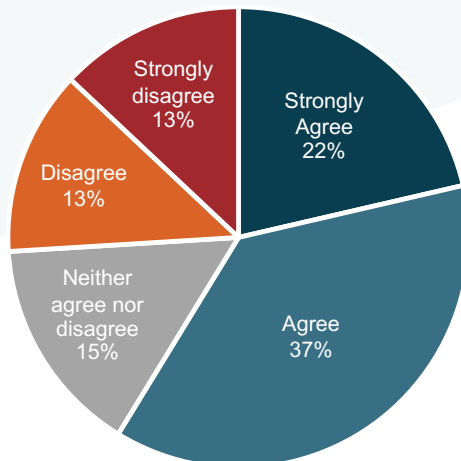
### MORE AREAS SOUTH OF THE NICOMEKL

In the online survey, we asked participants “How much do you agree with allowing townhomes in more areas south of the Nicomekl River, and not just along future Rapid Bus Routes like 200 and 208 Streets?”. The results are shown below, with 44% of respondents agreeing or strongly agreeing.



## Gentle Infill

In the online survey, we asked participants “How much do you agree with allowing gentle infill housing forms like secondary accessory units (garden suites, coach homes) south of the Nicomekl River?”. The results are shown to the right, with 59% of respondents agreeing or strongly agreeing.



### LOW DENSITY HOUSING FORMS

At the open house, we asked participants to select the low density housing forms they would like to see more of in Langley City. The results are shown below.



7 Votes



6 Votes



5 Votes

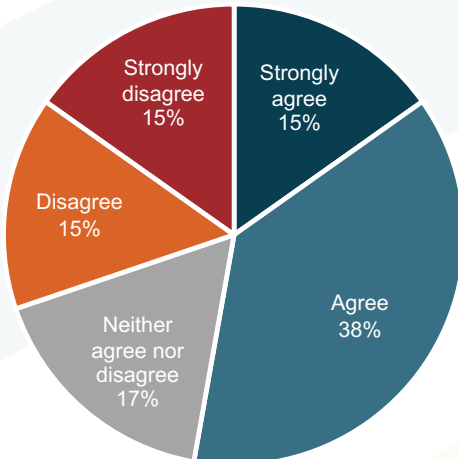


2 Votes

## Smaller Lot Sizes for Single-Detached Houses

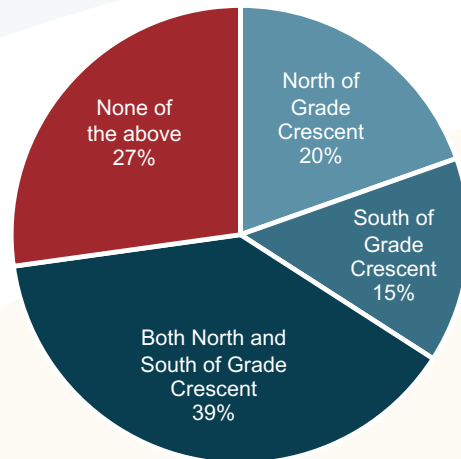
### SUPPORT FOR SMALLER LOTS

In the online survey, we asked participants “How much do you agree with allowing smaller single family lot sizes south of the Nicomekl River?”. The results are shown below, with 53% of respondents agreeing or strongly agreeing.



### LOCATION OF SMALLER LOTS

In the online survey, we asked participants “Where do you think smaller single detached lot sizes should be allowed south of the Nicomekl River?”. The results are shown below.



## Additional Comments

### HOUSING

In the online survey, we asked participants to add anything else about addressing housing and affordability in Langley City's future. The answers from 86 respondents are categorized below.

- Allow for a greater variety of housing types (21 comments)
- City infrastructure increase must match rate of development (7 comments)
- Provide low income housing for seniors (7 comments)
- Work with developers to create affordable housing (4 comments)
- Create affordable single-family homes (3 comments)
- Encourage high density north of the Nicomekl (3 comments)
- Prioritize long-time residents and local business (3 comments)
- Address homelessness (2 comments)
- Housing is too expensive (2 comments)
- Increase density around transit hubs (2 comments)
- Oppose high density housing (2 comments)
- Provincial government intervention (2 comments)
- Other miscellaneous (26 comments)

### LAND USE CONCEPT

In the online survey, we asked participants for any additional specific feedback on the draft Land Use Concept. The answers from 156 respondents are categorized below.

- **Oppose densification (36 comments):** Don't densify Langley City, including don't rezone along 50th, do not densify south of the Nicomekl, keep single-family zoning and a rural character, do not allow townhomes. Density will result in a changed character for the City and a loss of community.
- **Increase density (28 comments):** Increase density in Langley, especially north of the Nicomekl, through supporting high rises and increasing housing near transit hubs and existing services, and eliminating single-family.
- **Need infrastructure to support increased density (27 comments):** There is not enough parking and too few services. This will result in increased traffic.
- **Protect nature and green spaces (20 comments):** Protect biodiversity. Don't develop at the expense of green spaces, and keep development away from the Nicomekl. Protect large treed lots.
- **Provide affordable housing (11 comments):** Provide affordable housing, including rental units for seniors.
- **Increase public transit (7 comments):** Focus on increased frequency and reliability of public transit. SkyTrain should terminate at Kwantlen Polytechnic University.
- **Increase safety and crime prevention (6 comments)**
- **Increase walkability and bikeability (6 comments)**
- **General positive comments (6 comments)**
- **Address homelessness (5 comments)**
- **Include mixed use development (4 comments)**
- **Amalgamate with the Township (2 comments)**
- **Improve commercial nodes (2 comments)**
- **Maintain unique character (2 comments)**
- **Remove bike lanes (2 comments)**
- **Ensure a variety of housing types (2 comments)**
- **Other miscellaneous (24 comments)**



I CARE ABOUT  
**HOUSING**

**#LC**  
Future

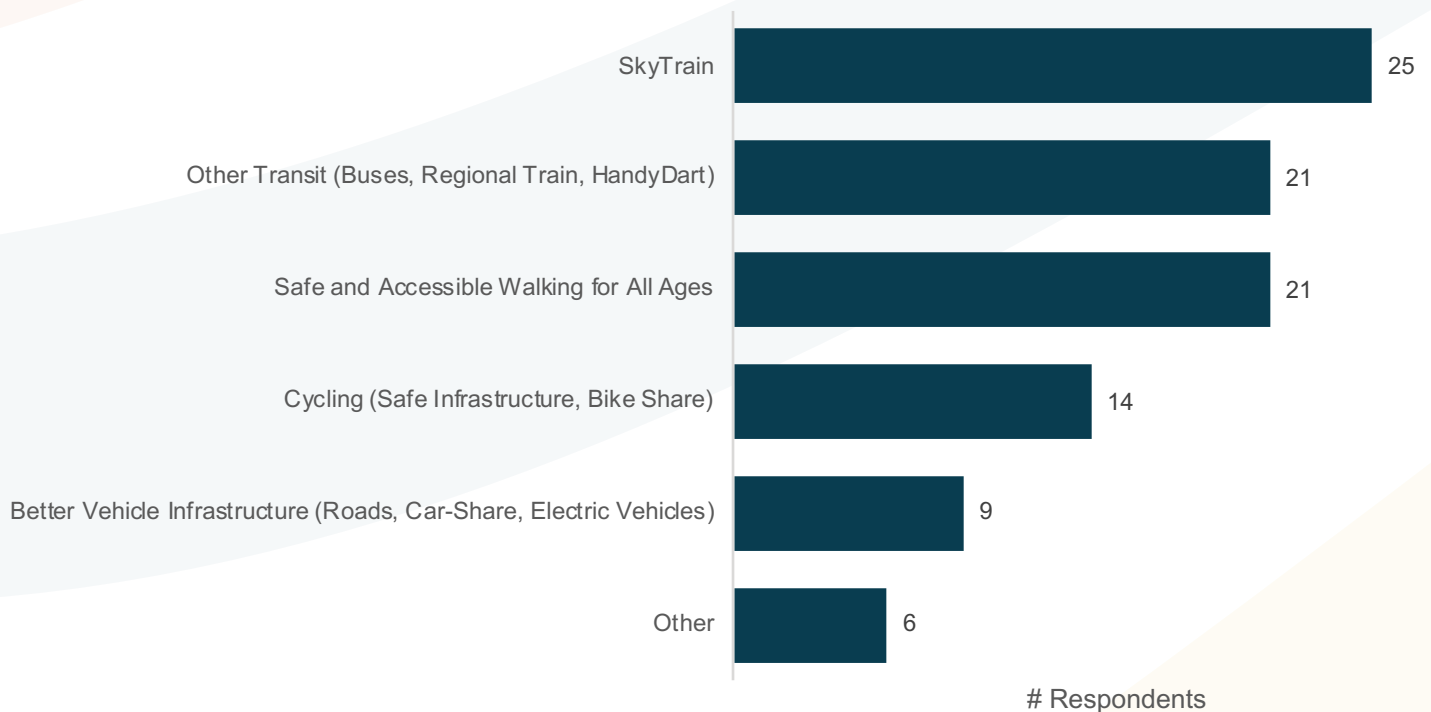


## 3.3 TRANSPORTATION

We asked questions related to transportation through the pop-up events, online survey, and in the “Community” stakeholder workshop.

### How are we moving around our community?

At the pop-up events, we asked participants: “In Langley City’s future, how are we moving around our community?” The responses were categorized into the below:





## Key Takeaways

### PRIORITIZE SKYTRAIN

The SkyTrain is the highest transportation priority, and is the form of transit people envision using most in Langley City's future.

### IMPROVE PUBLIC TRANSIT

Other forms of public transit are also vital to Langley City's future, and increasing the frequency, speed, and safety of public transit is a priority. Supporting transit improvements to better connect to the future SkyTrain is very important.

### SAFE AND COMFORTABLE WALKING, ROLLING, AND CYCLING

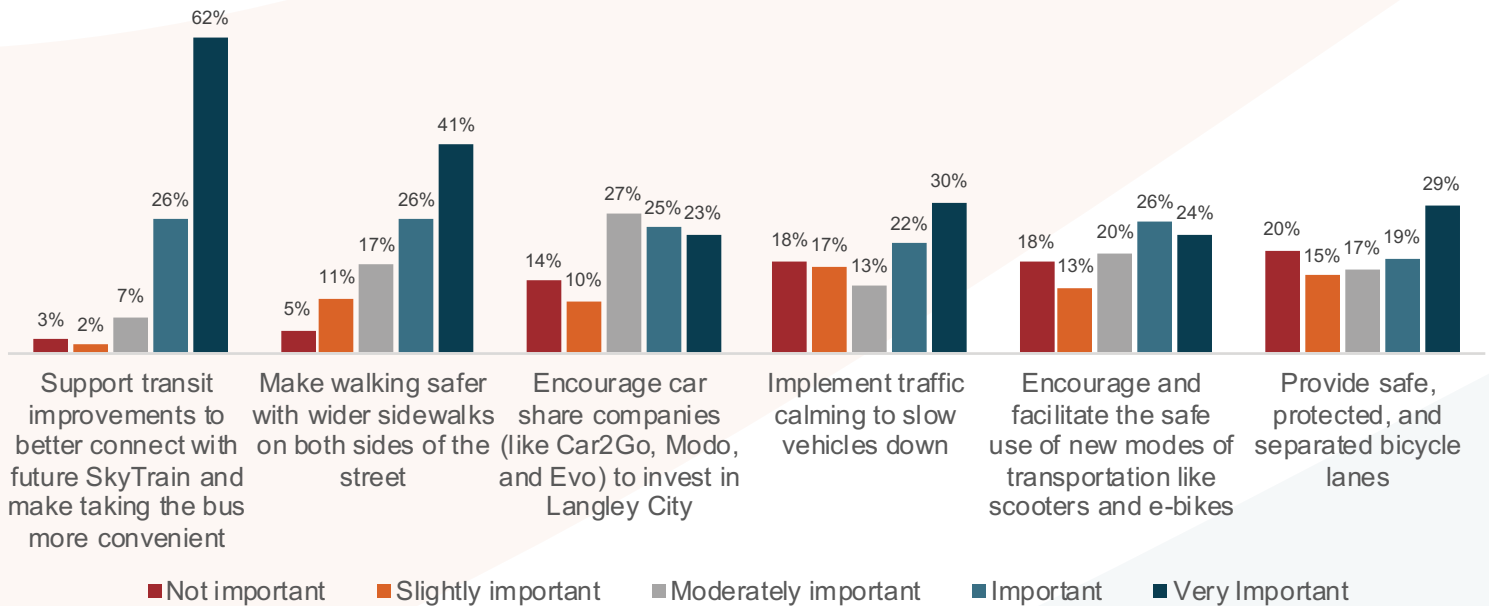
Improvements to make walking, rolling, and cycling safer and more comfortable and convenient is also a high priority. Use universal design principles to increase accessibility for all ages and abilities.

### VEHICLE INFRASTRUCTURE IS A LOWER PRIORITY

Some participants would like to see better vehicle infrastructure to increase traffic flow. However, participants prioritize SkyTrain, public transit, and walking over better vehicle infrastructure.

## What Approaches Should We Take?

In the online survey, we asked participants to rank the importance of these approaches to transportation. The responses are shown below.

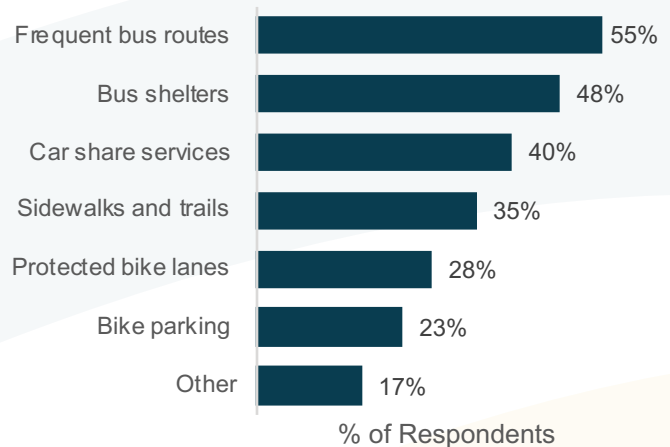


Participants were also able to suggest an additional approach, which were categorized below.

- Increase frequency and safety of public transit (*21 comments*)
- Allow ride sharing (*9 comments*)
- Improve traffic flow (*6 comments*)
- Increase walkability (*5 comments*)
- Increase parking (*3 comments*)
- Create safer crosswalks (*3 comments*)
- Enforce traffic laws (*3 comments*)
- Create safer and well-lit trail networks (*3 comments*)
- Install EV infrastructure (*2 comments*)
- Remove bike lanes (*2 comments*)
- Repair roadways (*2 comments*)
- Other miscellaneous (*10 comments*)

## What Are We Lacking?

In the online survey, we asked participants, thinking of their own neighbourhood, what kind of transportation amenities are lacking. Participants were able to select all that apply.



## Additional Comments

In the online survey, we asked participants to add anything else about addressing transportation in Langley City's future. The answers from 68 respondents are categorized below.

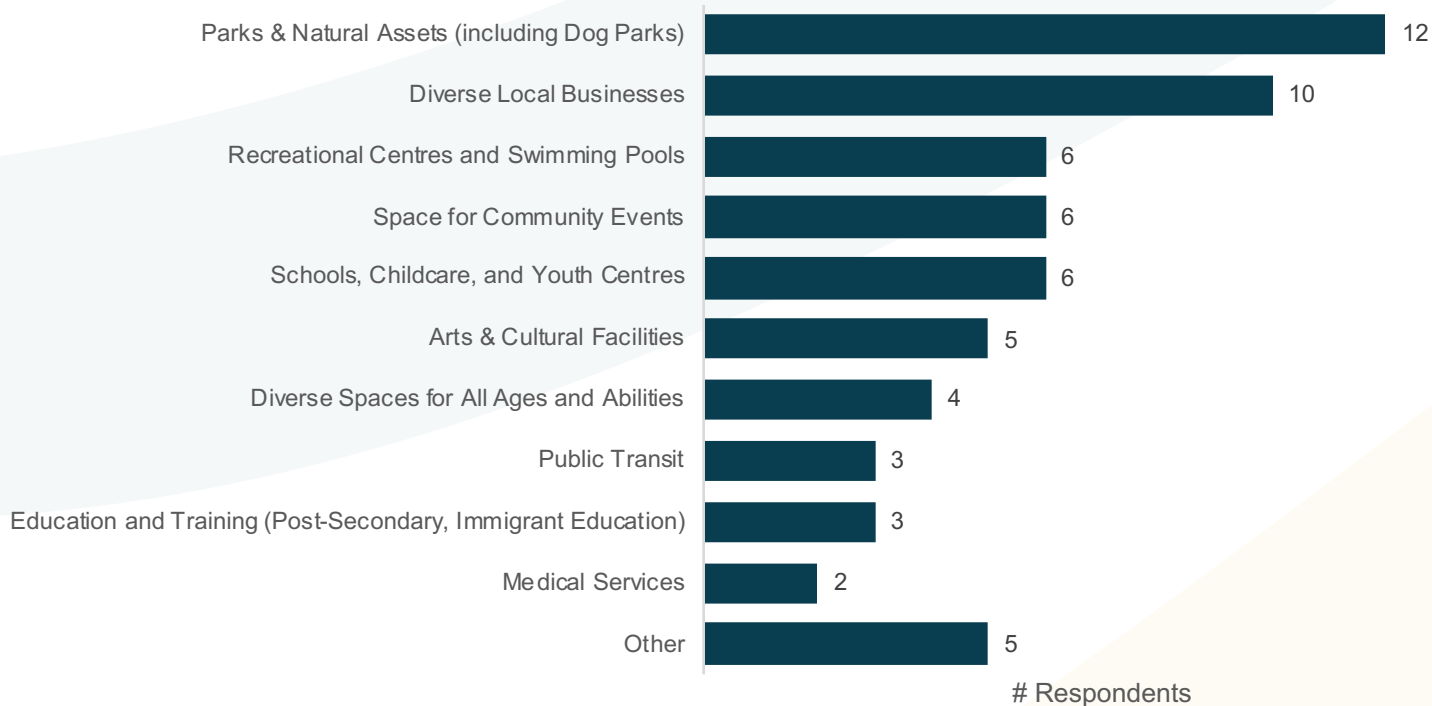
- **Increase public transit** (15 comments): Increase public transit. Consider Bus Rapid Transit and separated transit lanes.
- **Increase walkability and bikeability** (13 comments): Increase walking and cycling infrastructure, including building protected bike lanes and elevated pedestrian bridges. Use universal design principles to increase accessibility.
- **Increase traffic flow** (8 comments): Increase vehicle traffic flow through decreasing speed bumps, creating wider streets, creating designated turning lanes, and reducing separated bus lanes.
- **Reduce bike lanes** (5 comments)
- **Charge for parking** (4 comments)
- **Allow ride sharing** (4 comments)
- **Improve roads** (4 comments)
- **Increase connections to surrounding municipalities** (2 comments)
- **Other miscellaneous** (13 comments)

## 3.4 INCLUSIVE COMMUNITY

We asked questions related to creating an inclusive community through the “pop-ups”, and in the “Community” stakeholder workshop.

### What Assets in our Community are Attracting People and Businesses?

At the pop-up events, we asked participants: “In Langley City’s future, what assets in our community are attracting people and businesses to settle here?” The responses were categorized into the below:





## Key Takeaways

### MORE AMENITIES ARE NEEDED FOR A GROWING POPULATION

As Langley City grows, additional amenities are needed - and are especially needed in high density areas. Some of the amenities that Langley City needs are a Performing Arts Centre, public washrooms, additional green high-amenity green space, and pathways or linear parks that connect green spaces throughout the City.

### HOUSING AND TRANSPORTATION ARE CRITICAL

Affordable housing and transportation methods including public transit, walking, rolling, and cycling are critical for vulnerable and lower income groups in order to improve their quality of life. Below-market and rental housing are priorities for density bonuses and community amenity contributions for community groups. Be careful of pushing out and displacing lower income and other vulnerable residents, especially during arrival of the SkyTrain.

### INCREASE SOCIAL CONNECTION

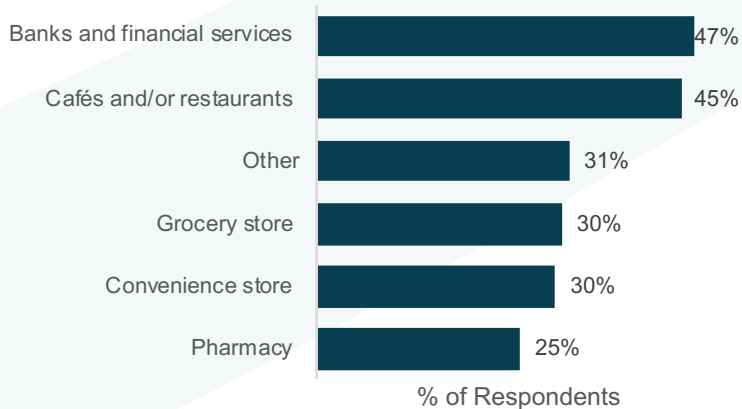
Increasing isolation and disconnection is an upcoming challenge, especially for seniors and newcomers. Work to increase public space that enables social connection, housing with shops and services within walking distance, and cross-cultural community events and celebrations.

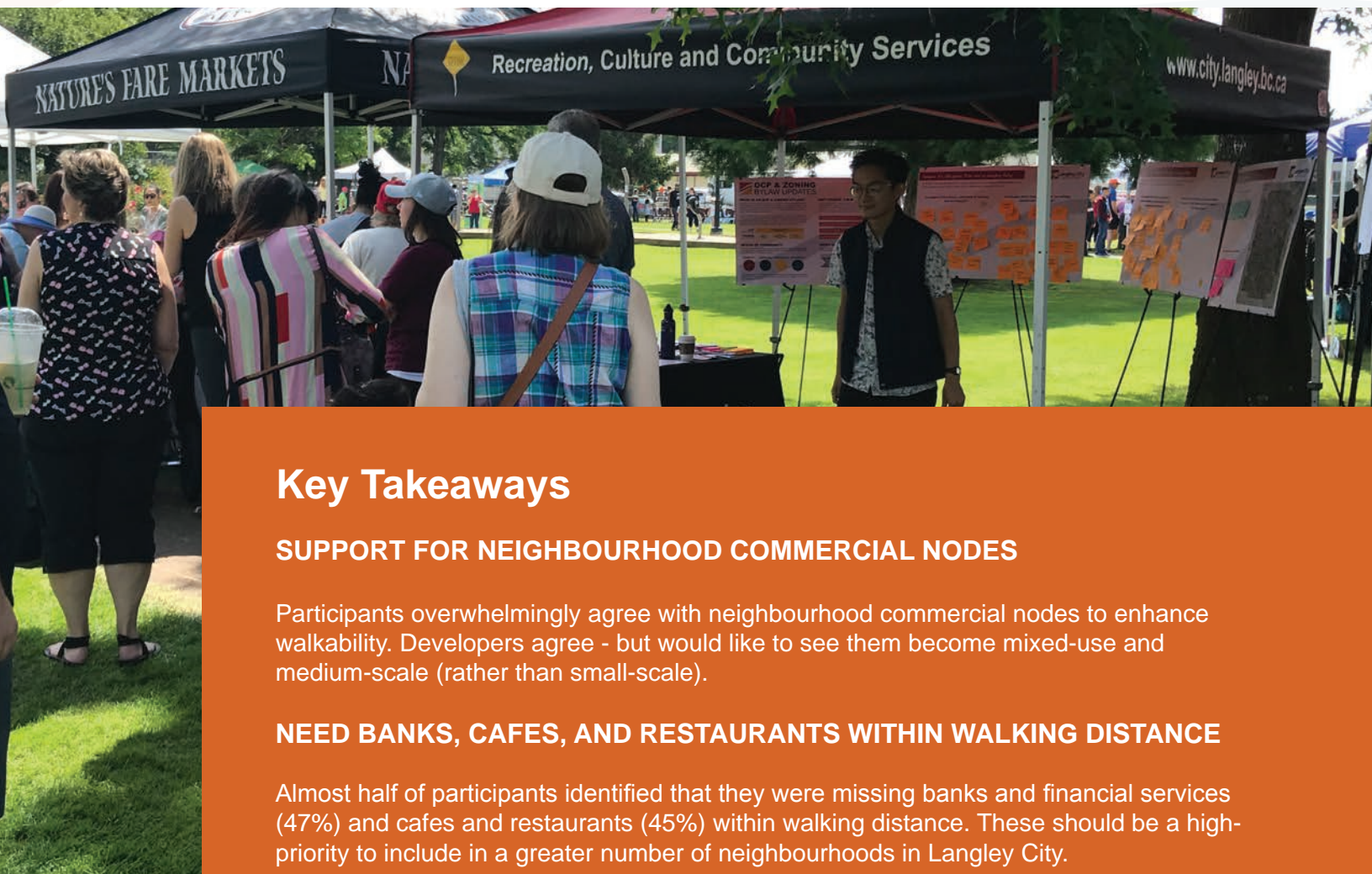
## 3.5 JOBS & ECONOMY

We asked questions related to creating jobs and the local economy through the online survey, and in the “Business” stakeholder workshop.

### What is Missing in Your Neighbourhood?

In the online survey, we asked participants to select what kinds of shops or services they are currently lacking within walking distance. The responses are shown to the right.





## Key Takeaways

### **SUPPORT FOR NEIGHBOURHOOD COMMERCIAL NODES**

Participants overwhelmingly agree with neighbourhood commercial nodes to enhance walkability. Developers agree - but would like to see them become mixed-use and medium-scale (rather than small-scale).

### **NEED BANKS, CAFES, AND RESTAURANTS WITHIN WALKING DISTANCE**

Almost half of participants identified that they were missing banks and financial services (47%) and cafes and restaurants (45%) within walking distance. These should be a high-priority to include in a greater number of neighbourhoods in Langley City.

### **PROTECT DOWNTOWN LANGLEY'S UNIQUE CHARACTER**

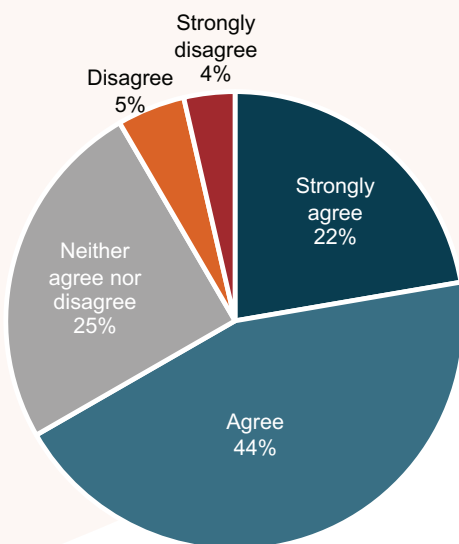
Protecting Downtown Langley's unique character and shopping experience was considered to be important or very important by a large majority of participants. There are a variety of approaches, but common themes include prioritizing small business opportunities and emphasizing Downtown as a destination with a unique character.

### **ENSURE LANGLEY CITY CONTINUES TO BE A JOBS CENTRE**

Langley City currently has more people commuting in for jobs than leaving every day for work. Langley can continue this pattern through protecting existing industrial lands, focusing job growth around SkyTrain stations, and attracting office space and the technology sector.

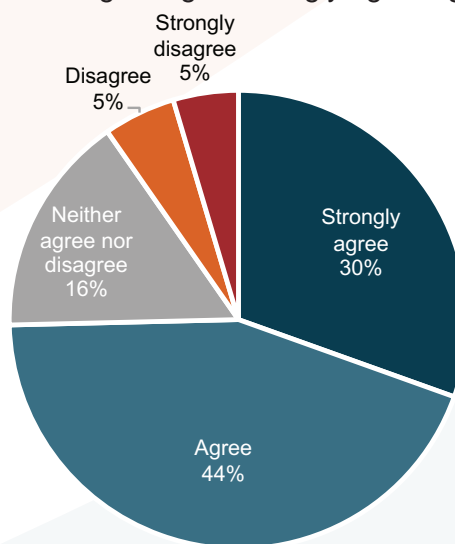
## Innovation Boulevard

In the online survey, we asked participants “How much do you agree with an “Innovation Boulevard” along Glover Road to encourage tech businesses, start-ups, and maker spaces?”. The results are shown to the right, with 66% of respondents agreeing or strongly agreeing.



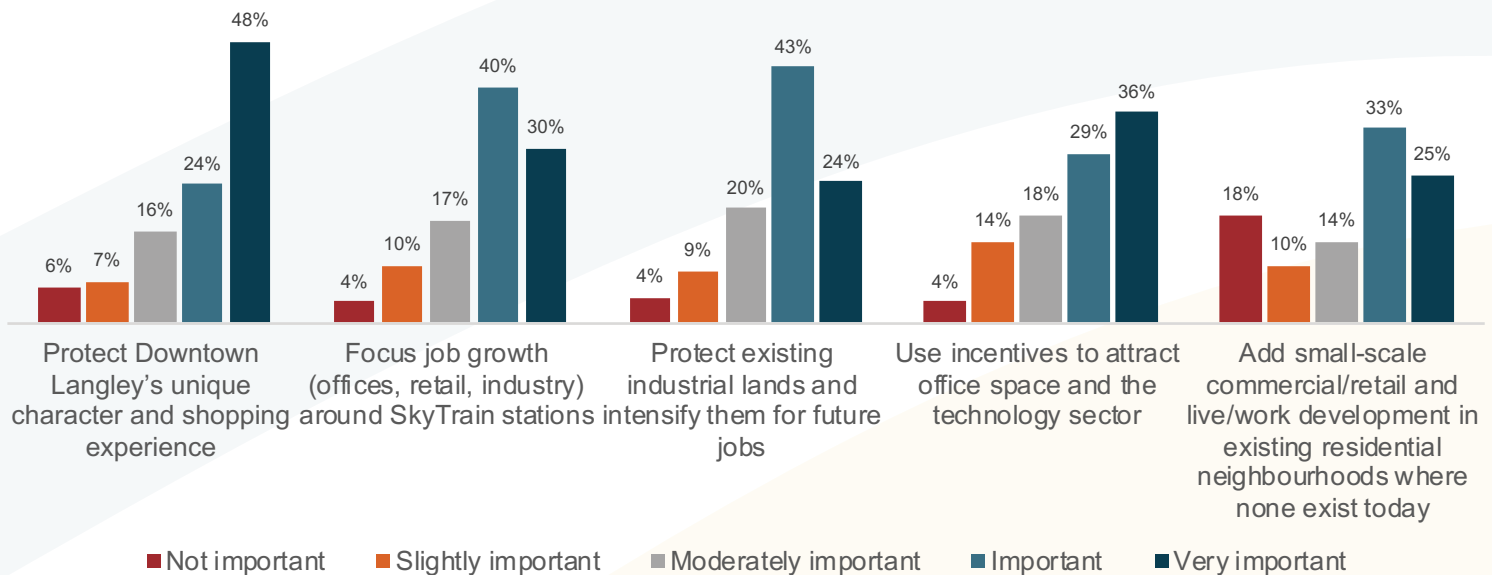
## Neighbourhood Commercial Nodes

In the online survey, we asked participants “How much do you agree with new neighbourhood commercial nodes to enhance walkability?”. The results are shown below, with 74% of respondents agreeing or strongly agreeing.



## What Approaches Should We Take?

In the online survey, we asked participants to rank the importance of these approaches to jobs and the economy. The responses are shown below.



Participants were also able to suggest an additional approach, which were categorized below.

- Support additional mixed-use development (5 comments)
- Support a variety of walkable shops and services (3 comments)
- Protect the environment and preserve green space (3 comments)
- Allow retail cannabis stores (2 comments)
- Ensure adequate emergency services (2 comments)
- Maintain small-town character (2 comments)
- Incorporate inclusion and diversity (3 comments)
- Tax businesses fairly (2 comments)
- Other miscellaneous (5 comments)

## Additional Comments

In the online survey, we asked participants to add anything else about addressing the jobs and the economy in Langley City's future. The answers from are categorized below.

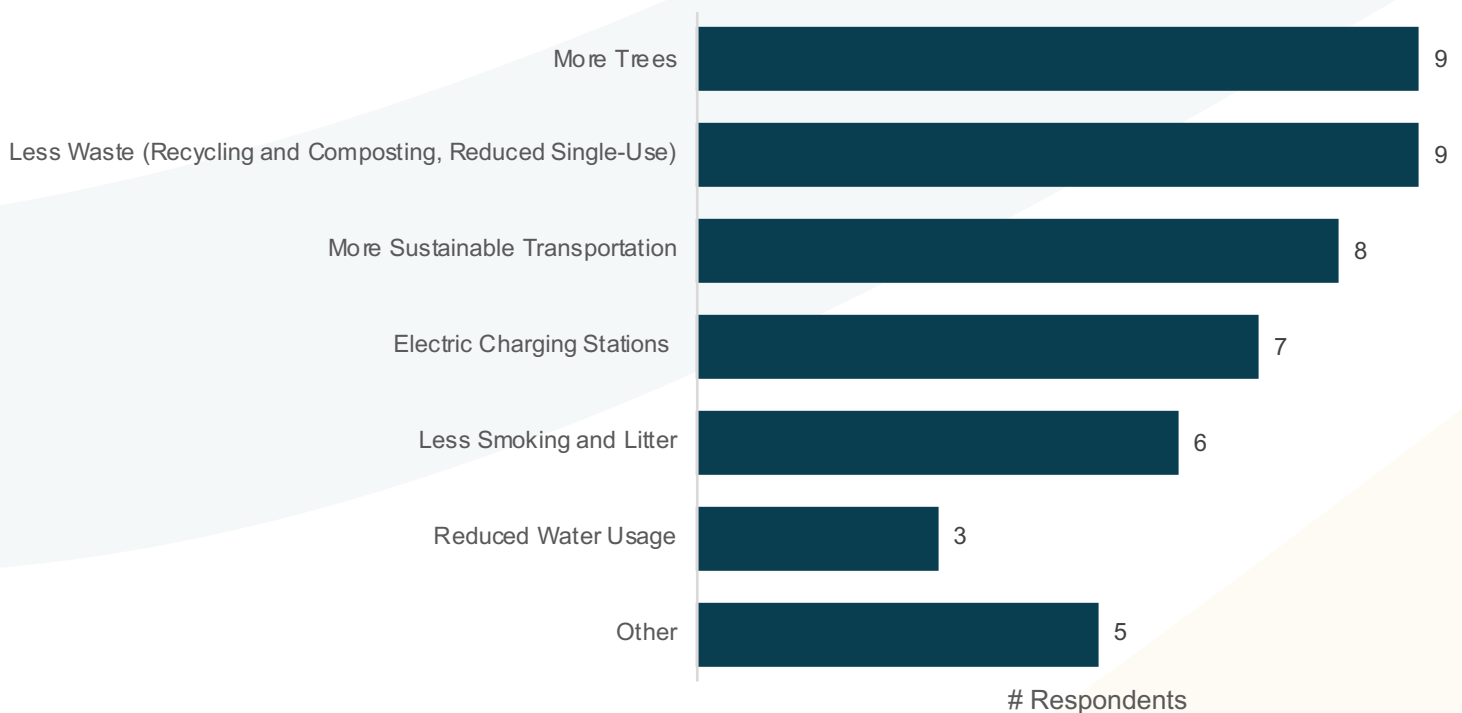
- Support walkable and expanded amenities and services (7 comments)
- Support additional mixed-use development (5 comments)
- Focus on affordability (3 comments)
- Increase safety and cleanliness (3 comments)
- Support local businesses (2 comments)
- Plan transportation for future conditions (2 comments)
- Support job creation (2 comments)
- Allow retail cannabis stores (2 comments)
- Other miscellaneous (5 comments)

## 3.6 ENVIRONMENTAL SUSTAINABILITY

We asked questions related to transportation through the pop-up events, online survey, and in the “Environment” stakeholder workshop.

### What are We Doing to Address the Climate Crisis?

At the pop-up events, we asked participants: “In Langley City’s future, what are we doing to lead less carbon intensive lives and address the climate crisis?” The responses were categorized into the below:





## Key Takeaways

### ADDRESSING CLIMATE CHANGE IS A PRIORITY

A large majority of participants rated reducing greenhouse gasses and adopting strong measures, including adopting ambitious emissions reduction targets to address climate change as important or very important.

### PROTECTING NATURAL SPACES IS VERY IMPORTANT

Protecting and enhancing natural ecosystems like the Nicomekl floodplain and other streams and riparian habitat was considered to be very important.

### ENHANCE THE URBAN FOREST AND NATURAL CHARACTER

Protecting green spaces, and maintaining and enhancing the urban forest through measures such as planting more trees and tree protection bylaws was a common theme throughout engagement events.

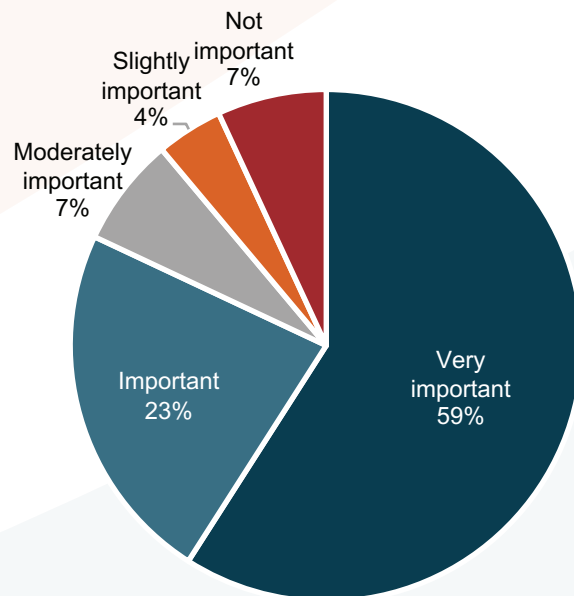
### CREATE A MORE SUSTAINABLE LANGLEY CITY

Measures to create a more sustainable Langley City through reducing waste, more sustainable transportation, greener buildings, and using green infrastructure were popular throughout engagement events.



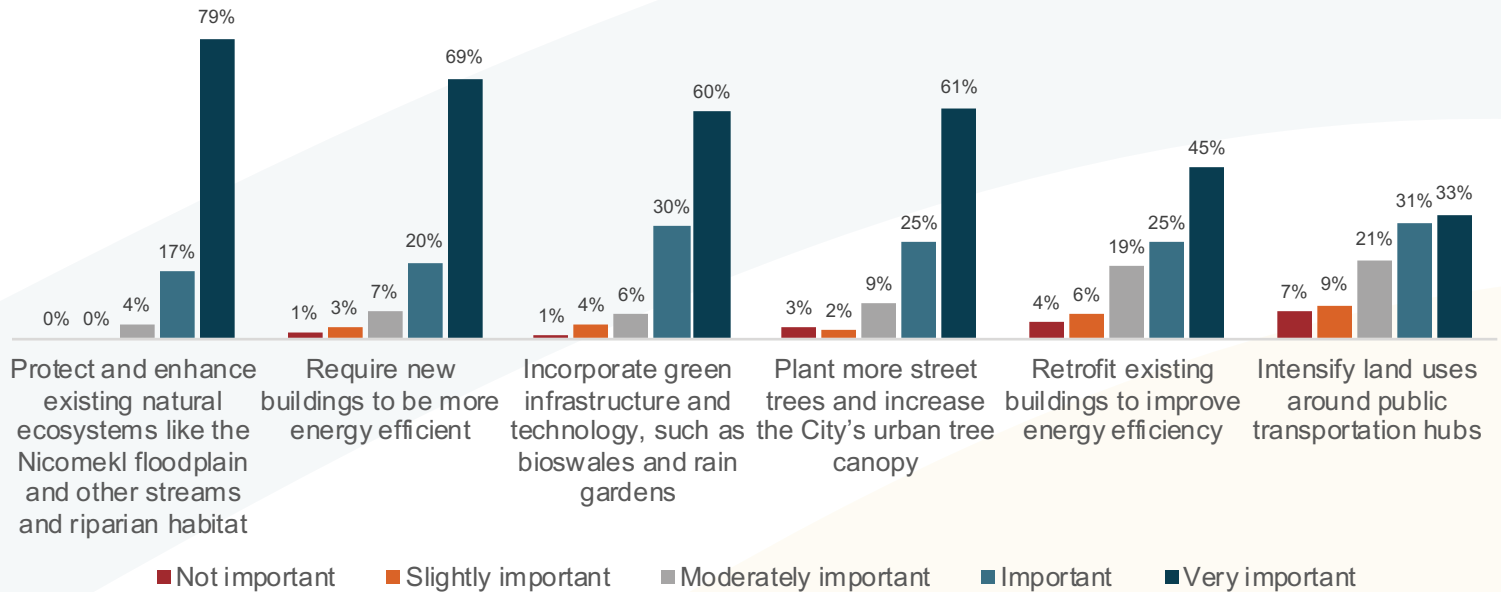
## Addressing Climate Change

In the online survey, we asked participants how important it is for Langley City to reduce its greenhouse gasses and adopt strong measures to address climate change. The results are shown to the right, with 82% of respondents rating action on climate change as “important” or “very important”.



## What Approaches Should We Take?

In the online survey, we asked participants to rank the importance of these approaches to protect the environment. The responses are shown below.



Participants were also able to suggest an additional approach, which were categorized below. 52 additional approaches were suggested.

- Protect biodiversity and maintain large trees (20 comments)
- Create sustainability initiatives (20 comments): For example, business incentives, solar panels, incentivizing renovations over demolitions, incentivizing energy efficiency, and tree protection bylaws.
- Install electric vehicle infrastructure (6 comments)
- Increase sustainable transportation options (4 comments)
- Increase cleanliness (2 comments)
- Other miscellaneous (5 comments)

## Additional Comments

In the online survey, we asked participants to add anything else about addressing the environment in Langley City's future. The answers are categorized below.

- **Protect green spaces and trees** (16 comments): Protect green spaces and trees, such as through a tree protection bylaw.
- **Ensure adequate distance between nature and development** (5 comments): Ensure flood plain water levels will not damage homes, and keep natural areas wild.
- **Build green** (5 comments): Incentivize green building and infrastructure.
- **Decrease waste** (5 comments): Decrease waste and litter, including single-use plastics.
- **Increase sustainable transportation** (4 comments): Increase public transit, walking and cycling infrastructure and install electric vehicle infrastructure.
- **Decrease density** (2 comments)
- **Dedicate sustainability staff at the City** (2 comments)
- **Mitigate emissions and implement climate change measures** (2 comments)
- **Other miscellaneous** (10 comments)

## 3.7 BUSINESS WORKSHOP

The “Business” stakeholder workshop was intended to be a small and productive session that explore the themes of jobs and the economy. The goal was to help us craft strong and implementable policies that support businesses and business owners in Langley City.

### COMMON THEMES

- **Transportation and safety are important for businesses:** Transportation around Langley City, and improving the perception of safety in Downtown Langley are key challenges for local businesses.
- **Create a destination Downtown:** The Downtown core should have a strategic plan to create a distinct identity. In addition, Downtown needs destination shops and services to draw people into the area.
- **Neighbourhood Commercial Nodes are highly supported:** Participants strongly supported neighbourhood commercial nodes in order to tie communities together and increase walkability of Langley City.

### Key Challenges

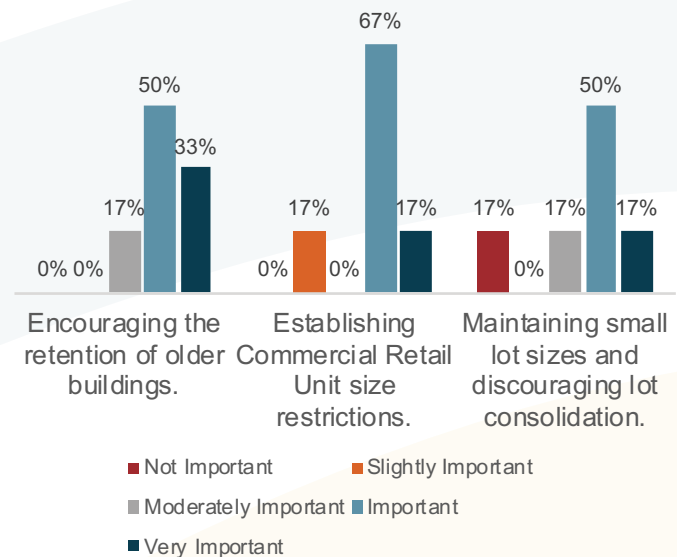
We asked participants about the key challenges related to business and the local economy in Langley City. The answers are categorized below.

- **Transportation (9 comments):** Transportation around Langley is a major challenge, including car-dependency outside of the core, parking, sufficient public transit, and traffic.
- **Safety (7 comments):** Perception that downtown is unsafe, partially due to a growing homeless population.
- **Downtown (3 comments):** Downtown core needs to have a strategic plan to be a destination and have a distinct identity.
- **Other:**
  - Increasing taxes from multiple levels of government. (1 comment)
  - Newcomers struggle to access shops and services. (1 comment)
  - Change management during redevelopment. (1 comment)
  - Online shopping is a threat to retail. (1 comment)
  - Access to workers. (1 comment)
  - Lack of commercial areas to develop. (1 comment)

## PROTECT DOWNTOWN LANGLEY'S UNIQUE CHARACTER AND SHOPPING EXPERIENCE

We asked participants to rank the importance of specific approaches to protecting Downtown Langley's unique character and shopping experience. The results are shown to the right. Comments were categorized below:

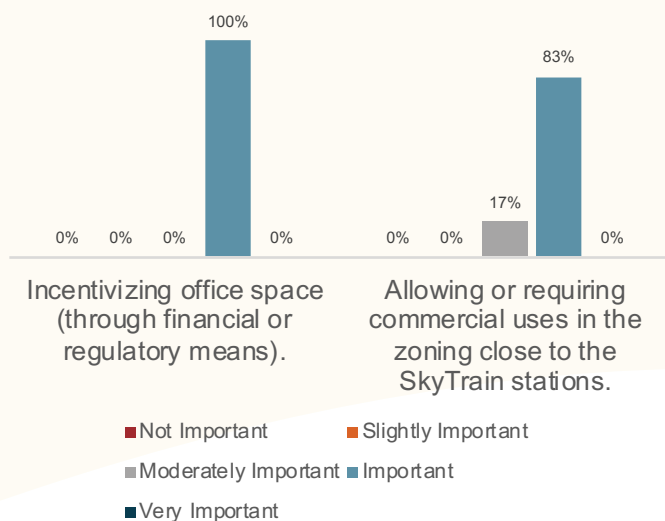
- Maintain small business opportunities and restrict "big box". (2 comments)
- Parkade is needed. (1 comment)
- Downtown Langley needs an identity. (1 comment)
- Need more affordable lease costs for small businesses. (1 comment)
- Redevelop older buildings into mixed-use buildings. (1 comment)



## FOCUS JOB GROWTH AROUND SKYTRAIN STATIONS & INCENTIVIZE OFFICE SPACE

We asked participants to rank the importance of specific approaches to focusing job growth around SkyTrain stations and incentivizing office space. The results are shown to the right. Comments were categorized below:

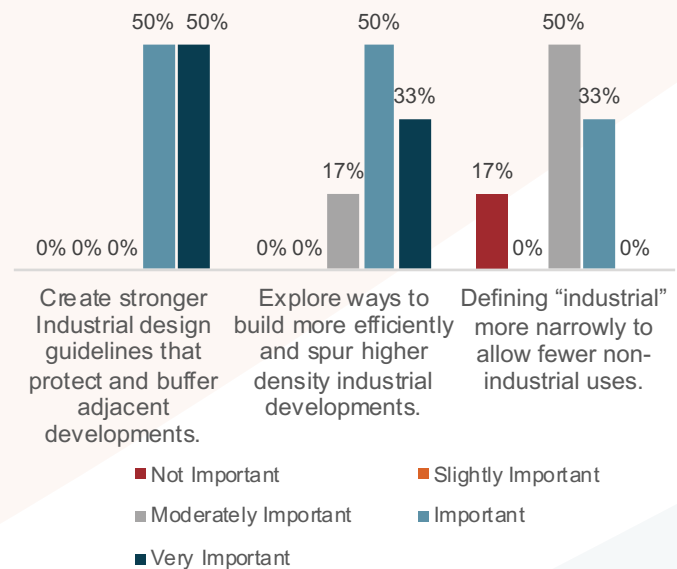
- Area around SkyTrain needs to be activated. (1 comment)
- Should include office space with a mix of retail. Service businesses should move out of the Downtown core. (1 comment)



## PROTECT EXISTING INDUSTRIAL LANDS AND INTENSIFY THEM

We asked participants to rank the importance of specific approaches to protecting existing industrial lands and intensifying them. The results are shown to the right. Comments were categorized below:

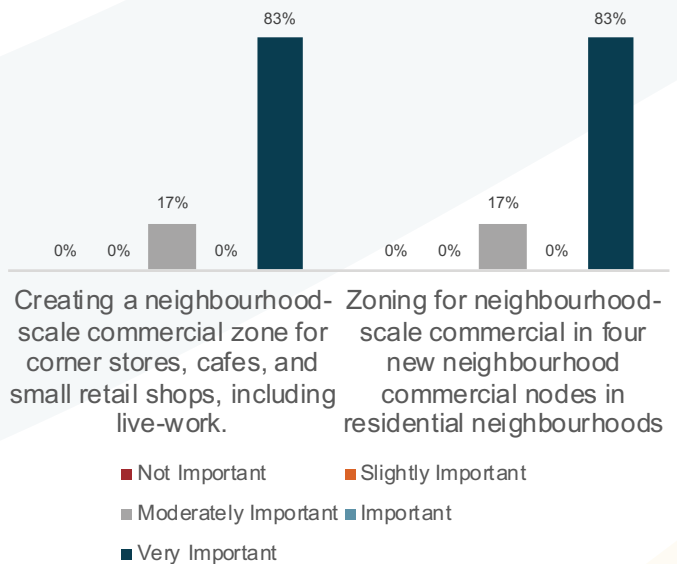
- Industrial needs to be maintained to keep employment in Langley City. *(1 comment)*



## ADD SMALL-SCALE COMMERCIAL/RETAIL AND LIVE/WORK DEVELOPMENT IN EXISTING RESIDENTIAL NEIGHBOURHOODS WHERE NONE EXIST TODAY

We asked participants to rank the importance of specific approaches to adding small-scale commercial/retail and live/work to residential neighbourhoods. The results are shown to the right. Comments were categorized below:

- The spaces should stay small without losing the residential feel. *(1 comment)*
- Would tie community together and enhance walkability. *(1 comment)*



## 3.8 DEVELOPMENT WORKSHOP

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The “Development” stakeholder workshop was intended to be a small and productive session that dived into the draft land use concept and the challenges of the development community. The goal was to help us craft an strong policies and land uses that are implementable in Langley City.

### COMMON THEMES

- **Parking requirements are a key challenge:** Parking requirements are very difficult to meet, especially for mid rise or high rise forms, and can make or break the project. Due to soil conditions, underground parking is very expensive. Langley City should consider reductions in parking requirements and alternative forms of parking (e.g., district parking).
- **Need More flexibility and certainty:** Provide more flexibility and certainty through planning regulations. Switch to floor space ratio (FSR) from units per hectare in the zoning requirements to increase flexibility and certainty of developments. If creating a density bonus or community amenity contribution policy, provide certainty of rates.
- **Positive About Land Use Concept:** Sentiments about the land use concept are largely positive. In particular, increased density and neighbourhood commercial nodes are seen as positive. Some participants emphasized a need to “be bold” and increase density across the City more in order to support improved transit and commercial at neighbourhood nodes.

## Key Challenges

We asked participants about the key challenges related to development in Langley City. The answers from are categorized below.

- **High amounts of parking & unfavourable soil conditions** (15 comments): High amounts of required parking, with no variances allowed, is a challenge. In particular, soil conditions mean providing underground parking is often not feasible, which is a major challenge in developing high-rise buildings. Could consider additional relaxations close to the SkyTrain stations.
- **Lack of flexibility in regulations** (7 comments): There is a lack of flexibility or variances in planning regulations. In particular, zoning using “units per hectare” should transition to FSR to increase flexibility and certainty.
- **Increasing processing time** (5 comments): The increasing processing times, fees, and charges are a challenge for development
- **Uncertainty of SkyTrain** (5 comments): The uncertainty in the timeline for the SkyTrain extension to Langley City is a challenge.
- **Street network** (5 comments): The street network and traffic can be challenging. May need to provide alternate routes around (rather than through) downtown.
- **Focus on affordability** (4 comments): The relatively lower income in Langley City can result in a high focus on affordable development. Additional housing diversity, such as smaller homes, duplexes, townhomes, and condos, can add to more affordable choices.
- **Need higher density**: (4 comments): There needs to be higher density across Langley City in order to be comensurate to overall growth of the City once the SkyTrain arrives.
- **Concrete buildings** (3 comments): Concrete residential buildings are often unfeasible in current market conditions.
- **Increased liveability** (3 comments): Residents are looking for increased quality of life, including public realm, a strong local economy, a safe reputation, and family-oriented amenities.
- **Capacity of servicing** (2 comments): Capacity of services and coordinating servicing with neighbouring municipalities can be challenges.
- **Community amenity contributions** (2 comments): Required Community Amenity Contributions are a challenge.
- **Building code changes** (2 comments): Building code changes (e.g., Step Code) could be a challenge in the future, and need to be incorporated into the OCP.
- **Land acquisition** (2 comments): Seller's expectations for land value are very high due to the SkyTrain.
- **Fire Department requirements** (2 comments): The fire department requires 8m wide fire lanes, rather than the 6m standard elsewhere.
- **Other:**
  - City should partner with developers for affordable housing, rental projects, and co-operatives. (1 comment)
  - Need additional mixed-use buildings. (1 comment)
  - Langley City does not have many large lots for industrial development. (1 comment)
  - High-density rental residential can be very challenging to develop. (1 comment)
  - Managing traffic and street usage during construction can be a challenge. (1 comment)

# Land Use Concept

In the “Development” workshop, we asked participants what was most positive and what they were most concerned about in the draft Land Use Concept. The answers from 19 respondents are categorized below.

## MOST POSITIVE

- **New Commercial Nodes** (6 comments): New neighbourhood commercial nodes.
- **Transportation Options** (4 comments): Increase in transportation options, including the SkyTrain.
- **Increasing Density** (4 comments): General increase in density and placement of density.
- **Innovation Boulevard** (4 comments): Innovation Boulevard will increase options for tech companies outside of Vancouver.
- **Other:**
  - Positive impact of infill housing forms (garden suites, duplexes, etc.) (1 comment)
  - Connection of Nicomekl River and downtown. (1 comment)
  - Provides more specific direction and certainty on growth. (1 comment)

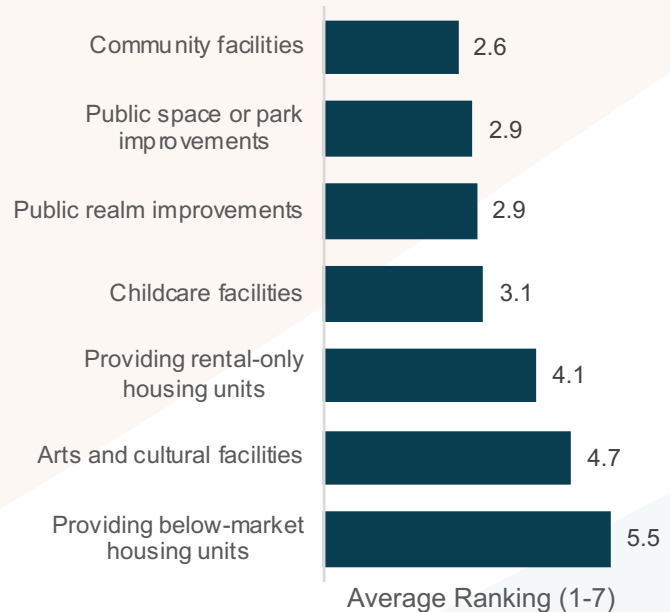
## MOST CONCERNED ABOUT

- **Feasibility of High-Rise** (7 comments): High-rise buildings may not be feasible, particularly with the difficulty of providing parking requirements and soil conditions in some locations. However, we also need to plan for higher than 15 storeys.
- **Needs Flexibility** (3 comments): Land use needs to be flexible to accommodate alternative ideas and changes.
- **Increased Density Around Transit** (3 comments): Increase the density along transit corridors (that is, include more townhouse area or low-rise along transit corridors) and around SkyTrain stations, particularly the 196 St. SkyTrain station.
- **Limited Industrial** (2 comments): The amount of industrial may be too limited. Do not limit the uses allowed in industrial.
- **Other:**
  - Urban residential zone seems arbitrary. They should be more focused around group-oriented units. (1 comment)
  - Mid rise residential land use should be allowed to be mixed-use. (1 comment)
  - Need medium-size commercial south of the Nicomekl. (1 comment)
  - Will need to plan for additional schools and amenities. (1 comment)
  - There is too much low density in this concept. Plan for the next 50 years, and not just 10-15 years - think bigger, and allow the City to be the next Downtown of the Fraser Valley! (1 comment)
  - Allow lock-off suites without counting them as part of “units per hectare”. (1 comment)
  - Include transit service to Kwantlen Polytechnic University. (1 comment)

## Community Amenities

In the “Development” and “Community” stakeholder workshops, participants ranked community amenities in order of most important to least important. The results are shown below. Note that community amenities were ranked from most important (1) to least important (7), so a lower ranking should be considered to be “more important”.

Participants in the “Development” stakeholder workshop ranked community facilities (e.g., community centres, libraries) as the most important, followed by public realm improvements (e.g., enhanced streets and sidewalks downtown) and public spaces or park improvements.



## IMPORTANT ELEMENTS FOR DENSITY BONUSING OR COMMUNITY AMENITY CONTRIBUTION SCHEMES

We asked participants about how the most important elements of successful density bonusing or community amenity contribution schemes. The answers from are categorized below.

- **Provide certainty** (6 comments): Have set rates for bonus density, rather than negotiations. This provides certainty to developers on total cost when buying land.
- **Tie to specific amenities** (6 comments): Amenities should be immediately needed. Consider increasing density in return for providing rental or affordable housing.
- **Provide mutual benefit** (4 comments): The scheme should be mutually beneficial for developers, the City, and for home owners; and it must be feasible to still develop.
- **Reduce parking** (3 comments): Reduce parking ratios, such as for smaller units or for rental units.
- **Tiered density bonuses** (2 comments): Density bonuses should be tiered, with gradual increase in percentage of value (e.g., Surrey City Centre, Coquitlam).
- **Do not use** (2 comments): Do not remove any incentive or incorporate Community Amenity Contributions or Density Bonusing.
- **Other:**
  - Phase in density bonusing or CACs, and grandfather applications currently in-stream. (1 comment)
  - Remove height restrictions in the high-density zones, such as Coquitlam. (1 comment)

# Development Challenges

## DEVELOPMENT CHALLENGES FOR TOWNHOMES

We asked participants challenges and key considerations when developing townhomes. The answers are categorized below.

- **Allow higher density** (8 comments): Higher density (low rise multi-unit) along these routes should be considered. This will increase the density in order to support transit, and fewer households will own vehicles, reducing parking and traffic concerns.
- **High land values** (6 comments): Land values may be too high for this form to be feasible.
- **Allow flexibility** (3 comments): Allow flexibility, and allow for new houses and duplexes - not just townhomes. Encourage rental units.
- **Other areas** (2 comments): Townhouses should be elsewhere, such as along the Nicomekl River.
- **Prezone townhomes** (2 comments): Prezone this form in order to speed up the approval process.
- **Lot-specific issues** (2 comments): Lot-specific issues can be a challenge, such as slope, street network, and depth of lots to allow double-loaded buildings.
- **Fire Department requirements** (2 comments): Reduce interior lane width to code required 6m rather than the 8m required by the City of Langley Fire Department.
- **Other:**
  - Pushback from the general public can be a challenge. (1 comment)
  - There is high demand for townhomes. (1 comment)
  - Energy requirements in the building code can be a challenge. (1 comment)
  - Provide additional commercial in this area. (1 comment)
  - Noise from the busy road is a challenge. (1 comment)

## DEVELOPMENT CHALLENGES FOR “PLEXES”

We asked participants challenges and key considerations when developing “plexes” (duplexes, triplexes, fourplexes). The answers are categorized below.

- **No issues** (5 comments): This is a viable form of development.
- **Allow higher density** (5 comments): Allow higher density, such as townhomes, which are a more scalable form, with low-rise apartments on 200 St.
- **Parking** (3 comments): Parking requirements can be a major challenge.
- **High land values** (2 comments): Land value is key expense, and may be a challenge.
- **Need flexibility** (2 comments): Keep it flexible and easy to do. Avoid prescribing unit mix.
- **Streamline the process** (2 comments): Streamline the process through pre-zoning and unifying requirements and language between different authorities.
- **Large lots required** (2 comments): Viable on larger lots when site coverage can be increased.
- **Other areas** (2 comments): Location currently seems arbitrary. Consider allowing this in all areas.
- **Other:**
  - Requires sensitivity to neighbouring properties. (1 comment)
  - Need mixed use with additional commercial south of the Nicomekl to support increased population. (1 comment)
  - Traffic could be a challenge. (1 comment)

## DEVELOPMENT CHALLENGES FOR NEIGHBOURHOOD NODES

We asked participants challenges and key considerations when developing neighbourhood nodes. The answers are categorized below.

- **Important addition (8 comments):** These commercial nodes are an important addition to the neighbourhoods south of the Nicomekl!
- **Provide flexibility (5 comments):** Be flexible on the location and form of the nodes and allow for some “organic” market-driven commercial growth.
- **Include residential (5 comments):** Dedicated commercial without residential is difficult to make feasible. Allow mixed-use or incentivise the development of these nodes.
- **Allow medium-scale commercial (5 comments):** Need medium-scale commercial - not just small-scale - in order to accommodate the right “types” of commercial, and to cater to the increased density.
- **Require higher density (4 comments):** Need higher density surrounding the nodes in order to support increased commercial.
- **Consider types of commercial (2 comments):** Carefully consider the types of commercial that are needed to support a liveable neighbourhood (e.g., grocery store, medical and dental, cafes, etc.).
- **Other:**
  - These may not be publicly acceptable. (1 comment)
  - May increase crime in these areas. (1 comment)



## 3.9 COMMUNITY WORKSHOP

The “Community” stakeholder workshop was intended to be a small and productive session that dived into the themes of housing, education, and social challenges. The goal was to help us craft strong and implementable policies that support inclusion and a high quality of life in Langley City. For “common themes”, please see the *Key Takeaways* section on *Inclusive Community* on p. 37.

### Key Challenges

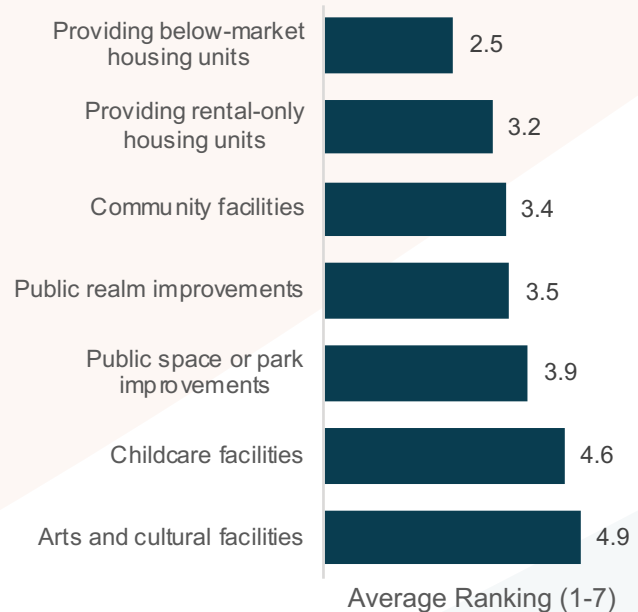
We asked participants about the key challenges related to their area of work. The answers are categorized below.

- **Affordable housing** (12 comments): Affordable housing, especially for families, seniors, students, and people with disabilities.
- **Seniors** (7 comments): Housing with nearby shops and services that are walkable.
- **Social connection** (6 comments): Decreasing social connection is a challenge, especially for seniors and newcomers.
- **Amenities** (6 comments): As Langley City grows, additional amenities are needed, including recreation centres, arts and culture facilities, community services, childcare, and public washrooms.
- **Green space** (5 comments): Providing adequate and accessible green space, especially in areas that have increased density. Consider a joint use policy with the School District.
- **Transportation** (5 comments): Increase transportation options including walking, cycling, and public transit, to ensure access to shops and services and social connection.
- **Vulnerable Groups** (5 comments): Need increased consideration for vulnerable groups, including people with disabilities, newcomers, people experiencing poverty, people who are substance users, and people who are homeless.
- **Commercial** (4 comments): Ensure commercial spaces are affordable and vibrant, and allow modest commercial uses in residential areas.
- **Displacement** (4 comments): Be careful of pushing out and displacing lower income and other vulnerable residents, especially when the SkyTrain arrives.
- **Safety** (3 comments): There is a perception that Langley City is unsafe.
- **Climate change** (3 comments): Address the climate crisis.
- **Partnerships** (2 comments): Partner with local organizations (including Kwantlen Polytechnic University), regionally and with other levels of government.
- **Infrastructure** (2 comments): Ensure infrastructure expands in line with growth.
- **Schools** (2 comments): Ensure school expansion is planned for during growth.

## Community Amenities

In the “Development” and “Community” stakeholder workshops, participants ranked community amenities in order of most important to least important. The results are shown below. Note that community amenities were ranked from most important (1) to least important (7), so a lower ranking should be considered to be “more important”.

Participants in the “Community” stakeholder workshop ranked providing below-market housing units as the most important, followed by providing rental-only housing units, and community facilities (e.g., community centres, libraries).



## Health & Recreation Needs

In the “Community” workshop, we asked participants about what parks and recreational facilities were missing in Langley. The answers from 16 respondents are categorized below.

- **Performing arts** (7 comments): A centre for performing arts is needed.
- **Public washrooms** (6 comments): Need more accessible public washrooms.
- **Joint use** (6 comments): Partner with schools and Kwantlen Polytechnic University for joint use of the spaces.
- **Green space** (6 comments): Additional amenities in green spaces, including community gardens, additional seating, bike parking, dog parks, and exercise equipment. Ensure there is enough green space in all parts of the City (including Downtown).
- **Connectivity** (5 comments): Multi-use pathways or linear parks that connect green spaces throughout the City.
- **Safety** (5 comments): Increase safety of recreation and green spaces, including through lighting and RCMP. Provide a safe injection site and needle disposal.
- **Indoor recreation** (4 comments): Missing specific indoor recreation facilities, including a pool, ice rink, and climbing wall.
- **Meeting spaces** (4 comments): Small neighbourhood and community meeting spaces, such as in coffee shops and libraries.
- **Accessibility** (4 comments): Increase accessibility for all ages and abilities, including affordable access for children, youth, and low income people.
- **Sport fields** (3 comments): Need additional sports fields, especially turf fields.
- **Art studio** (3 comments): Art studio or makerspace for the public.
- **Private** (3 comments): Developments should include private green space for residents.
- **Beautification** (2 comments): Improve the public realm, including through public art.
- **Programming** (2 comments): Increase programming, such as recreational leaders in parks during the summer.

## Walking, Cycling & Public Transit

We asked participants about the challenges and opportunities in supporting walking, cycling, and public transit use in Langley City right now, and specific policy or land use changes the City could do. The answers are categorized below.

- **Create a protected cycling network** (12 comments): Need a safer and larger cycling network with dedicated protected bike lanes.
- **Increase bicycle parking** (6 comments): Need better bicycle parking, including in residential buildings, at public transit, and on the street.
- **Increase public transit** (5 comments): Need increased transit service that is low cost for users.
- **Improve sidewalks** (5 comments): Need wider sidewalks and trails that are safe and accessible for all ages and abilities.
- **Manage user conflicts** (4 comments): There is a challenge of conflicts between people using different modes of transportation.
- **Increase safety** (4 comments): There is a perception of crime. Need to increase safety of walking, including through lighting and RCMP.
- **Create a bike share** (2 comments): Create a bike share or bike rentals.
- **Increase connectivity** (2 comments): Increase connectivity and proximity to amenities and services.
- **Other:**
  - Set a Vision Zero Strategy. (1 comment)
  - Expand car share to Langley. (1 comment)
  - Make Fraser Highway one way only. (1 comment)

## Nurturing Cultural Diversity & Relationships

We asked participants about how to nurture cultural diversity and relationships in Langley City. The answers from are categorized below.

- **Community events** (6 comments): Have cultural celebrations and cross-cultural community events.
- **Housing** (2 comments): Ensure sufficient housing exists.
- **Services** (1 comment): Provide cross-cultural and newcomer services.
- **Cultural centre** (3 comments): Ensure there are arts and event spaces that are available and used by diverse cultural communities for.
- **Tolerance** (3 comments): Support education programs and ensure balance of all communities to support diversity.

## 3.10 ENVIRONMENT WORKSHOP

The “Environment” stakeholder workshop was intended to be a small and productive session that dived into the themes of the environment, climate change, and the Nicomekl River floodplain. The goal was to help us craft strong and implementable policies that support a thriving natural environment in Langley City.

This stakeholder workshop also included questions on projects in and around the Nicomekl River floodplain. Please find more information on these questions and analysis in the Nicomekl River District Neighbourhood Plan project.

### COMMON THEMES

- **Addressing climate change can't be done alone:** Addressing climate change in Langley City is critical. However, we can't do it alone: it will require partnerships with local and regional organizations, and other levels of government.
- **Be creative and innovative:** Development can be a challenge, but also an opportunity for climate change and the environment. We can integrate environmental best practices and natural systems into development in creative and innovative ways.
- **Look for win-win:** Protecting green space is vital to maintain healthy habitat and natural systems, and increases physical and mental well-being and recreation opportunities for residents.

### Key Challenges

We asked participants about the key challenges related to the environment in Langley City. The answers are categorized below.

- **Reduce emissions (3 comments):** There is a need to reduce greenhouse gas emissions, but this will be challenging.
- **Utilize development (3 comments):** Development can result in encroachment into habitat and loss of trees, but is also an opportunity to use best environmental practices.
- **Reduce habitat loss (2 comments):** Loss of vegetation and habitat will be a challenge.
- **Adapt to climate change (1 comment):** A changing climate that must be adapted to is a challenge for the environment.
- **Increased wellbeing (1 comment):** Protecting green space increases physical activity and social and mental wellbeing.
- **Reduce waste (1 comment):** Waste reduction strategies need to be increased.



## Addressing Climate Change

We asked participants about the challenges and opportunities in addressing climate change in Langley City, and specific policy or land use changes the City could do. The answers are categorized below.

- **Partnerships** (5 comments): Partner with other levels of government, organizations, schools, and community groups.
- **Sustainable buildings** (3 comments): Create sustainable buildings through the building code.
- **Densify** (3 comments): Increase density and mixed-use.
- **Sustainable transportation** (2 comments): Create a sustainable transportation network.
- **Integrate green space** (2 comments): Integrate urban farms, gardens, and green space into the City.
- **Enforce current regulations** (1 comment)

## Enhancing the Urban Forest and Building a More Compact City

We asked participants about how to balance redeveloping properties to accommodate a growing population and enhancing the existing tree canopy. The answers are categorized below.

- Require the integration of green space in new developments. (2 comments)
- Be creative and think outside the box when developing buildings. (1 comment)
- Use rooftop gardens. (1 comment)
- Consider suitable tree varieties for location. (1 comment)
- Need more affordable housing. (1 comment)



4.0

Langley City  
Tomorrow

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## Five important topic areas to achieve our vision and respond to community desires

What makes a great city? The answers to this question will always depend on who you ask. Ultimately, we want cities to respond to our needs and make life easy and enjoyable. We live in cities to be close to other people, jobs, services, education, and recreation. We seek human connection through community. Langley City is no different in this regard.

With an understanding of Langley City's current conditions (as presented in an earlier Background Research Report) and strong direction from the results of our community engagement, we can reflect on how the urban area can be improved to meet those needs and expectations.

This chapter explores a potential future for the community while focusing on five major goals inspired by community input. It contains recommendations on what the OCP and Zoning Bylaw update process should address through policies, regulation, future research, analysis, and more robust engagement with residents and stakeholders.

**We propose a future in Langley City that embraces and realizes:**

**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**

# 4.1 AFFORDABLE LIVING & DIVERSE HOUSING FOR ALL GENERATIONS

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## DESIGNATE A MOSAIC OF LAND USES

As the community continues to grow, neighbourhoods across Langley City will increasingly face pressure to accommodate more people. Rather than designating a single area for that additional growth, the City should explore how each neighbourhood can accommodate new residents. This means moving from a concentric model of growth planning centered on Langley's Downtown towards identifying multiple growth nodes within the community.

This project should also study the introduction of commercial uses south of the Nicomekl River. Initial engagement with the community through the Nicomekl River District Neighbourhood Plan process has shown some support for the idea and it would help create more walkable, resilient, and attractive urban environments.

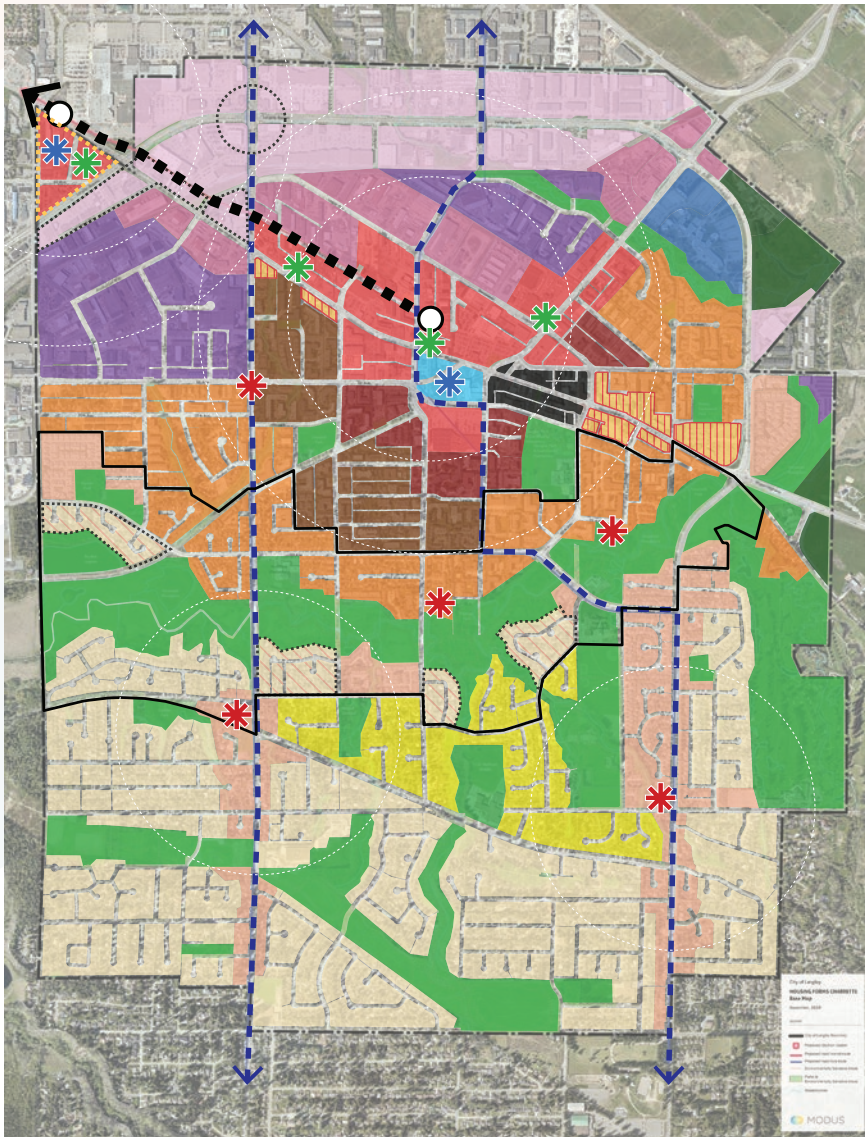
This land use map would resemble more of a mosaic, with a greater diversity of uses and densities in strategic locations across the City. This type of growth model would provide more affordable and more varied housing types throughout the community while respecting and retaining parts of it that have a special character. It would also distribute population growth across the community more evenly, reducing disruption and undue pressure on a single neighbourhood to drastically change.

Through the Housing Forms Charrette, a draft land use concept was developed. It was then tested in the online

survey and at stakeholder workshops. Feedback on the concept was broadly positive as detailed in the engagement summary earlier in this report.

On the following page, the draft land use concept is shown. It includes several key elements:

- **The highest densities, tallest buildings and greatest mix of uses around SkyTrain stations**
- **Townhomes along future Rapid Bus routes**
- **Gentle infill housing forms like secondary accessory units north of Grade Crescent**
- **An “Innovation Boulevard” along Glover Road, connecting Downtown Core to the Kwantlen Polytechnic University to encourage tech businesses, start-ups, and maker spaces.**
- **Four new neighbourhood commercial nodes for small scale shops and businesses to enhance walkability in residential neighbourhoods**
- **Potential study areas that can host duplexes, triplexes, quadplexes (the ‘plexes’) and townhomes away from the rapid bus corridor**
- **Suburban residential areas that can host smaller single detached lots**



## LEGEND

### MIXED LAND USES

- Transit-Oriented Core**  
Highest density & greatest mix of uses  
Residential, commercial, office  
up to 15 storeys
- Transit-Oriented Residential**  
High density residential uses with some  
ground level commercial  
up to 15 storeys
- Historic Downtown Core**  
Mixed use commercial & residential  
Retain historic character & identity
- Civic Centre**  
Civic and mixed uses that support a vibrant  
Downtown & Core area
- Low Rise Mixed Use**  
Mixed use commercial & residential  
4-6 storeys

### EMPLOYMENT LAND USES

- Mixed Employment**  
Light industrial, commercial, office
- Service Commercial**  
Regional commercial, retail, & office
- Industrial**  
A range of industrial & tech uses
- University District**  
Educational, research, and supporting  
uses, with student housing & tourist  
accommodation
- Agriculture**  
Agricultural Land Reserve

### RESIDENTIAL LAND USES

- Mid Rise Residential**  
Medium density residential uses  
6-12 storeys
- Low Rise Residential**  
Mix of low rise apartments & ground  
oriented along Nicomekl floodplain  
3-6 storeys
- Suburban**  
Single detached homes
- Urban Residential**  
Single detached form with  
potential for gentle infill  
secondary accessory units  
(garden suites, coach homes)
- Ground Oriented**  
Townhomes & du-tri-four-plexes  
3 storeys

#### Potential Study Area for Ground Oriented

*Potential study areas are conceptual & require further review prior to changing existing OCP land use*

### OTHER LAND USES

- Parks & Open Space**
- New Park / Open Space**
- Corner Commercial**
- New Civic Facility**
- Nicomekl River District NP**
- Other Potential Study Area**
- Building Height Review Area**
- Future SkyTrain Extension**
- Future High Frequency Transit**

## DEVELOP A BROADER RANGE OF ZONES

The following pages begin to identify areas within the urban transect (from urban city centres to rural nature) where zoning could be modified and updated to better reflect best practices and the Langley City context. A review of the Zoning Bylaw has shown that a broader range of zones that reflect the evolving housing market, encourage new housing forms, and take advantage of building code changes would greatly benefit the city and those looking to establish themselves in the community. In particular gaps exist in the Zoning Bylaw to accommodate:

- **Small lot single detached homes;**
- **Mid-rise residential buildings;**
- **Small-scale mixed use buildings; and**
- **Neighbourhood commercial buildings.**

### CD ZONES ONLY IN SPECIAL CIRCUMSTANCES

The current Zoning Bylaw includes a significant amount of individual comprehensive zones, indicating it requires a broader range of typical Residential, Commercial, and Industrial zones to accommodate standard development types.

### HIGH RISE ZONES ARE LACKING

Though high rises are technically possible under two commercial zones, they aren't designed to specifically address the unique challenges high rises present. Also, currently a purely residential high rise would not be permitted in any zone.

### RESIDENTIAL ZONES BEYOND 4 STOREYS

With the building code now permitting up to 6 storeys in wood frame construction, and the potential to go up to 12 storeys by 2022, new zones could be designed to take advantage of this new urban form.

### SWITCH TO FAR FOR DENSITY

Floor Area Ratio (FAR) will allow for a greater variety of unit mix as density calculations aren't tied to the number of dwellings and will provide a better foundation on which to implement a bonus density program.

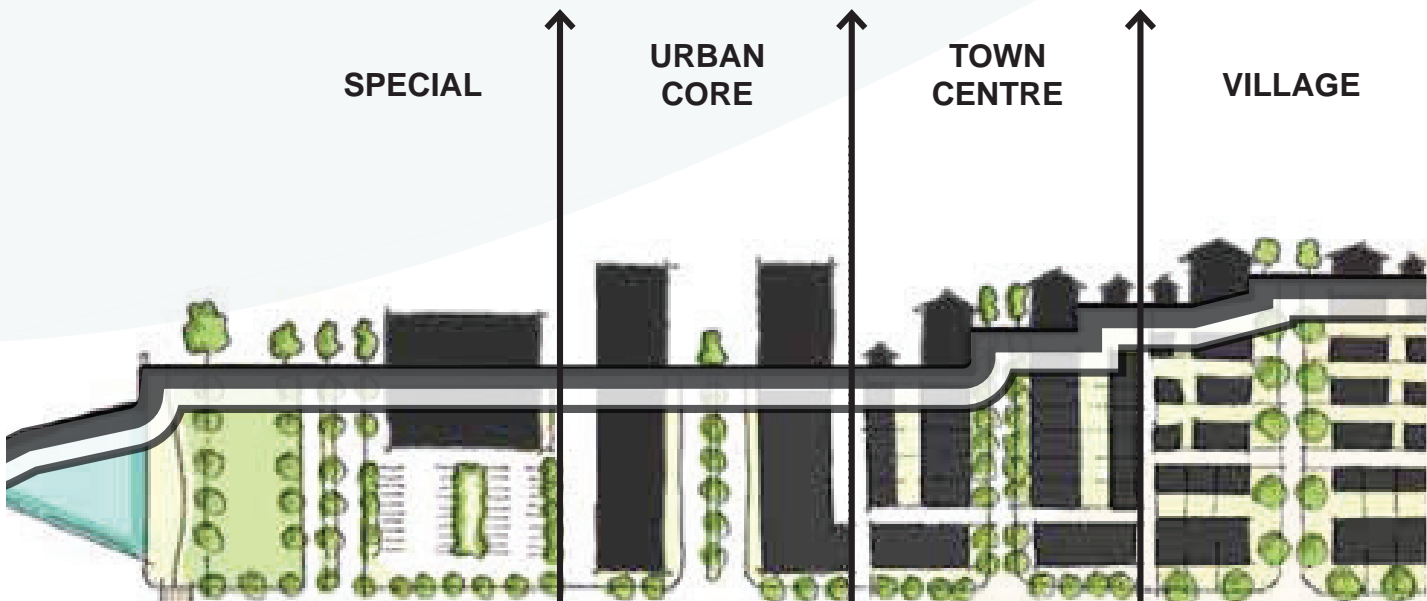


SPECIAL

URBAN  
CORE

TOWN  
CENTRE

VILLAGE



Beyond the zones and embedded within the Zoning Bylaw are a various regulations that can deter development by making projects financially unfeasible or enable certain development formats that poorly integrate into the existing neighbourhood. A review of these regulations will be essential moving forward in this project.

Of particular note are parking requirements. As the City prepares to welcome a fixed rail rapid transit line and accompanying transit improvements along its transportation spines, relaxing the number of parking stalls required for new development would incentivize higher densities in these important locations, and make housing units more affordable (a single underground parking stall can cost up to \$45,000).

#### CREATE DU-TRI-FOUR PLEX ZONES

In the face of increasing housing prices, many jurisdictions across North America looking to permit and encourage more missing middle housing types like du-, tri-, and four-plexes in the form of a single detached home.

#### EXPLORE EXPANDED OPTIONS FOR SECONDARY SUITES

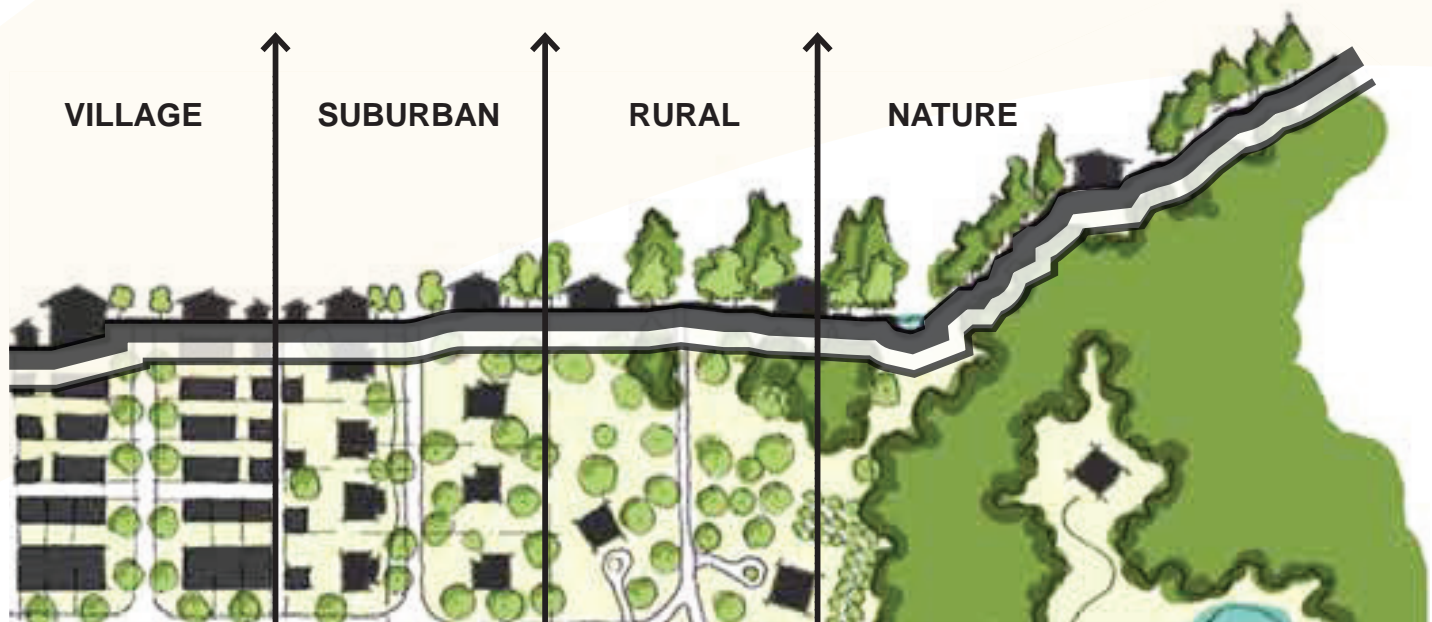
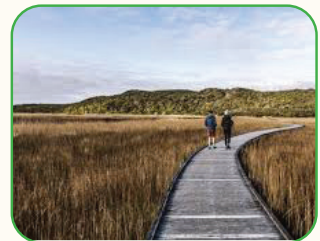
Currently, secondary suites must be contained within the primary building on a lot. A greater variety of secondary suite options, like coach houses and garden suites may be appropriate.

#### PROVIDE OPPORTUNITIES FOR SMALL LOT SUBDIVISION

Without a zone that allows single detached homes on lots smaller than 557m<sup>2</sup>, the City is missing out on a slice of the market that favours compact lots and homes.

#### SEPARATE ZONES FOR PARKS

Parks are quite different from other institutional uses like schools and hospitals. There may be a desire to think about public open space in a more creative and innovative way (i.e., including small scale retail, cafes, bike rental, etc.).



## **CREATE MISSING MIDDLE OPTIONS**

With many single detached homes becoming out of reach for the average family, it will become increasingly important to develop more forms of housing like townhouses, du-tri-four plexes, and more compact lots. This type of housing stock provides more affordable ownership options.

The land use concept developed in this phase is explicit in its support of these types of housing units by designating a significant amount of land for “Ground Oriented” townhomes and -plexes, and gentle infill forms in the “Urban Residential” designation. Creating zones that can help implement this vision will also be key.

## **INCREASE SUPPLY & MIX OF TENURES**

Ensuring there are high minimum densities near SkyTrain stations is essential to leveraging this significant transportation asset and to provide consistency and certainty in the development community around what kind of buildings will be built in the area.

Additionally, efforts to encourage the assembly of smaller lots can help establish a greater mix of tenures. The Official Community Plan should have clear policies for areas that require master planning, where different uses and housing forms and tenures can be incorporated into single or multi-phase developments.

South of the Nicomekl, providing gentle infill opportunities can add to the rental stock with secondary suites (i.e., basement suites or garden suites) on lots that are large enough to accommodate these.

## **RENEW PURPOSE BUILT RENTAL HOUSING**

Langley City has a large, older stock of purpose built rental apartments that should not be allowed to deteriorate over time. Paired with strong policies to protect tenants from the adverse impacts of redevelopment, additional density in these areas can act as a key incentive to renewing and expanding the rental housing stock.

## **FOSTER STRATEGIC HOUSING PARTNERSHIPS**

Strong partnerships with government authorities in charge of funding, managing, and delivering housing units are an important piece of the puzzle to provide housing for areas of specific need (i.e., rental, seniors, special needs and affordable homeownership options).

This makes grant writing and funding applications easier and more likely to succeed when provincial and federal governments are prepared to help finance projects.



## 4.2 A HIGHLY CONNECTED CITY ALIGNED WITH RAPID TRANSIT

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### **INTEGRATE SIDEWALKS, PATHS, & TRAILS IN ALL PLACES**

At the most basic level, a connected city is a walkable one. This means walking infrastructure must be in place everywhere. As the often cited maxim states: “we don’t wait to build a bridge until enough people start swimming across the river”. In other words, we can’t expect people to walk to their destinations if there are no sidewalks to facilitate that mode of transportation.

This means the simplest strategy to increase walkability is to build sidewalks where none exist today. Efforts should be prioritized in more densely populated areas, around schools and mixed use centres, and near transit stops. These are all areas that are strong destinations for pedestrians and have the right land use foundation to help facilitate walking. New sidewalks should be explored in places where safety may be compromised. Existing sidewalks can also be improved as part of redevelopment projects.

### **PLACE DESTINATIONS IN PROXIMITY OF HOMES**

Walkability is also influenced by the richness in destinations that are accessible within a short distance of one’s home, place of work, or place of study. Typically, neighbourhoods that have a broader mix in uses are more walkable.

In Langley City’s case, there is a strong contrast between the walkability of neighbourhoods north of the Nicomekl River (which have great access to most urban amenities) and the walkability of neighbourhoods south of the Nicomekl River (which have great access to green space, parks, and schools, but less so to shopping and jobs).

The updated OCP should look at opportunities to designate small-scale commercial destinations and live-work type developments south of the Nicomekl in strategic, centrally located areas that are supported by additional density and convenient transportation access. Without stretching commercial designations too far and displacing the strong retail character of downtown Langley City, this would help bolster walkability by providing amenities that are currently lacking in these neighbourhoods.



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TRANS LINK



## **PROVIDE A JOURNEY THAT IS SAFE & PLEASANT**

The design of public streets and adjacent buildings makes a big impact on the walkability of a area. It's the difference between a journey that is delightful and inviting and one that is unpleasant and unsafe. Langley City's street design and development permit guidelines should focus on creating an environment that is welcoming for the most vulnerable users first.

Essentially, pedestrian activity and accessibility should be top-of-mind, followed by cycling, and transit users. Many communities are now adopting a new mode emphasis within their transportation policy frameworks and budgets that fundamentally reimagines street designs, where the highest priority is at the top of the inverted triangle.

## **ENCOURAGE CYCLING, TRANSIT, & CARSHARE FOR LONGER DISTANCES**

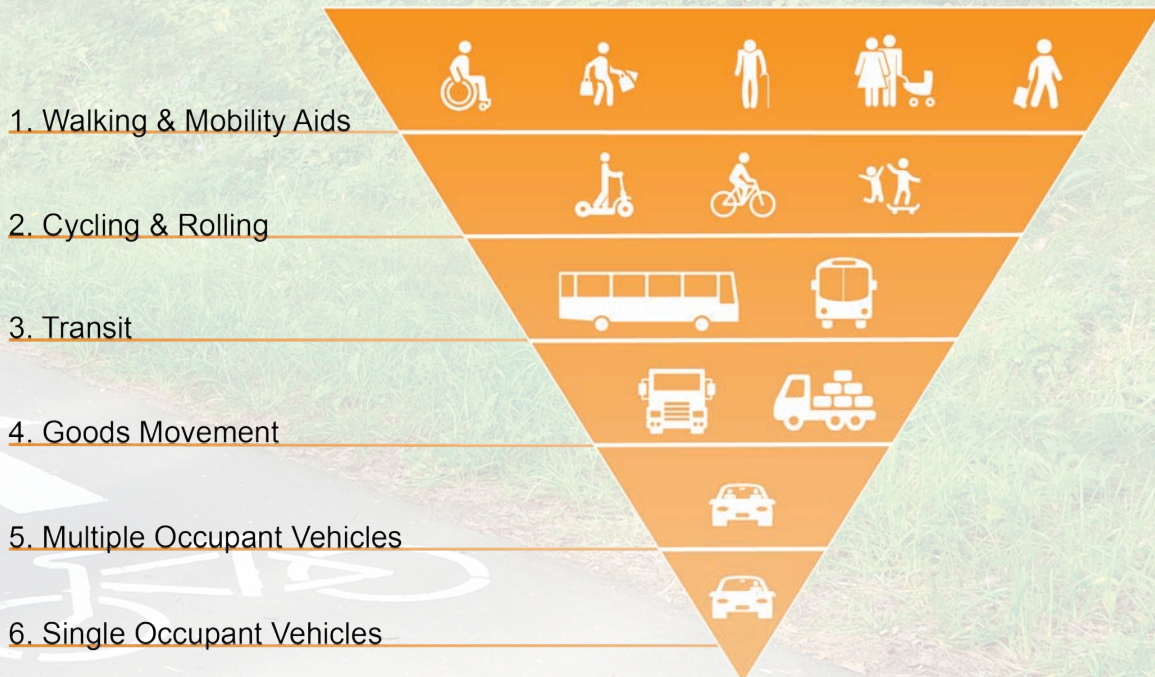
When walking isn't a option, there's always cycling and transit! Much like walking, the availability and design of infrastructure plays a big role in the ability to encourage more people to use these two modes of transportation.

### **Mobility spines supported by a grid of cycling infrastructure**

The Transportation Master Plan has made important steps establishing mobility spines to connect residents and destinations across the city. The next step should be to provide a dense grid of All Ages and Abilities (AAA) facilities within Langley's downtown and its surroundings. These are facilities that are typically completely separated and protected

## TRANSPORTATION MODE EMPHASIS

Many communities are now adopting a new mode emphasis within their transportation policy frameworks and budgets that fundamentally reimagines street designs, where the highest priority is at the top of the inverted triangle.



from vehicle lanes. Their provision, specifically in a convenient grid-like format, can significantly boost cycling numbers.

Transportation policies should begin identifying what this might look like for Langley City as it relates to new SkyTrain stations, and future land uses.

### Working with TransLink to ensure frequent transit where land use allows

As the City begins to re-evaluate its growth management and land use plan, engaging with TransLink to ensure goals and objectives align in order to continue growing ridership numbers will be key to this update process.

Other mobility options such as carshare, bikeshare, and even scooter services should also be investigated through conversations with companies already established in Metro Vancouver. These options reduce car ownership without cannibalizing transit ridership or chipping away at walking and cycling numbers.

In many cases, if new development is well-served by great cycling and transit infrastructure, and includes options such as carshare, parking requirements can be reduced. A set of guidelines could be established to direct the City when such reductions may be in order.

## LEVERAGE RAPID TRANSIT INVESTMENT

Over the last decade, major urban nodes have begun sprouting around SkyTrain stations in Metro Vancouver. The explosion in development and density in Metrotown, Coquitlam Centre, and Surrey Central - just to name a few - is exemplary of the kind of catalyst rapid transit can be in the highly attractive lower mainland.

As Langley City prepares a new land use plan and regulations in response to the planned arrival of SkyTrain, it's imperative this unprecedented senior government investment is leveraged to bring new private investment and economic development into the City and improve all facets of community livability. This includes adding to and renewing the City's multifamily housing base, attracting new office space, industry and job generators, establishing more regional destinations and creating new public amenities.

The planned arrival of SkyTrain is in addition to the existing transit connections and Langley City's position as a transit hub. The existing B-line, along with recent additions to the frequent transit network allow Langley City to continue to evolve as a transit-oriented community.

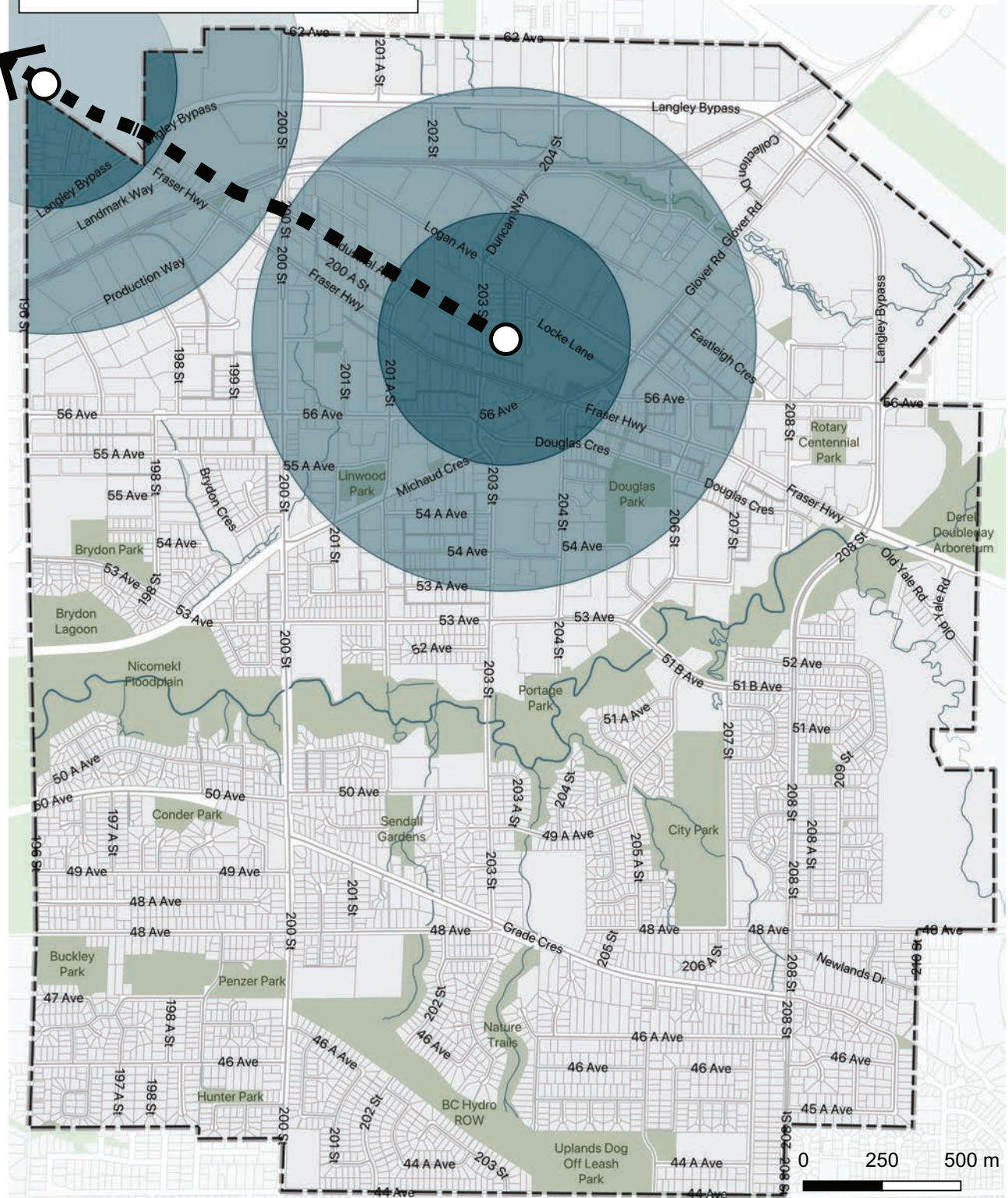
### Density and design considerations within the "Core" and "Shoulder" of SkyTrain stations

Special consideration should be given to the areas within a 400m radius (5 minute walk) and 800m radius (10 minute walk) of potential future SkyTrain stations. These areas will be fodder for intense land speculation and development pressure. By establishing principles about what can be expected from development within these areas, more clarity and consistency for residents, city staff, council, and developers will ensue. The map on the following page broadly shows the areas concerned, understanding station locations aren't yet fully determined. Areas within a 400m radius are called the "Core" and areas further out but within an 800m radius are called the "Shoulder". Preliminary principles for how development within each should be evaluated is summarized in a table below.

	<b>Core</b> (400m - 5 minute walk)	<b>Shoulder</b> (400m to 800m - 10 minute walk)
<b>Destinations</b>	<ul style="list-style-type: none"> <li>most people and jobs</li> <li>focus major facilities</li> </ul>	<ul style="list-style-type: none"> <li>transition of more people and jobs near core and fewer near shoulder's edge</li> </ul>
<b>Distance</b>	<ul style="list-style-type: none"> <li>direct multi-modal connections to stations</li> </ul>	<ul style="list-style-type: none"> <li>create key connecting corridors</li> </ul>
<b>Density</b>	<ul style="list-style-type: none"> <li>minimum FARs (i.e., &gt;3 FAR)</li> <li>higher value capture relative to shoulder</li> </ul>	<ul style="list-style-type: none"> <li>transition FARs downward from core</li> <li>high value capture</li> </ul>
<b>Diversity</b>	<ul style="list-style-type: none"> <li>identify required retail frontages</li> <li>higher percentage of diverse housing options (i.e., tenure &amp; below market) relative to shoulder</li> </ul>	<ul style="list-style-type: none"> <li>residential frontages with some small retail nodes</li> <li>high percentage of diverse housing options (i.e., tenure &amp; below market)</li> </ul>
<b>Design</b>	<ul style="list-style-type: none"> <li>pedestrian-oriented</li> <li>great/safe public spaces</li> <li>pedestrian-friendly streets</li> </ul>	<ul style="list-style-type: none"> <li>pedestrian and cycling-friendly streets and nodes</li> </ul>
<b>Demand Management</b>	<ul style="list-style-type: none"> <li>lower parking requirements</li> <li>consider parking pricing</li> </ul>	<ul style="list-style-type: none"> <li>consider lower parking requirements</li> </ul>

# SkyTrain Core & Shoulder Areas by Walking Distance

- Core (400m radius)
- Shoulder (800m radius)



## 4.3 A SAFE & INCLUSIVE COMMUNITY RICH WITH CULTURAL DESTINATIONS

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### **CREATE SAFE & ATTRACTIVE PUBLIC PLACES**

Community engagement results provided clear direction regarding ensuring safe public environments for everyone to use. Through higher density rezonings and redevelopment, and land value capture tools like density bonusing and community amenity contributions, the creation of high-quality public places in the Core and Shoulder areas can be prioritized - to ensure security issues are addressed and public amenities are provided as neighbourhoods densify. Crime Prevention through Environmental Design can play a role in these places, as can other community-minded solutions.

This will ensure development contributes to significant improvements to the livability of neighbourhoods around SkyTrain stations. This is important because today, much of the land surrounding the proposed locations is low density and single use commercial or industrial.

Another important role the OCP can play is in identifying future public space networks that link the stations to commercial nodes, parks, and other community amenities.


### **INCORPORATE CHILD CARE INTO LAND USE REGULATION**

Child care is a service that is in very high demand. It helps attract young families and supports those already living in the community. As Langley City grows and seeks to provide complete, family-friendly neighbourhoods, child care will be a key piece of the puzzle.

Certain strategies can be envisioned for the OCP and Zoning Bylaw, including permitting child care facilities in all commercial, residential and even some industrial zones. Child care can also be included in the basket of goods that developers can provide, through rezonings and utilizing incentives such as density bonusing.

### **OFFER EXCELLENT PARKS, AND RECREATIONAL SPACES & PROGRAMMING**

Parks, recreation facilities, and other public spaces are major amenities to residents. Parks and recreational facilities are critical components to the quality of life, health, and wellbeing of residents. They provide gathering and recreation places for families, social groups, and individuals of all ages and economic status.



Parks serve many different uses in a city, and help define the shape and feel of a city and its neighbourhoods.

Parks and natural spaces provide invaluable natural services and ecosystem benefits. They prevent and accommodate flooding, improve water quality, protect groundwater, improve the quality of air we breathe, produce habitat for wildlife, and provide space to connect with nature. They also increase property values and provide economic benefits through providing ecological services (e.g., storm water retention) and indirect revenues to local and regional economies from special events (e.g., festivals and events).

As the number of people living in the City increases, and many people are living in smaller spaces in higher density neighbourhoods, parks and recreational facilities will become increasingly important to the quality of life and wellbeing of residents, neighbourhoods, and the City as a whole. Parks and recreation facilities will increasingly function as extensions of people's homes, including for recreation, gathering and socializing, and relaxation.

Currently, the distribution of parks is not equal across the City. The northern and southern

portions of the City (particularly north of 56 Ave and south of 48 Ave) have less park area accessible than other areas of the City.

When updating the OCP and making difficult decisions where additional housing should go in the City – it will be important to consider area of and proximity to parks, and the quality of the park space accessible. Higher density neighbourhoods have a greater need for public outdoor space, since there is usually less private outdoor space available to residents. This public outdoor space must be high-quality and designed for a diversity of every-day use and special events.

The City should consider different mechanisms (such as rezonings and master planning) for acquiring new parkland and public open space in areas where there is little that is accessible to ensure equitable access to parks and public space. This is especially true for areas that will grow in population and require new public open space, including core and shoulder areas around future SkyTrain stations.

The OCP should also include a green and open space network map that identifies key linkages between public spaces and establishes green corridors across the entire City.

[illegible]

The Downtown Master Plan (2009) identified a new Performing Arts and Cultural Centre would be an important amenity to downtown and the City as a whole. In January 2019, the City approved a Terms of Reference for a Performing Arts and Cultural Centre Task Group, which will carry out Phase 2 of the planning process for a facility. This will include developing a business plan, a fundraising campaign plan, potential partner prospects, defining a governance model for the operation of the Centre, and engaging with First Nations.

76 | City Of Langley Official Community Plan &amp; Zoning Bylaw Update



## **NURTURE CULTURAL DIVERSITY AND RELATIONSHIPS**

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

There are unique requirements to nurture this diversity and build strong relationships with First Nations and cultural communities. Cultural awareness and education needs to be part of a continuous, context-specific process.

This can support policy development and land uses that facilitate and support the arts, and cultural and social activities for the diversity of people who do and will live in Langley City. It

may include developing or partnering to create public and private spaces for cultural and social activities, ensuring land use designations and zoning foster these spaces, integrating public art into the public realm, and more. It also means fostering partnerships and/or identifying grant opportunities to carry out mutually beneficial projects with First Nations.

As it relates to land use designations and zoning regulation, it may mean exploring and allowing different housing types that cater to the diverse household formations of different cultural groups. It may also mean the identification of specific amenities in parks and public spaces that provide the opportunity for residents to engage in culturally-oriented activities or recreation.

## 4.4 A RESPONSIVE ECONOMY THAT CREATES NEW JOBS

### ATTRACT OFFICE SPACE & THE TECHNOLOGY SECTOR

Langley City is not a major office market today and new large-scale stand-alone office development in the next 15 years is unlikely. However, due to the planned arrival of SkyTrain and existing high frequency transit service, and the premium cost of office space in Vancouver's core could help shift this condition. Metro Vancouver's revised employment projections included a significant increase to job numbers for Langley City and this is a direct result of accessible fixed rail rapid transit in the community.

In its 2018 Office Development update, Metro Vancouver identified a range of actions that can be taken by Urban Centres like Langley City to support more office development. They include:

According to a study by CBRE in 2017, suburban markets are becoming more attractive as office tenants seek lower rents and larger blocks of space. These companies may also be interested in attracting or retaining an older, more experienced workforce that may still have a preference for homeownership.

Perhaps the most enticing factor for future development of new office space is to simply keep working to build a complete, walkable, and affordable community that has great urban amenities and is well-connected to the rest of the region. Technology sector tenants are especially concerned about proximity to urban amenities such as shops, services and restaurants in their search for office space.

- Streamlining the development approval process
- Encouraging, not mandating, office components in mixed-use projects
- Allowing general office use in zoning definitions
- Incentivizing office space, either financial or regulatory
- Shortening and simplifying permitting process for basic improvements for new office tenants
- Completing more research at a more granular scale

This is noted in the 2018 Metro Vancouver Office Development update which observed that suburban office parks are increasingly becoming obsolete as young workers prefer “to live (and work) in more dynamic urban centres”. If Langley City wants to build more office development, it would be preferable for it be smaller in scale and integrated within a mixed use building, and in proximity to SkyTrain and frequent transit stations in the core of the urban area.

## **ESTABLISH AN INNOVATION CORRIDOR**

It may be difficult to attract the technology sector to a market that is relatively far from Vancouver’s core. However, certain initiatives like building a stronger relationship with local post-secondary facilities, Kwantlen Polytechnic University (KPU) and Trinity Western University (TWU), to foster a innovation corridor could facilitate a shift in drawing tech startups to the community. The Innovation Corridor established at Simon Fraser University (SFU) Surrey Campus, in partnership with the City of Surrey and Province of British Columbia is a prime example of how such an initiative could work.

The land use concept developed over this last phase of work established a “Mixed Employment” corridor along Glover Road, connecting the Civic & Historic Cores to KPU. Paired with policies and zoning regulations that incentivize innovative business sectors and reduces barriers for start-ups, a cluster could take hold.

More work is required to study innovation corridors elsewhere and explore the most effective means of attracting this important economic opportunity. However, the OCP and Zoning Bylaw can send strong and positive signals to the business community that would encourage and support creative development along Glover Road.



## PROTECT & INTENSIFY THE CITY'S INDUSTRIAL LAND BASE

As Metro Vancouver continues to observe high demand for industrial lands paired with a constrained land base - which is even more pronounced in Langley City with its small 10km<sup>2</sup> area - new strategies should be explored to make more efficient use of industrial lands and expand the diversity of industrial uses.

As Langley City plans to welcome a SkyTrain extension along Fraser Highway, there will be increased pressure to redevelop the municipality's industrial land base, much of which is near the proposed route. This is due to higher land costs and a higher return on investment for the development of commercial and residential projects.<sup>1</sup>

Land use designations in the OCP and Zoning regulations can be powerful mechanisms in the battle to protect these lands. They can also help intensify them with the purpose of ensuring high-paying jobs continue to be available in the community. This should be done while mitigating impacts on adjacent land uses.

Recommendations to be explored over the course of this process are:

- Define “industrial” more exclusively with fewer non-industrial & general employment uses that can dilute the land base.
- Encourage lot consolidation as industrial developers seek larger properties for larger operations.
- Explore ways to build more efficiently and spur higher density industrial developments.
- Produce stronger Industrial form and character design guidelines that protect and buffer adjacent developments from negative impacts.

In Metro Vancouver, only 55% of jobs on industrial lands are industrial jobs



<sup>1</sup> Tycho, Gord. Regional Industrial Lands Strategy: Issues and Initiatives Summary. Metro Vancouver (2018).

## SUPPORT SMALL & LOCAL BUSINESSES

It's a well-known fact that supporting small and local businesses helps keep residents' hard-earned dollars in the local economy with many spin-off benefits for the community. This is why ensuring the arrival of SkyTrain doesn't price out small and local businesses from commercial lands will be key.

Policies like the Downtown Revitalization Tax Exemption have served Langley City well within the current context but more robust efforts may be needed as pressures to redevelop and introduce newer buildings and units onto the market intensify.

One important step would be protecting existing high streets from large scale redevelopment. Maintaining small lot sizes (i.e., discouraging lot consolidation) and exploring parking reductions and cash-in-lieu of parking spaces

in a redevelopment project can support smaller businesses by keeping lease rates affordable.

This is particularly compelling in Langley City's downtown where current zoning is quite permissive and where redevelopment could threaten the character and affordability of retail units.

Another effort that could be explored is the creation of a new Innovation zone for commercially designated lands that caters specifically to new small and local businesses that don't fit in the industrial category (i.e., maker spaces, tech start-ups, artisan manufacturing, etc.).

Finally, a neighbourhood-scale commercial zone for cornerstores, cafes, and small retail shops, including live-work opportunities could help respectfully integrate small and local businesses into existing single detached neighbourhoods south of the Nicomekl River where these types of amenities are lacking.



Live-Work Development in Osprey Village, Pitt Meadows  
source: [www.themacnabs.com](http://www.themacnabs.com) (retrieved May 9, 2019)

# 4.5 ENVIRONMENTAL SOLUTIONS TO FIGHT CLIMATE CHANGE

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## ALIGN LAND USE & TRANSPORTATION

Among the most significant actions a municipality can take to address the climate emergency, reduce its greenhouse gas emissions, and create a healthier airshed is to increase the share of its residents using active transportation modes for all trips. To do this, aligning land use with transportation networks is essential.

Walkability, cycling, and transit use, are inextricably linked to urban densities. An analysis in Portland found that “of 40 land use and demographic variables studied, the most

significant for determining transit demand are the overall housing density per hectare, overall employment density per hectare, and retail employment density.” (Nelson\Nygard, 1995)

TransLink's Transit Service Guidelines detail the land use considerations for providing various transit service types, including appropriate density ranges.

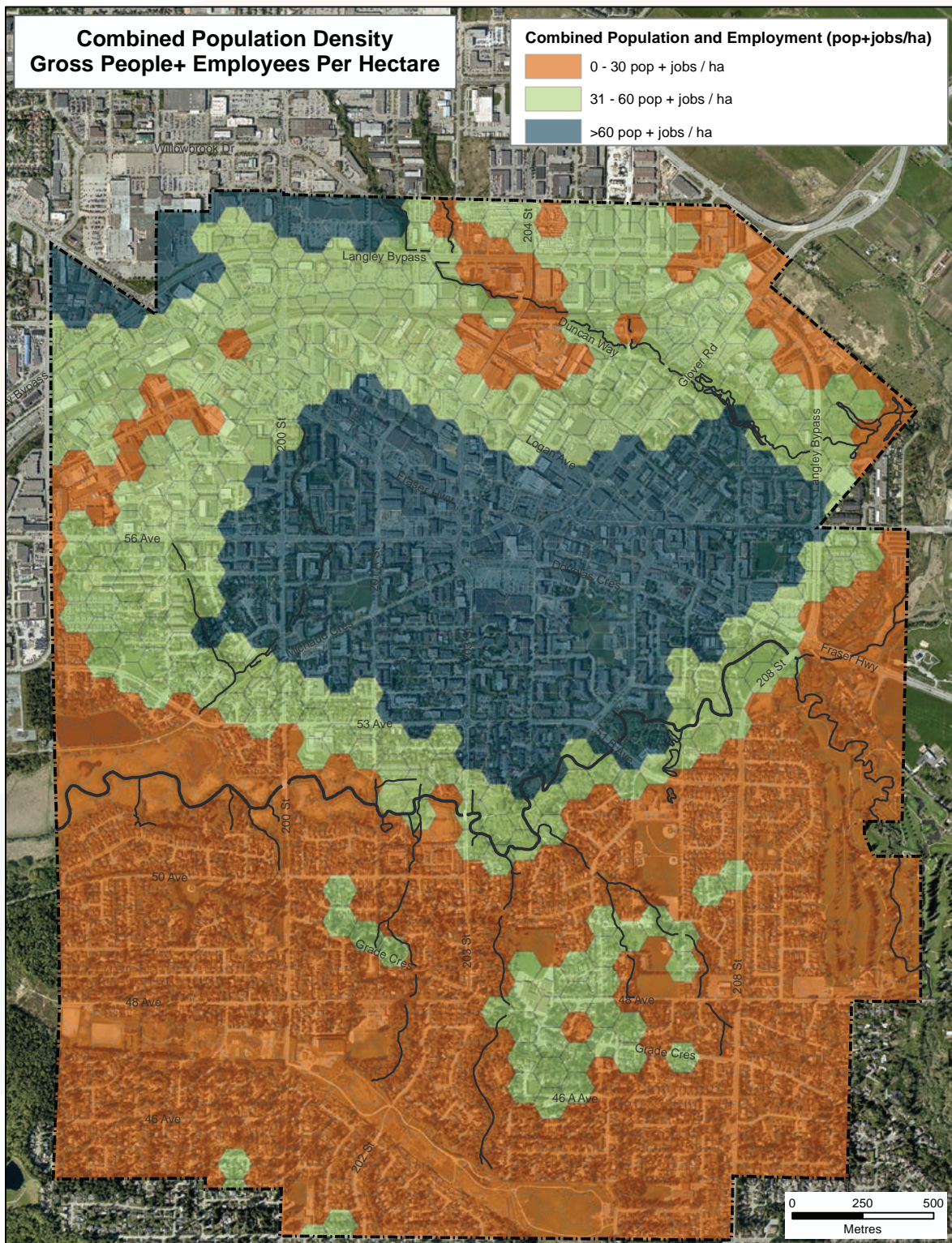
As shown on the combined population and employment density map, the large majority of the area south of the Nicomekl River does not meet the threshold TransLink aspires to for even the most basic of transit services. This means even if TransLink were to supply frequent



transit service along 200 Street and 208 Street, a mode shift south of the Nicomekl River would be unlikely. Similarly, the current densities along the Fraser Highway - where a future fixed rail rapid transit line is envisioned - could be greatly enhanced.

Supporting higher densities (of both residential populations and jobs) along future transit corridors would go a long way in achieving a mode shift towards more sustainable mobility in Langley City and emitting fewer greenhouse gas emissions.

SERVICE TYPE	DESTINATIONS	DISTANCE	DESIGN	DENSITY	DIVERSITY	DEMAND MGMT	MIN AVG PASSENGER DEMAND/REVENUE HOUR
Rapid	Rapid transit investments have been, and will continue to be, the result of specialized studies focused primarily on high-performing All Day Frequent routes. Investment decisions on these corridors will be reached regionally on a corridor-by-corridor basis.						
All Day Frequent	High number of anchors along corridor, connection with Rapid stops and stations are key	0.6–0.9 intersections/hectare	Generally operates in highly walkable and bikeable environments	40–100 people and jobs/hectare (median)	High level of land use mix, high levels of retail activity	Moderate to high parking cost with low to moderate supply	50–60*
Peak Frequent	High number of anchors along corridor, connection with Rapid stops and stations are key	0.3–0.9 intersections/hectare	Moderately walkable and bikeable environments	35–80 people and job/hectare (median)	Medium-high level of land use mix along corridors, often dominated by high employment not related to retail	Low to moderate parking cost with moderate supply	35–40*
Standard	Medium number of anchors along corridor	0.5–0.9 intersections/hectare	Generally operates in moderately walkable and bikeable environments	30–70 people and jobs/hectare (median)	Medium level of land use mix along corridor; often has a dominant land use form, such as housing or office/ industrial type employment	Low to no parking cost, with moderate to high supply	27–32*
BasicL	Low number of anchors along corridor	0.2–0.7 intersections/hectare	Generally operates in moderate-low walkable and bikeable environments	30–60 people and jobs/hectare (median)	Lower level of land use diversity along corridor, often	No parking cost, with high supply	15–20*



## REDUCE PARKING REQUIREMENTS

As mentioned elsewhere in this document, parking requirements should be reviewed with an eye on reducing the amount of parking stalls needed for new development. This would incentivize higher densities in strategic locations near rapid transit, make housing units more affordable (a single underground parking stall can cost up to \$45,000), and also help reduce car dependency leading to fewer greenhouse gas emissions.

## PROTECT & ENHANCE THE NATURAL ENVIRONMENT

The Official Community Plan and Zoning Bylaw can introduce a strong policy and regulatory framework to ensure the protection and enhancement of Langley's crucial natural spaces. In particular, the following actions are recommended:

- Amend zoning bylaw to enhance riparian area setbacks
- Amend zoning bylaw to include minimum Streamside Protection and Enhancement Areas next to watercourses
- Strengthen Development Permit Area Guidelines to support ESA management and ensure future development recognizes and is compatible with ESA values
- Increase green space and natural areas in industrial and commercial areas north of the Nicomekl River.



In addition to using the City's legislative tools, collaboration with the Kwantlen First Nation has been identified as a powerful means to achieve common ecological protection and restoration objectives. The Nicomekl River floodplain is the most obvious candidate for such a partnership but other streams and ecological features may also be of interest.

Collaboration and relationships should also be sought with local and regional stewardship groups that have a wealth of knowledge to coordinate efforts and ensure individual projects aim towards common goals.



## **ADOPT THE STEP CODE & ENCOURAGE GREEN DESIGNS**

### **BC's Energy Step Code**

An increasing amount of communities are raising energy performance expectations for new buildings. Though the provincial BC Energy Step Code is a voluntary standard, it is one that many neighbouring local governments have implemented or are in the process of implementing. The Step Code provides a consistent framework for construction of energy-efficient buildings with measurable, performance-based requirements. The ultimate goal is to ensure all new buildings in British-Columbia are net-zero energy ready by 2032.

While the Step Code isn't housed within the OCP or Zoning Bylaw, direction on how to begin implementing this important regulation can be developed over the course of this project.

Some of the benefits of energy-efficient buildings include:

- **Improved health and comfort of residents and users of such buildings;**
- **Reduced energy consumption; and,**
- **Lower costs related to energy bills.**

While these changes to the building code can deliver significant benefits for residents and Langley City's sustainability efforts, another tool that can be used to encourage greener design in new developments are development permit guidelines.

## EXAMPLES OF RAINWATER MANAGEMENT INFRASTRUCTURE



### Development Permit Guidelines

The Local Government Act allows municipalities to establish development permit areas for the purposes of form and character, energy conservation, water conservation, and for the reduction of greenhouse gas emissions, and more.

Through the OCP update, guidelines related to these sustainability topics should be explored. In particular, certain guidelines related to the design of a building (for passive heating, cooling, and lighting), the landscape design (for increase permeable surfaces, stormwater management and water conservation) would encourage greener development and reduce GHGs, of which buildings are significant contributors.

### PRODUCE MORE URBAN FOOD

Food security is an important topic with which many communities are grappling. When more foods are produced locally and close to home, it can significantly improve resiliency in the face of global shocks and has the added bonus of helping reduce poverty and food deserts.

Strategies to increase urban food production can include the creation of more community gardens in public open spaces and within new developments (through the use of green rooftops, outdoor amenity areas, and designed garden structures), especially in areas where higher densities prevent residents from having a personal garden. Urban beekeeping, or apiculture, can also thrive in more densely populated neighbourhoods with beehives located in safe locations like apartment rooftops.

## INCORPORATE GREEN INFRASTRUCTURE & TECHNOLOGY

There are many opportunities available for implementing green infrastructure. Expanding and/or buffering existing protected natural areas can greatly increase their ecosystem service value. Aging or underperforming grey infrastructure should be replaced wherever practical or possible. Urban revitalization and redevelopment projects provide excellent opportunities to replace or enhance traditional infrastructure with green alternatives.

Green infrastructure should also be incorporated into the planning and design of all new development at both the building and site level from the outset, with the objective of minimizing grey infrastructure and hardscape. This also involves requiring electric car charging in new developments, exploring district heating concepts in redevelopment areas, and investing in ‘smart city’ technologies to reduce and optimize energy use. Opportunities to enhance local and regional green infrastructure connections should also be explored. Integrating green infrastructure with regional infrastructure projects and planning (e.g., sewer, water, transportation) provides further opportunity to improve connectivity.”<sup>1</sup>

## TYPES OF GREEN INFRASTRUCTURE

### BIOSWALES/RAIN GARDENS

Vegetated open channels and landscaped areas designed to manage stormwater runoff from hard surfaces such as roofs, roads and parking lots. These features can also provide important wildlife habitat.

### DAYLIGHTED STREAMS

Uncovered streams that had previously been diverted into pipes and culverts, and buried underground. These restored streams provide valuable urban greenspace, stormwater management benefits, and habitat for fish and wildlife. They can also provide important habitat corridors and links between larger natural areas.

### GREEN ROOFS/WALLS

Green (or living) roofs are specially designed vegetated building roofs that better manage stormwater, improve energy efficiency, and provide wildlife habitat. Green walls are essentially vertical gardens; some include specialized modular elements secured to building walls.

### GREEN STREETS/GREEN ALLEYS

Green streets and alleys incorporate: minimized impervious areas, naturalized stormwater management features (e.g., bioswales) and natural landscaping (e.g., boulevard trees, shrubs). They are typically designed for a variety of users (vehicles, bicycles, pedestrians).

### GREENWAYS

Multi-modal pathways for pedestrians and cyclists that provide connections to important destinations. Natural landscaping on greenways also creates valuable habitat and functions as linear wildlife corridors.

### HEDGEROWS

Narrow planting strips of trees, shrubs, and other plants that grow along field borders, fence lines and waterways. In more urban settings, hedgerows can function as living fences, acting as an aesthetic buffer while also providing wildlife habitat.

### NATURAL LANDSCAPING

Use of native plants in garden areas provides important wildlife habitat, requires less maintenance (including watering), and provides stormwater management benefits.

### PERMEABLE PAVEMENT

A type of hard surfacing that allows rainfall to percolate through to underlying soil substrate or be removed by a subsurface drain. Permeable pavement can replace conventional asphalt and concrete for sidewalks, driveways, parking areas, and road surfaces.

### POLLINATOR-FRIENDLY GARDENS

With the addition of native flowering plants, public and private gardens and landscapes can provide improved habitat for pollinators (bees, butterflies, moths, beetles, etc.), which are so critical to our food security.

### STORMWATER DETENTION/INFILTRATION PONDS

Artificial basins designed to collect, filter, convey and detain stormwater. Landscaped ponds provide habitat for a variety of wildlife.

### URBAN TREE CANOPY

The urban tree canopy includes dense stands of trees in parks, street trees, and trees on private property. Collectively, the urban tree canopy provides numerous health and environmental benefits, including air filtration, shading and cooling, stormwater retention and detention, carbon sequestration, wind-breaks, urban beautification and habitat for birds, animals and insects.

### WILDLIFE UNDERPASSES/OVERPASSES

Increasingly common in more urbanized areas, these features (ranging from simple culverts to planted overpasses) facilitate the safe movement of wildlife over and under roads and can link important habitat areas.

<sup>1</sup> Connecting the Dots, Regional Green Infrastructure Resource Guide, 2015 (page 18)





5.0

Next Steps

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## The update process continues into Phase 3 as we begin drafting Langley City's OCP & Zoning Bylaw

The five overarching themes of the OCP & Zoning Bylaw updates will provide strong direction as we begin drafting the documents. They will help define policy chapters and act as a lens through which we can evaluate regulation.

### PHASE 3

The main goal of Phase 3 is to develop the policies and regulation that will form the updated OCP and Zoning Bylaw and present an initial draft to Council. More community engagement opportunities are planned, including a second open house and online survey.

