



**OFFICIAL COMMUNITY PLAN
BYLAW, 2005, NO. 2600**

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Consolidated as of April 15, 2016

TABLE OF CONSOLIDATION	
BYLAW	SUBJECT MATTER
Amendment No. 1, Bylaw No. 2699, 2007	Designate 3 areas of former road dedication to “Downtown Commercial”
Amendment No. 2, Bylaw No. 2730, 2008	Section 14 – Land Use Designations – changes to density
Amendment No. 3, Bylaw No. 2755, 2008	Redesignate 5935 Glover Road to “Service Commercial”
Amendment No. 4, Bylaw No. 2817, 2010	Include greenhouse gas reduction targets
Amendment No. 5, Bylaw No. 2827, 2010	Redesignate 20060 Fraser Highway to High Density Residential
Amendment No. 6, Bylaw No. 2915, 2013	Regional Context Statement and related amendments
Amendment No. 7, Bylaw No. 2953, 2015	<i>Master Transportation Plan and Parks, Recreation & Culture Master Plan</i> related amendments

WHEREAS under the provisions of Part 26, Division 2 of the *Local Government Act*, the Council may adopt one or more community plans for one or more areas;

AND WHEREAS under the provisions of Section 882(1) of the *Local Government Act*, the Council may adopt a community plan by bylaw, and, following adoption of such bylaw, the community plan is an Official Community Plan;

AND WHEREAS the Council has had prepared a community plan, such community plan being expressed in maps, plans, reports and policies; and

NOW THEREFORE the Council of the City of Langley, in open meeting assembled, ENACTS AS FOLLOWS:

- 1) Schedule “1” attached hereto and forming part of this Bylaw is hereby adopted and is the Official Community Plan for the City of Langley with the exception of those explanatory background and informational portions not intended to be part of the bylaw.
- 2) “Official Community Bylaw, 1999, No. 2280” and all amendments thereto is hereby repealed.
- 3a) Any bylaw commenced under “Official Community Plan Bylaw, 1999, No. 2280” prior to the adoption of this bylaw, which has received at least two readings as of the date of adoption of this bylaw, is, when adopted, deemed to be conforming to, and adopted under, this bylaw.
- 3b) Any designation reference in any bylaw commenced under “Official Community Plan Bylaw, 1999, No. 2280” but adopted under this bylaw is deemed to be a reference to the corresponding new designation as identified within each such designation.
- 4) This Bylaw may be cited for all purposes as “Official Community Plan Bylaw, 2005, No. 2600”.

Official Community Plan Bylaw, 2005, No. 2600
Page No. 2

READ A FIRST AND SECOND TIME this seventh day of November, 2005

PUBLIC HEARING held the twenty first day of November, 2005

READ A THIRD TIME this twenty first day of November, 2005

APPROVAL OF REGIONAL CONTEXT BY THE GREATER VANCOUVER REGIONAL
DISTRICT on the twenty fourth day of March 2006

ADOPTED THIS twenty fourth day of April, 2006

MAYOR

CITY CLERK

CITY OF
LANGLEY



**OFFICIAL COMMUNITY PLAN
BYLAW, 2005, NO. 2600**

Schedule "I"



Schedule “I”

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1.0 INTRODUCTION

1.1 Overview

The Official Community Plan is a policy guide for managing land use and development in the City of Langley.

1.2 Background

This plan replaces Official Community Plan Bylaw, 1999, No. 2280 which was adopted on November 1, 1999. The basic land use plan and policy framework of the previous bylaw, however, are maintained with updates reflecting major studies and plans completed in recent years including:

The City of Langley's five year corporate strategic plan expressed a set of core values based on the acronym, P.R.I.D.E.

- *People*
- *Respect*
- *Integrity*
- *Dynamics*
- *Expectations*

- Neighbourhood Profiles (2001, 2004, 2009, 2014)
- Community Survey (2001, 2004, 2007, 2010, 2013)
- Watercourse Mapping Update (2002)
- Industrial Land Use Study (2004)
- Nature Trail Network Plan (2005)
- Downtown Master Plan (2007-2009)
- Metro Vancouver Regional Growth Strategy (2011)
- Economic Development Strategy (2012)
- Master Transportation Plan (2014)
- Parks, Recreation and Culture Master Plan (2014)

This plan also reflects the core values articulated in the 2013-2017 Corporate Strategic Plan.

1.3 Legislative Authority

The legislative authority for the City to adopt an Official Community Plan derives from Part 26 of the *Local Government Act*. Section 877 of the *Act* outlines the required content of an Official Community Plan while Section 882 describes the procedures a municipality must follow in order to adopt a Plan.



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2.0 OBJECTIVES

2.1 Fundamental Objectives

The following fundamental objectives provide the basis for the policies and other provisions of this plan.

2.1.1. Livability

To enhance health, safety, convenience, welfare and diversity for all segments of the community.

2.1.2. Growth Management

To provide for the orderly, harmonious and efficient utilization of land.

2.1.3. Transportation

To enable the safe, convenient and efficient movement of people and goods within and through the City.

2.1.4. Economic Development

To facilitate the strengthening and diversification of the local economy.

2.1.5. Environment

To ensure the preservation, protection and enhancement of the natural environment.

2.1.6. Regional Integration

To promote compatibility with neighbouring municipalities and Metro Vancouver.



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3.0 REGIONAL CONTEXT

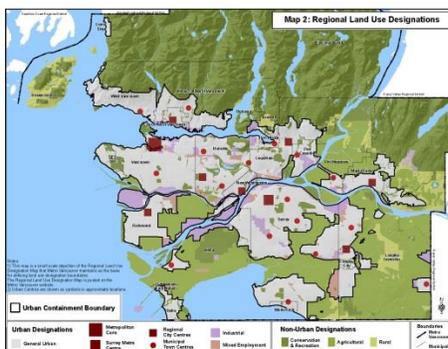
3.1 Background



*Metro Vancouver
Regional Growth Strategy*

The City of Langley was incorporated on March 15, 1955 and comprised an approximately ten square kilometre area of the Township of Langley that had been known as Langley Prairie. A significant business centre in the Lower Fraser Valley, the City of Langley was included in the Central Fraser Valley Regional District when the Province of British Columbia established Regional Districts in 1966. At that time the regional planning framework was provided by the “Lower Mainland Official Regional Plan” which was prepared by the Lower Mainland Regional Planning Board. The City’s Official Community Plan was required to be in compliance with the Regional Plan.

On November 10, 1988 the City of Langley became a member of the Greater Vancouver Regional District (GVRD), a formal recognition of the City’s strong association with metropolitan Vancouver. On January 26, 1996 the GVRD Board adopted the *Livable Region Strategic Plan* (LRSP) which was recognized as a Regional Growth Strategy under the *Local Government Act* by the Ministry of Municipal Affairs on February 10, 1996. In accordance with the *Act*, subsequent Official Community Plans adopted by the City of Langley included Regional Context Statements accepted by the GVRD Board (in 1999 and 2006).



*Map 2 - Metro Vancouver 2040 –
Shaping Our Future*

On July 29, 2011 the GVRD (Metro Vancouver) Board adopted its new Regional Growth Strategy, *Metro Vancouver 2040 – Shaping Our Future*. *Metro Vancouver 2040* includes a series of strategies and actions for achieving five key goals:

- Goal 1 – Create a Compact Urban Area
- Goal 2 – Support a Sustainable Economy
- Goal 3 – Protect the Environment and Respond to Climate Change Impacts
- Goal 4 – Develop Complete Communities
- Goal 5 – Support Sustainable Transportation Choices



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3.2 Regional Context Statement

Under Section 866 of the *Local Government Act*, the City is required to include a Regional Context Statement in its Official Community Plan (OCP) and submit it to the Metro Vancouver Board for acceptance. The purpose of the Regional Context Statement is to “identify the relationship between the Official Community Plan” and the Regional Growth Strategy (RGS) and how the OCP will be made consistent with the RGS over time.

The Regional Context Table attached as Appendix I describes the relationship between this plan and the specific local government actions listed in *Metro Vancouver 2040 – Shaping Our Future*. Appendix II – Regional Context Map identifies the regional land use designations and overlays applicable to the City under this plan. Appendix II – Regional Context Map also identifies the network of routes for goods and service vehicles in accordance with Section 5.2.3 a) of the Regional Growth Strategy. Appendixes I and II comprise the Regional Context Statement for the purposes of Section 866 of the *Local Government Act*.



*Regional Context Map
See Appendix II*



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4.0 GROWTH MANAGEMENT

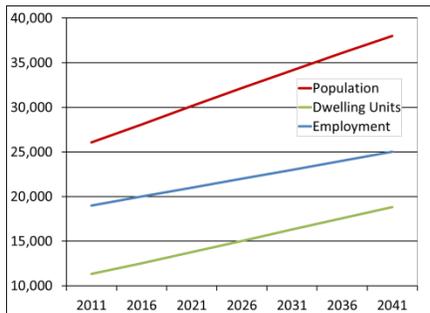
4.1 Background

Under the *Local Government Act*, the City must provide for its anticipated housing needs for at least the next five years in the Official Community Plan. In practice, the City prefers to plan for much longer time horizons than the minimum requirements established in the legislation. Thus this plan is designed to accommodate population, housing and employment growth to 2041 generally as anticipated in *Metro Vancouver 2040 – Shaping Our Future*.

4.2 Growth Projections

Policy 4.2.1

- ⇒ **Assume population, housing and employment growth generally consistent with the projections contained in Appendix A of *Metro Vancouver 2040 – Shaping Our Future*.**



City of Langley growth projections were developed in collaboration with Metro Vancouver and the Regional Growth Strategy.

In consultation with the City of Langley and its other member municipalities, Metro Vancouver developed the population, housing and employment projections for the Regional Growth Strategy, *Metro Vancouver 2040 – Shaping Our Future*. The Metro Vancouver projections envision continued population, housing and employment growth for the City through 2041 reflecting the region's growth and the favoured status of Langley Regional City Centre within the regional planning framework.

This plan follows the general line of Metro Vancouver's projections while incorporating some modifications in response to the most recent Census results.

Policy 4.2.2

- ⇒ **Utilize the growth projections in Table 1 as the basis for land use and infrastructure planning to 2041.**



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Table 1 – Growth Projections

<u>Year</u>	<u>Population¹</u>	<u>Dwellings²</u>	<u>Employment</u>
2011	26,085	11,320	19,000
2016	28,085	12,525	20,000
2021	30,140	13,775	21,000
2026	32,175	15,030	22,000
2031	34,150	16,305	23,000
2036	36,095	17,555	24,000
2041	38,005	18,810	25,000

¹Population figures include an estimate of Census undercount (4%)

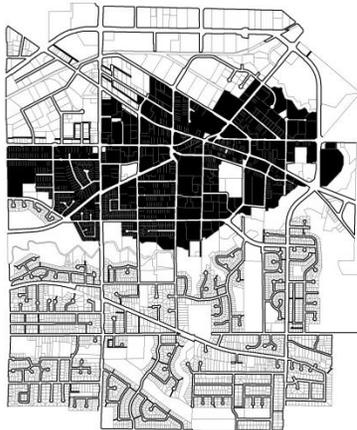
²Occupied by households

Source: City of Langley, Metro Vancouver

4.3 Assignment of Growth

Policy 4.3.1

- ⇒ **Allocate anticipated growth through the Land Use Designation Map (Schedule “A”) and the related land use classifications and densities.**



Residential Growth Areas

This plan maintains the historical direction of City land use planning whereby the highest intensity of development is focused on the downtown core. Lower intensity land uses generally radiate outwards from the core. Since the City is already fully urbanized and lacks raw land for development, growth must occur through the redevelopment of underutilized land.

Under this plan residential growth is directed primarily to the area around the downtown core, north of the Nicomekl River. A secondary area for the allocation of residential growth is the downtown core itself with the remaining growth going to single family residential areas south of the Nicomekl River where very limited subdivision potential remains under current zoning.



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Table 2 - Population by Land Use Designation¹

<u>OCP Land Use</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2026</u>	<u>2031</u>	<u>2036</u>	<u>2041</u>
Downtown Commercial	2,150	3,035	3,940	4,835	5,710	6,570	7,415
High Density Residential	7,910	8,550	9,205	9,855	10,485	11,110	11,720
Medium Density Residential	4,740	5,250	5,775	6,300	6,810	7,310	7,800
Low Density Residential	2,510	2,525	2,540	2,555	2,570	2,585	2,595
Urban Residential	8,530	8,475	8,420	8,365	8,305	8,250	8,190
Estate Residential	120	125	125	130	135	135	140
Service Commercial	-	-	5	5	5	5	10
Mixed Employment	-	-	5	5	5	5	10
<u>Industrial</u>	<u>125</u>						
Total	26,085	28,085	30,140	32,175	34,150	36,095	38,005

¹City of Langley estimates

The planned population growth will be accommodated through housing stock additions in the designated land use areas as follows.

Table 3 - Housing Units by Land Use Designation¹

<u>OCP Land Use</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2026</u>	<u>2031</u>	<u>2036</u>	<u>2041</u>
Downtown Commercial	1,100	1,610	2,140	2,675	3,205	3,740	4,275
High Density Residential	3,995	4,375	4,770	5,165	5,560	5,950	6,345
Medium Density Residential	2,300	2,590	2,890	3,190	3,495	3,795	4,100
Low Density Residential	1,000	1,015	1,025	1,040	1,055	1,065	1,080
Urban Residential	2,830	2,840	2,850	2,860	2,875	2,885	2,890
Estate Residential	40	40	45	45	45	50	50
Service Commercial	-	-	-	-	5	5	5
Mixed Employment	-	-	-	-	5	5	5
<u>Industrial</u>	<u>55</u>	<u>55</u>	<u>55</u>	<u>55</u>	<u>60</u>	<u>60</u>	<u>60</u>
Total	11,320	12,525	13,775	15,030	16,305	17,555	18,810

¹City of Langley estimates



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Employment growth is directed in this plan primarily to the commercial areas including the downtown core and the Willowbrook area and to the mixed-employment and industrial districts in between. A smaller portion of employment growth will occur in residential areas in the form of home-based businesses and in institutional areas.

Table 4 - Employment Growth by Land Use Designation¹

<u>OCP Land Use</u>	<u>2011</u>	<u>2016</u>	<u>2021</u>	<u>2026</u>	<u>2031</u>	<u>2036</u>	<u>2041</u>
Downtown Commercial	4,465	4,700	4,935	5,170	5,405	5,640	5,875
Service Commercial	6,175	6,500	6,825	7,150	7,475	7,800	8,125
Mixed Employment	1,065	1,120	1,175	1,230	1,290	1,345	1,400
Industrial	2,735	2,880	3,025	3,170	3,310	3,455	3,600
<u>Other Land Use Areas*</u>	<u>4,560</u>	<u>4,800</u>	<u>5,040</u>	<u>5,280</u>	<u>5,520</u>	<u>5,765</u>	<u>6,005</u>
Total	19,000	20,000	21,000	22,000	23,000	24,005	25,005

*Includes Institutional areas (employment in schools, colleges, recreation facilities) and Residential areas (employment in home occupations)

¹City of Langley estimates

The substantial addition of jobs anticipated under this plan will further strengthen the City's position as a major employment centre in the region. The City is already a net importer of workers (i.e. the number of jobs exceeds the size of the resident labour force) and has one of the highest ratios of jobs to population amongst Metro Vancouver municipalities. As the table below indicates, the City is projected to maintain a high employment to population ratio in relation to the regional average.

Table 5 - Employment/Population Ratio

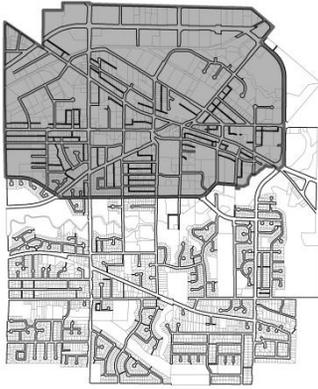
<u>City/Region</u>	<u>2021</u>	<u>2031</u>	<u>2041</u>
City of Langley	0.697	0.673	0.658
Metro Vancouver Average	0.521	0.518	0.516

Source: City of Langley, Metro Vancouver



OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600

Policy 4.3.2



*Langley Regional City Centre
in City of Langley*

⇒ **Concentrate growth in Langley Regional City Centre.**

Most of the City’s projected growth is assigned in this plan to the area designated as Langley Regional City Centre in Appendix II - Regional Context Map. By focusing growth in a Regional City Centre served by TransLink’s Frequent Transit Network and a proposed rapid transit line, this plan supports the regional planning policies contained in *Metro Vancouver 2040 – Shaping Our Future*.

Table 6 - Growth Projections – Langley Regional City Centre¹

<u>Year</u>	<u>Population¹</u>	<u>Dwellings²</u>	<u>Employment</u>
2011	15,010	7,360	17,115
2016	16,900	8,460	18,090
2021	18,840	9,610	19,070
2026	20,765	10,760	20,050
2031	22,635	11,905	21,030
2036	24,490	13,055	22,005
2041	26,295	14,210	22,985

¹City of Langley estimates

²Occupied by households



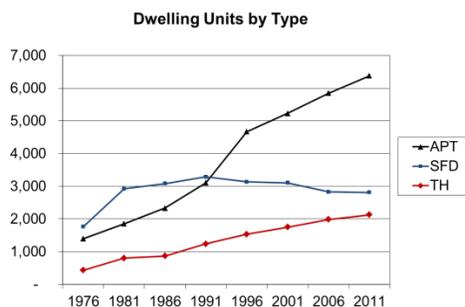
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5.0 RESIDENTIAL DEVELOPMENT

5.1 Background



Innis Park Apartments



Apartment units made up 56% of the City's housing stock in 2011.

Specific land use and development policies for designated residential areas are provided in Sections 16.2, 16.3 and 16.4.

The City's housing stock has undergone major changes over the years as more and more multifamily dwellings have been added. In 2011, multifamily dwellings made up 75.2% of the City's housing units and housed 66.7% of the population. The historical trend toward higher density housing will continue under this plan as older single family dwellings north of the Nicomekl River continue to be replaced by townhouses and apartments.

In addition to creating a higher density built form, the transformation of the City from a community dominated by single family dwellings to one where most residents live in apartments and townhouses has also had profound demographic consequences including: a larger elderly population, a decline in the number of school age children; a higher proportion of single parent households; lower average household income. The objective of this plan is to maintain the long term policy direction favouring residential densification in and around the downtown core while seeking to address the challenges it brings.

5.2 Policies

Policy 5.2.1

⇒ **Continue the long term residential densification both around and within the downtown core.**

Policy 5.2.2

⇒ **Transition residential densities downwards moving out from the downtown core as shown in the Land Use Designation Map (Schedule "A").**

Policy 5.2.3

⇒ **Encourage a variety of housing types to meet the needs of the population and the demographic challenges faced by the City.**



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6.0 COMMERCIAL DEVELOPMENT

6.1 Background



*Cascades Hotel - Convention Centre
Casino Development*

From its beginnings as a settlement at the crossroads of Yale Road (later Fraser Highway) and “Smuggler’s Trail” (later Glover Road), the City of Langley has been an important business centre in the Lower Fraser Valley. Initially a service centre for a mainly agricultural area, the City’s commercial landscape has evolved to meet the needs of a growing urban population. Today there are more than 4 million square feet of commercial floorspace divided between the downtown core and the service commercial areas. Most of the City’s commercial lands lie within Langley Regional City Centre, one of only seven such centres designated by Metro Vancouver.

This plan continues established City policy whereby pedestrian-oriented commercial development is directed to the downtown core and automobile-oriented commercial development is directed to the service commercial areas along Fraser Highway, Langley Bypass and 200 Street. A transitional mixed employment area provides further opportunities for commercial development between the downtown core and the Duncan Way Industrial Area.

6.2 Policies

Policy 6.2.1

- ⇒ **Direct commercial development to Downtown Commercial, Service Commercial and Mixed Employment areas as shown in the Land Use Designation Map (Schedule “A”).**

Policy 6.2.2

- ⇒ **Continue downtown revitalization and redevelopment in accordance with the *Downtown Master Plan*”.**

Specific land use and development policies for designated Commercial areas are provided in Sections 16.5 and 16.6 and for Mixed Employment areas in Section 16.7.



OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600

Policy 6.2.3

- ⇒ Continue the long term redevelopment of existing industrial properties on Langley Bypass.

7.0 INDUSTRIAL DEVELOPMENT



Ipex Plant on Duncan Way

In 2011 Metro Vancouver created new Industrial and Mixed Employment land use designations in the Regional Growth Strategy in order to preserve employment lands.

Specific land use and development policies for designated industrial areas are provided in Section 16.8 and for mixed employment areas in Section 16.7.

7.1 Background

Large scale industrial development in the City began in the late 1960's with the construction of Langley Bypass and the relocation of the railway to its current alignment. Most of the City's industrial development was coordinated by BC Hydro and formed part of what was then called "Langley Industrial Centre". The original land base for this large contiguous industrial estate has been eroded by commercial development along Langley Bypass, 200 Street and Fraser Highway. However, industrial development remains a significant part of the City's economy and the 2003 *Industrial Land Use Study* inventoried 238,000 m² (2,566,000 sq ft) of industrial floorspace supporting 2,200 jobs. This plan identifies core industrial areas for preservation and a transitional mixed-employment area between the downtown core and the Duncan Way Industrial Area.

7.2 Policies

Policy 7.2.1

- ⇒ **Maintain a core of industrial land as shown in the Land Use Designation Map (Schedule "A") to ensure the City's economic diversity and vitality.**

Policy 7.2.2

- ⇒ **Direct industrial development to Industrial and Mixed Employment areas as shown in the Land Use Designation Map (Schedule "A").**

Policy 7.2.3

- ⇒ **Encourage the intensification of use and development of industrial and mixed employment**



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lands in order to maximize employment and taxation benefits.

8.0 PARKS & RECREATION



Douglas Park

8.1 Background

Parks and recreation play a crucial role in creating quality of life for city residents. The City of Langley has been creating park land and recreational facilities since its incorporation in 1955. Today the City features 25 parks on 128 hectares (316 acres) of land as well as a recreation centre, a community centre, a seniors centre, an outdoor swimming pool, twin ice rinks, several playgrounds and 11 kilometres of nature trails. City residents also share in the use of a major athletic park with Township of Langley residents.

City Council adopted a *Parks, Recreation and Culture Master Plan* in 2014 in order “to prepare a comprehensive and clear 10-year...plan that will provide direction to City staff and Council...” This plan embraces the major recommendations of the PRC Master Plan.

8.2 Policies

Policy 8.2.1

- ⇒ **Maintain, enhance and expand the open space system shown in the Parks and Open Space Map (Schedule “D”).**

Policy 8.2.2

- ⇒ **Support and implement the recommendations of the 2014 *Parks, Recreation and Culture Master Plan*, including the following:**

(a) **Trails, Paths and Sidewalks**

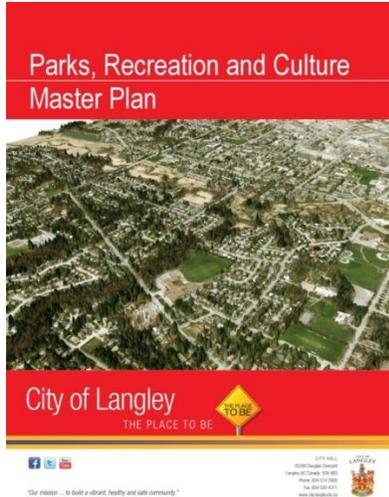
- ⇒ **Expand the trail system to provide greater connectivity;**
- ⇒ **Collaborate with Kwantlen Polytechnic University on the development of a trail**



City of Langley Parks



OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600



2014 *Parks, Recreation and Culture Master Plan* by Catherine Berris Associates, et. al

- ⇒ along Logan Creek through the campus;
- ⇒ **Design and build infrastructure (such as benches, lighting, waste bins, bike racks, public art) to support the trail system;**
- ⇒ **Install wayfinding signage in the trail system.**

(b) Park Land Acquisition

- ⇒ **Acquire parkland to serve the growing neighbourhoods north of the Nicomekl River;**
- ⇒ **Acquire road frontage for existing parks internalized within city blocks.**

(c) Park Design & Development

- ⇒ **Consider universal design and Crime Prevention Through Environmental Design (CPTED) principles in all park planning and design;**
- ⇒ **Develop comprehensive parks master plans for City Park and Sendall Gardens;**
- ⇒ **Improve existing sports fields.**

(d) Indoor Recreation Facilities

- ⇒ **Complete the Timms Community Centre Renewal;**
- ⇒ **Support the development of a performing arts and cultural centre with Langley partners.**

Policy 8.2.3

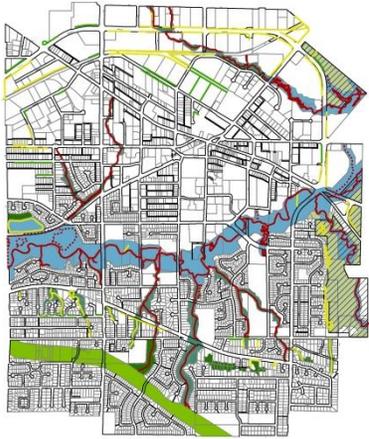
- ⇒ **Connect trails, bike routes and greenways to the regional greenway system and cooperate with Metro Vancouver on the development of regional greenways for recreation including the Nicomekl River corridor.**



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9.0 ENVIRONMENTAL PROTECTION

9.1 Background



Environmentally Sensitive Areas

The City of Langley is a compact, highly urbanized municipality situated in the Lower Fraser Valley. The City is bisected by the Nicomekl River, a meandering watercourse that discharges into Mud Bay. Several fish-bearing streams drain into the Nicomekl River. The Nicomekl Floodplain and the riparian areas associated with its tributary creeks comprise the City's most significant ecological assets.

In 1997, Coast River Environmental Services Ltd. undertook a *Fisheries Watercourse Classification Project and Environmentally Sensitive Areas Overview* for the City. ECL Envirowest Ltd. updated the watercourse mapping and classification in 2002 in consultation with the Department of Fisheries and Oceans. These studies form the basis of the environmental protection policies articulated in this plan.

9.2 Policies

Policy 9.2.1

- ⇒ **Protect and enhance environmentally sensitive areas and watercourses identified in the Environmentally Sensitive Areas Map (Schedule "E").**

Policy 9.2.2

- ⇒ **Require Development Permits for properties affected by environmentally sensitive areas in accordance with Section 17.8 of this plan.**

Policy 9.2.3

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



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Policy 9.2.4

- ⇒ Review streamside development applications in accordance with the “Riparian Areas Regulation” pursuant to the *Fish Protection Act*.

Policy 9.2.5

- ⇒ Encourage storm water management practices both within and outside of the City to mitigate against flooding and habitat destruction.

Policy 9.2.6

- ⇒ Land use planning and development review shall reflect watershed plans and Integrated Storm Water Management Planning.

Policy 9.2.7

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

Policy 9.2.8

- ⇒ Encourage LEED certified (Leadership in Energy and Environmental Design) building projects.

Policy 9.2.9

- ⇒ Employ advanced information technology and remote sensing techniques to monitor environmental change.

Policy 9.2.10

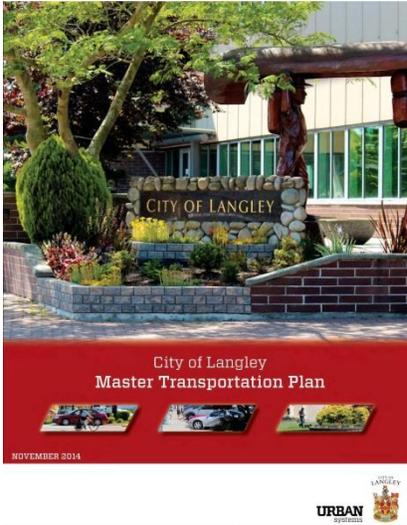
- ⇒ Publish annual “State of the Environment” reports.



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10.0 TRANSPORTATION

10.1 Background



2014 Master Transportation Plan

Transportation has provided the basis for the City of Langley's development from a small settlement at the intersection of Yale Road and "Smuggler's Trail" to a major urban centre today. Water, road and rail transport have all played significant roles in the City's history. To a large degree, the City's success within the Metro Vancouver region will continue to be determined by the quality of its transportation linkages.

In 2012 the City launched a comprehensive review of its transportation system culminating in the 2014 adoption of the *Master Transportation Plan* prepared by Urban Systems Ltd. This plan incorporates the major recommendations of the *Master Transportation Plan*.

10.2 Policies

Policy 10.2.1

- ⇒ Develop and maintain a hierarchical road network in accordance with the Road Network Map (Schedule "B").

Policy 10.2.2

- ⇒ Support and implement the recommendations of the 2014 *Master Transportation Plan* including:

(a) Pedestrian Plan

- ⇒ Enhance sidewalk coverage in areas with the highest pedestrian demand and potential;
- ⇒ Incorporate supportive pedestrian facilities to provide a more walkable and attractive environment for pedestrians;
- ⇒ Enhance pedestrian safety, accessibility and visibility at crossings in the downtown core, employment areas, around schools and bus stops;
- ⇒ Improve the network of trails and



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pathways identified in the Parks, Recreation and Culture Master Plan;



208 Street Reconstruction

(b) Bicycle Plan

- ⇒ Develop and maintain a network of bicycle routes in accordance with the Long Term Bicycle Network (Schedule “D”);
- ⇒ Incorporate high quality bicycle facility standards in infrastructure planning;
- ⇒ Improve crossings for cyclist safety and comfort;
- ⇒ Provide safe and secure bicycle parking facilities at key locations.

(c) Transit Strategy

- ⇒ Work with TransLink and other partners to build a long term transit network in accordance with Schedule “C”;
- ⇒ Work with TransLink and other partners to relocate the existing transit exchange in accordance with the Downtown Langley Transit Exchange Plan;
- ⇒ Support the extension of rapid transit service from Surrey City Centre to Downtown Langley along the Fraser Highway corridor in accordance with the Surrey Rapid Transit Study (SRTAA).

(d) Road Network Plan

- ⇒ Complete road network improvements as follows:
 - 200 Street (Langley Bypass to Fraser Hwy.) - add southbound lane;
 - Langley Bypass (200 St. to Fraser Hwy.) - widen to 6 lanes;
 - 50 Ave/Grade Cr./200 St. - intersection improvement or realignment;
 - 62 Avenue (Willowbrook Dr. to Mufford Cr.) – widen to 4 lanes.
- ⇒ Consider the use of roundabouts for future intersection improvements.



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11.0 ENGINEERING SERVICES

11.1 Background

Engineering services comprise the basic infrastructure needed for sustaining the City and its residents. The following is an overview of existing engineering services and the policies designed to ensure they meet the needs of a growing city.

11.2 Water Supply

The City of Langley has been supplied with water by the Greater Vancouver Regional District since 1976. The water is delivered to the city border via GVRD trunk lines and distributed internally by the City's pipe system. This system is designed to serve a population of approximately 33,000 people and is constantly monitored for adequacy and condition. In order to provide for long term requirements for storage volume and pressure, the City constructed a seismically-engineered 22.7 million litre reservoir at 4728 - 200 Street in 2000.



Watermain Construction

Policy 11.2.1

- ⇒ **Ensure an uninterrupted high quality water supply and distribution network to serve the projected population of 38,000 for the year 2041 (the Water Distribution System Map (Schedule "F") illustrates the existing City network).**

11.3 Sanitary Sewerage

The sanitary sewerage collection system is owned and operated by the City of Langley, except for the trunk system which is leased to the Greater Vancouver Sewerage and Drainage District (GVS&DD) in order to facilitate service to areas beyond City boundaries. The City is completely serviced with a gravity system, except for small areas reached by force mains. Like the water distribution system, it is designed to serve a population of approximately 38,000. The quality control function is performed by the GVS&DD and the effluent is given primary and secondary treatment prior to being released



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into the Fraser River at Annacis Island.

Policy 11.3.1

- ⇒ **Ensure adequacy of the sanitary sewerage network for all new development and employ required upgrades to accommodate and guide projected growth (the Sanitary Sewer System Map (Schedule “G”) illustrates the existing City network).**

11.4 Storm Drainage

The City has an overall storm drainage network plan for the industrial, commercial and residential areas between Logan Avenue and the Nicomekl River the Storm Drainage System Map (Schedule “H”) illustrates the existing City network). It is being implemented on a step by step basis as the area redevelops. Residential areas south of the river are also served by drainage networks but also by rock pits where soil conditions permit this alternative. The storm drainage system (open ditch and pipe) empties into the Nicomekl River and its tributaries in about three dozen locations.

Policy 11.4.1

- ⇒ **Implement a long term ditch elimination program throughout the City.**

Policy 11.4.2

- ⇒ **Ensure system adequacy north of the Nicomekl River for facilitating anticipated changes in land use and density;**

Policy 11.4.3

- ⇒ **Require on-site retention/detention of storm water both in new and renewal projects and adopt a program for installation of pollutant interceptors on-site and at outfalls on an environmentally determined priority basis.**



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11.5 Solid Waste Disposal

Solid waste collection in the City of Langley is by private contractors who haul waste to the GVRD's Matsqui Transfer Station in the City of Abbotsford. Miscellaneous disposal occurs at the GVRD's Langley Transfer Station in the Township of Langley.

Policy 11.5.1

- ⇒ **Monitor the adequacy, cost and convenience of waste collection services in the City;**

Policy 11.5.2

- ⇒ **Promote provision of a local hazardous waste drop depot;**

Policy 11.5.3

- ⇒ **Encourage waste reduction through expansion of recycling.**



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12.0 COMMUNITY SERVICES

12.1 Background

Community services are provided by senior government and regional agencies as well as by a variety of non-profit organizations. The City of Langley participates in the provision of community services in partnership with many of these agencies and organizations as well as through community grants funding.

12.2 Health

Health services for the City of Langley are provided by the Fraser Health Authority on behalf of the Province of British Columbia. City residents are served by Langley Memorial Hospital, a full service hospital located three kilometres east of the City of Langley in the Murrayville area of the Township of Langley. FHA also operates Langley Lodge, a 156-bed intermediate care facility for seniors at 5451 – 204 Street.

Policy 12.2.1

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

12.3 Education



Kwantlen Polytechnic University

Elementary, middle and secondary school education are provided to City residents by School District No. 35 (SD35). There are six elementary schools and one middle school located within the City of Langley. SD35 also offers English Language Learners (ELL) education, special education, fine arts, athletic and adult education.

Kwantlen Polytechnic University is a degree granting, post-secondary institution located at 20901 Langley Bypass offering a range of subjects including horticulture and music.



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Policy 12.3.1

- ⇒ **Support existing City schools to meet the needs of City residents as educational facilities and centres of civic activity in neighbourhoods.**



Langley City Library

12.4 Library

Fraser Valley Regional Library operates the Langley City Library located at 20399 Douglas Crescent in a building shared with City Hall.

12.5 Social and Cultural

The City of Langley provides funding assistance through the community grants program and space in its facilities for a variety of service agencies and non-profit interest groups active in the community.

Policy 12.5.1

- ⇒ **Promote arts programs in City schools and at Kwantlen Polytechnic University in concert with arts-based development initiatives for Downtown Langley.**

12.6 Protective Services

Langley RCMP provides policing services to both the City of Langley and the Township of Langley from its detachment headquartered at 22180 – 48A Avenue in the Township of Langley. Langley RCMP also operates a Community Police Office in the City of Langley at 20408 Douglas Crescent.

Fire protection in the City of Langley is provided by Langley City Fire-Rescue Service from its new fire hall located at 5785 – 203 Street.

Policy 12.6.1

- ⇒ **Encourage improved policing and security measures in and around the downtown core.**



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13.0 NEIGHBOURHOODS

13.1 Background

Neighbourhoods are the basic building blocks of the communities in which we live and thus strengthening neighbourhoods strengthens the community.

In 2000 the City of Langley completed a *Neighbourhood Planning Study* that identified six neighbourhoods based on elementary school catchment areas. The objectives of the *Study* were to:

- Create neighbourhood identity
- Enhance neighbourhood image
- Improve local government awareness
- Protect neighbourhood stability

Since then the City has published neighbourhood profiles (updated in 2004), held public open houses in each neighbourhood and pursued local improvement initiatives.

This plan embraces neighbourhoods as a structure for building communities, providing services and liaising with City residents.

13.2 Policies

Policy 13.2.1

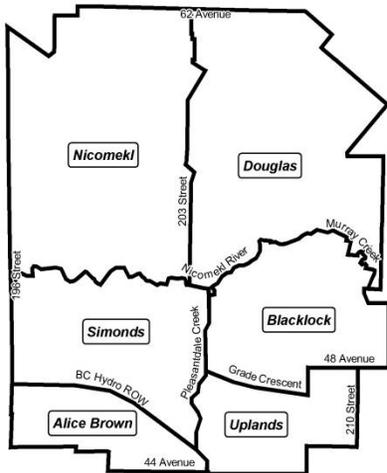
- ⇒ **Plan services and programs around neighbourhoods where appropriate.**

Policy 13.2.2

- ⇒ **Support initiatives that engender neighbourhood identity and character.**

Policy 13.2.3

- ⇒ **Communicate with City residents at a neighbourhood level whenever possible.**



Neighbourhood Map



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14.0 SOCIAL PLANNING

14.1 Background

Like most municipalities in the region, the City of Langley has been increasingly challenged in recent years by high profile social issues such as crime, homelessness and substance abuse. These challenges have heightened demand for a greater local government involvement in social issues although municipalities in British Columbia generally have neither the mandate nor the resources to address the issues at hand.



“Gateway of Hope”

The City’s first homeless shelter, operated by the Salvation Army, opened in 2010 with extensive assistance from the City of Langley, the Province of B.C., the Government of Canada, the Township of Langley and the greater community

In order to determine an appropriate municipal role for engaging social issues in the community, the City completed the first *Social Plan* in its history in 2008. At the same time the City prepared an innovative *Accessibility and Inclusiveness Study* to identify ways in which to improve accessibility and social inclusion in the community. In 2009 the City adopted an *Affordable Housing Strategy* to guide its efforts to promote and preserve affordable housing. These three landmark initiatives, completed with the assistance of the Social Planning and Research Council of B.C., will guide the City’s social planning activities for the next several years.

14.2 Policies

Policy 14.2.1

- ⇒ **Social planning activities shall be guided by the *Social Plan* and its ten priority areas.**

Policy 14.2.2

- ⇒ **Support and encourage affordable housing in accordance with the *Affordable Housing Strategy*.**

Policy 14.2.3

- ⇒ **Advance community accessibility and social inclusion as set out in the *Accessibility and Inclusiveness Study*.**



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15.0 SUSTAINABILITY

15.1 Background



*Ravine Trail
Pleasantdale Creek*

An increasing public concern for environmental matters and the impact of human activity on the planet has led in recent years to the concept of “sustainability” taking hold in many areas of society. The 1987 report of the World Commission on Environment and Development (WCED) to the United Nations General Assembly entitled, *Our Common Future* defined sustainable development as:

“...development that meets the needs of the present without compromising the ability of future generations to meet their own needs.” (United Nations, 1987)

The report also stressed the need for integrating ecological, economic and social equity considerations in determining sustainability.

Recognizing the importance of sustainable development, the City of Langley has identified sustainability as a key focus area in its *Corporate Strategic Plan*.

15.2 Framework

In 2010 the City of Langley developed a *Sustainability Framework* with the assistance of Stantec Consulting Ltd. The purpose of the *Framework* is to articulate a commitment to sustainable development and to organize past, present and future sustainability initiatives around defined focus areas and goals.

Policy 15.2.1

⇒ **Support in principle the commitment to sustainability as articulated in the *Sustainability Framework*:**

The City of Langley is committed to demonstrating leadership that inspires its citizens and partners to work towards a sustainable future. Together we can build and sustain a safe community that is



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inviting to all and filled with healthy, active residents of all ages who are connected to an environment that is protected and cherished.

Policy 15.2.2

- ⇒ Pursue sustainability initiatives in accordance with the goals and organizing structure provided by the Sustainability Framework.

15.3 Climate Action



Photovoltaic Panels

The City of Langley has embraced climate action planning as part of its commitment to sustainability. To that end, the City joined the Federation of Canadian Municipalities' Partners for Climate Protection (PCP) program in 2002 and in 2009 signed the provincial *Climate Action Charter*. To help fulfill its commitments to climate action and to meet its obligations under the *Local Government (Green Communities) Statutes Amendment Act*, the City completed (with the assistance of Hyla Environmental Services Ltd.) Corporate and Community Energy & Greenhouse Gas Emissions Plans in 2010.

Policy 15.3.1

- ⇒ Adopt as a target the goal of reducing annual community emissions by 20,992 tonnes CO₂e from the 2017 emissions forecast, resulting in a 16 percent reduction below 2007 levels as outlined in the *Community Energy and GHG Emissions Plan*.

Policy 15.3.2

- ⇒ Work towards achieving the community reduction target in 15.3.1 by following the reduction initiatives set out in the *Community Energy and GHG Emissions Plan*.

Policy 15.3.3

- ⇒ Adopt as a target the goal of reducing annual corporate emissions by 134 tonnes CO₂e from the 2018 emissions forecast, resulting in a 12 percent



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reduction below 2008 levels as outlined in the *Corporate Energy and GHG Emissions Plan*.

Policy 15.3.4

- ⇒ Work towards achieving the corporate reduction target in 15.3.3 by following the reduction initiatives set out in the *Corporate Energy and GHG Emissions Plan*.

Policy 15.3.5

- ⇒ Pursue carbon neutral corporate operations by 2012 as agreed in the *Climate Action Charter*.



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16.0 LAND USE DESIGNATIONS

16.1 Background

The fundamental purpose of the Official Community Plan is to provide direction for the City's physical development. In this plan that is effected by the Land Use Designation Map (Schedule "A") which describes the intended use of all parcels of land in the City. In accordance with the *Local Government Act*, all subsequent zoning and development decisions made by City Council must conform to the Land Use Designation Map and this plan.

The following is a description of the land use designations used in this plan and the policies for their implementation.

16.2 Urban Residential



View East on 49 Avenue

Approximately 233 hectares (22% of the City's land) are designated for "Urban Residential" use in this plan. This designation is intended to maintain the single family residential character of areas located mainly south of the Nicomekl River. As such it provides a transition between the multifamily residential areas north of the Nicomekl River and the low density suburban and rural areas beyond the City's boundaries. Limited opportunities exist for infill subdivisions within the designated area and only a modest amount of population growth is assigned to the Urban Residential areas by this plan. Although not required for growth management purposes, intensification measures such as allowing smaller lots or secondary suites may be studied as possible tools for attracting investment to revitalize older single family areas.

Policy 16.2.1

- ⇒ Land use shall be limited to single family residential except as provided by Policy 16.2.2.

Policy 16.2.2

- ⇒ Institutional uses providing a service to neighbourhood residents such as schools, churches and child care facilities may be permitted through



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zoning subject to a comprehensive review of potential impacts such as traffic, parking and noise.

Policy 16.2.3

- ⇒ Subdivisions shall be permitted based on a 557 m² minimum lot size provided that livability issues such as safety, convenience, aesthetics and environmental conditions are addressed.

Policy 16.2.4

- ⇒ Strata subdivisions shall be discouraged on the basis that private roads and services are not in the public interest.

Policy 16.2.5

- ⇒ Investigate the merits of allowing smaller lot sizes and/or secondary suites as tools for attracting new investment to older single family residential areas.

16.3 Estate Residential



Looking North on 204A Street

The Estate Residential designation is intended to protect the unique character of the area located between Grade Crescent and 46A Avenue. The area contains a wooded escarpment and is noted for its large lots. The designation supports innovative forms of subdivision on minimum 930 square metre lots to preserve natural features in an area where lot configurations, topography and access make conventional subdivision difficult.

Policy 16.3.1

- ⇒ Land use shall be limited to single family residential.

Policy 16.3.2

- ⇒ Subdivisions shall be permitted based on a 930 m² minimum lot size provided that livability issues such as safety, convenience, aesthetics and environmental protection, including preservation of trees and vegetation, are addressed.



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Policy 16.3.3

- ⇒ **Strata subdivisions shall be discouraged on the basis that private roads and services are not in the public interest.**

Policy 16.3.4

- ⇒ **Development Permits shall be required for subdivisions.**

16.4 Multiple Family Residential



205 Street Apartment Development

This plan maintains the established City policy of focusing multiple family residential development north of the Nicomekl River adjacent to the downtown core. The intent of this policy is two-fold: first to support the downtown core and its long term revitalization; and second, to concentrate population where it can be serviced most efficiently by public transit and municipal infrastructure.

Three different multiple family residential land use designations are included in this plan:

<u>Designation</u>	<u>Maximum Density</u>
Low Density Residential	62 Units/Hectare
Medium Density Residential	173 Units/Hectare
High Density Residential	198 Units/Hectare

In total, more than 146 hectares (13.9% of the City's land) are designated for multiple family residential development. These areas are expected to accommodate more than 80% of the City's population growth from 2006 to 2031.

Policy 16.4.1

- ⇒ **Land use shall be limited to multiple family residential except as provided by Policy 16.4.2.**

Policy 16.4.2

- ⇒ **Institutional uses providing a service to neighbourhood residents such as schools, churches, child care facilities and seniors' care**



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57 Avenue Townhouse Development

facilities may be permitted through zoning subject to a comprehensive review of potential impacts such as traffic, parking and noise.

Policy 16.4.3

- ⇒ Affordable and special needs housing including housing for seniors and housing for the disabled shall be encouraged.

Policy 16.4.4

- ⇒ Ground-oriented units shall be encouraged where design and site conditions permit.

Policy 16.4.5

- ⇒ Rezoning for multiple family residential development shall be supported provided that livability issues such as safety, convenience, aesthetics and environmental conditions are addressed.

Policy 16.4.6

- ⇒ Development projects shall not isolate parcels or sites having areas below the minimum lot size prescribed in the Zoning Bylaw for the highest density use contemplated for the area in the Land Use Designation Map (Schedule "A").

Policy 16.4.7

- ⇒ Development Permits shall be required for multiple family residential developments except as provided in Section 15.2.



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16.5 Downtown Commercial



McBurney Lane Shopping

The Downtown Commercial designation delineates Downtown Langley, the business and cultural centre of the City. It is intended to accommodate a broad range of retail, office and entertainment uses in addition to social, cultural and educational services and facilities and multiple family housing consistent with the pedestrian-oriented character of the downtown core.

Between 2007 and 2009 the City developed, in three phases, a *Downtown Master Plan* to stimulate investment and guide the development of Downtown Langley over the next twenty years.

Policy 16.5.1

- ⇒ **Commercial, multiple family residential and institutional land uses consistent with the pedestrian-oriented character of Downtown Langley shall be permitted.**

Policy 16.5.2

- ⇒ **Multiple family residential development shall be limited to a maximum density of 371 units/hectare or as provided in the Downtown Special Design District table under Policy 16.5.5.**

Policy 16.5.3

- ⇒ **Specialty retail and professional services as well as entertainment and cultural uses shall be encouraged.**

Policy 16.5.4

- ⇒ **Facilities, programs and events for the arts shall be particularly emphasized as a theme for downtown revitalization.**

Policy 16.5.5

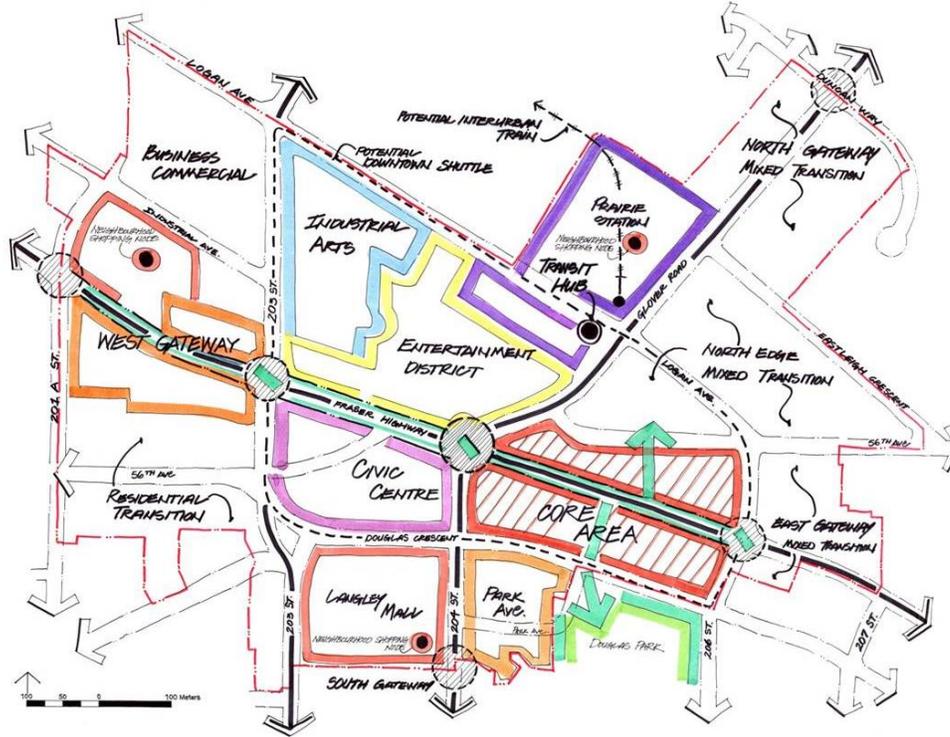
- ⇒ **Downtown Commercial properties and public realm areas shall be developed in accordance with the**



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Downtown Master Plan as outlined below.

Downtown Special Design Districts



Area	Character	Land Use	Residential Density
Core Retail Area	Specialty retail with residential uses above following an Arts and Culture theme	Commercial and Residential	Medium- 4 storey development
Civic Centre	Civic, Office, and Hotel	Institutional (Public Use) and Commercial office/hotel	Only Hotel uses on western edge
Entertainment District	Commercial/Entertainment/Hotel	Commercial/Entertainment/Hotel	Medium long term potential
Festival Community Park and Industrial Arts District	Recreation/Education/Commercial/Light Industrial	Public Uses/Commercial/Light Industrial	None (provision for some Work/Live units)
West Gateway Boulevard	Residential	Residential	Medium
Prairie Station	Residential	Residential/Commercial mixed Use	Medium to *High
Park Avenue	Higher quality residential	Residential/Commercial only on Douglas Crescent	Medium
Langley Mall	Commercial short term Mid-rise to High Rise Residential in medium to long term	Short term commercial pods on Douglas Crescent Long term residential/commercial mixed use	Medium to long term potential for Medium to *High
Transition Areas	Residential	Residential and Commercial	Medium (transition to adjoining neighbours)

***Medium Density:** Up to 198 units/ha or 80 units/acre, 4 storey maximum height, Approximately 1.60 FSR (Floor Space Ratio)

***High Density:** Up to 371 units/hectare or 150 units/acre with a 46.0 meter maximum height (or as determined by Nav Canada airport limits), Approximately 3.0 FSR (Floor Space Ratio)



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Policy 16.5.6

- ⇒ **Development Permits shall be required for Downtown Commercial developments except as provided in Section 17.2.**

16.6 Service Commercial



Langley Riocan Centre

The Service Commercial designation is intended to accommodate commercial developments requiring large sites and exposure to highways and arterial roads. Large format (“big-box”) retail stores, shopping centres and automotive sales and service outlets are typical uses. Development sites are configured principally for customers arriving by automobile although pedestrian and bicycle facilities are also required. Service Commercial areas are not intended to compete directly with Downtown Langley but rather to offer commercial development opportunities not available in the downtown area.

Policy 16.6.1

- ⇒ **Large format retail, automobile-oriented commercial uses, offices and eating establishments shall be permitted.**

Policy 16.6.2

- ⇒ **Small commercial retail units (CRU’s) and other uses that could potentially locate downtown shall generally be discouraged.**

Policy 16.6.3

- ⇒ **Institutional uses providing a service to neighbourhood residents such as schools and churches may be permitted through zoning subject to a comprehensive review of potential impacts.**

Policy 16.6.4

- ⇒ **Development Permits shall be required for Service Commercial developments except as provided in Section 17.2.**



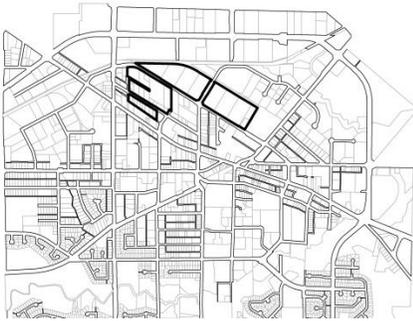
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16.7 Mixed Employment

The Mixed Employment land use designation is intended to provide a transitional district between the Downtown Commercial and Duncan Way industrial areas. A mix of commercial and light industrial uses consistent with Metro Vancouver's Regional Growth Strategy is prescribed to bridge the land use gap between these disparate areas.

Policy 16.7.1

- ⇒ **Service industrial uses such as workshops, wholesale supply outlets and automotive services shall be encouraged.**



Mixed Employment Areas

Policy 16.7.2

- ⇒ **Light industrial uses such as warehousing, light manufacturing and technology industries shall be permitted.**

Policy 16.7.3

- ⇒ **Large format retail and office establishments shall be permitted.**

Policy 16.7.4

- ⇒ **Small commercial retail units (CRU's) and personal service uses that could potentially locate downtown shall generally be discouraged.**

Policy 16.7.5

- ⇒ **Residential uses other than caretakers' dwelling units shall not be permitted.**

Policy 16.7.6

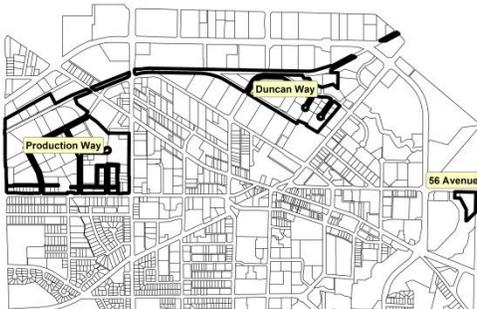
- ⇒ **Development Permits shall be required for Mixed Employment developments except as provided in Section 17.2.**



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16.8 Industrial

The Industrial land use designation accommodates a variety of light industrial uses with ancillary uses permitted through zoning. In accordance with Metro Vancouver's Regional Growth Strategy, two core districts (Production Way and Duncan Way) are identified and intended to be supported and preserved for industrial use.



Industrial Planning Areas

Policy 16.8.1

- ⇒ **Light industrial uses such as manufacturing, fabricating and assembly shall be encouraged in the Production Way and Duncan Way areas.**

Policy 16.8.2

- ⇒ **Service industrial uses such as workshops, wholesale supply outlets and automotive services shall be permitted.**

Policy 16.8.3

- ⇒ **Land uses shall consider the effect of noise, vibration and other potential nuisances on adjacent land uses.**

Policy 16.8.4

- ⇒ **Residential uses other than caretakers' dwelling units shall not be permitted.**

Policy 16.8.5

- ⇒ **Development Permits shall be required for Industrial developments except as provided in Section 17.2.**



Duncan Way Industrial Area



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16.9 Agricultural

The City has a limited amount of land in the Agricultural Land Reserve (approximately 16 hectares) and much of it is used for recreation at Newlands Golf & Country Club and public education at Kwantlen Polytechnic University's horticultural school. The Agricultural designation is intended to protect areas suitable for "farm use" in accordance with the *Agricultural Land Commission Act*.

Policy 16.9.1

- ⇒ **All uses and subdivision of ALR land shall be in accordance with the provisions of *the Agricultural Land Commission Act*, Regulations thereto and Orders of the Commission.**

Policy 16.9.2

- ⇒ **Agricultural uses with an emphasis on food production shall be encouraged.**

Policy 16.9.3

- ⇒ **Support infrastructure improvements (drainage, irrigation, transportation) for agriculture in collaboration with other governments and agencies.**

Policy 16.9.4

- ⇒ **Urban land uses shall respect the integrity of adjacent ALR lands inside and outside of the City.**

Policy 16.9.5

- ⇒ **The boundaries of the Agricultural Land Reserve within the City of Langley are delineated in the Land Use Designation Map (Schedule "A"); in the case of any dispute over ALR boundaries, the Official ALR Plan from the Agricultural Land Commission shall prevail.**



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Langley Community Music School

16.10 Institutional

The Institutional designation is intended to accommodate a variety of recreational and civic uses. Approximately 205 hectares of land (nearly 20% of the total area of the City) are designated Institutional and occupied by parks, schools, a university and a private golf course.

Policy 16.10.1

- ⇒ **Active and passive recreational, civic and other institutional uses shall be permitted;**

Policy 16.10.2

- ⇒ **Land within the Agricultural Land Reserve shall be used in accordance with the provisions of the *Agricultural Land Commission Act*, Regulations thereto and Orders of the Commission;**

Policy 16.10.3

- ⇒ **Expand park land areas in accordance with the recommendations of the *Parks, Recreation and Culture Master Plan* and Section 8.2;**

Policy 16.10.4

- ⇒ **Ensure that environmentally sensitive areas including the Nicomekl River floodplain and its tributary riparian areas are protected.**

Policy 16.10.5

- ⇒ **Conservation and Recreation Areas identified in Appendix II - Regional Context Map shall be protected and used in accordance with Strategy 3.1 of *Metro Vancouver 2040 – Shaping our Future* and shall be limited to the following uses:**
 - ⇒ **Public service infrastructure, including the supply of high quality drinking water;**
 - ⇒ **Environmental conservation;**
 - ⇒ **Recreation, primarily outdoor;**
 - ⇒ **Education, research and training facilities**



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- and uses that serve conservation and/or recreation users;
- ⇒ Tourism activities and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;
- ⇒ Limited agricultural use, primarily soil-based.

16.11 Land Use Designations and Permitted Zones

The following table summarizes the zones that are permitted within each Official Community Plan land use designation.

OCP Land Use Designation	Zone													
	RS1	RS2	RM1	RM2	RM3	C1	C2	C3	I1	I2	P1	P2	A1	CD
Urban Residential	✓										✓	✓		✓
Estate Residential		✓									✓	✓		✓
Low Density Residential			✓								✓	✓		✓
Medium Density Residential			✓	✓							✓	✓		✓
High Density Residential			✓	✓	✓						✓	✓		✓
Downtown Commercial						✓					✓	✓		✓
Service Commercial							✓	✓			✓	✓		✓
Mixed Employment							✓		✓	✓	✓	✓		✓
Industrial									✓	✓	✓	✓		✓
Agricultural													✓	✓
Institutional											✓	✓		✓

Where existing zoning is not consistent with the land use designation under this plan, that zoning may remain but any rezoning after the adoption of this plan shall be in conformity with the above table.



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17.0 DEVELOPMENT PERMIT AREAS

17.1 Background

Areas designated for commercial, industrial, multifamily residential or Estate Residential uses in Schedule “A” – Land Use Designation Map and areas designated as Environmentally Sensitive Areas in Schedule “E” – Environmentally Sensitive Areas Map of this plan are Development Permit Areas. In accordance with the *Local Government Act*, land may not be subdivided, construction of a building or structure may not be started and (where applicable) land may not be altered unless the owner first obtains a Development Permit from the City.

Section 919.1 of the Local Government Act authorizes the City of Langley to designate development permit areas for the following purposes:

- *Protection of the natural environment, its ecosystems and biological diversity*
- *Protection of development from hazardous conditions*
- *Protection of farming*
- *Revitalization of an area in which a commercial use is permitted*
- *Establishment of objectives for the form and character of intensive residential development*
- *Establishment of objectives for the form and character of commercial, industrial or multi-family residential development*

17.2 Exemptions

The requirement to obtain a Development Permit shall not apply for the following:

17.2.1 Single Family Dwellings and Duplexes

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

17.2.2 Single Family Subdivisions

Except for parcels designated Estate Residential.

17.2.2 Minor Building Additions/Renovations

In the Downtown Commercial designated areas, renovations and building additions of 200 m² (2,153 ft²) or less which, in the opinion of the Director of Development Services, comply with the respective Development Permit Area Guidelines.

In the Service Commercial designated areas, renovations and building additions of 200 m² (2,153 ft²) or less which, in the opinion of the Director of Development Services, comply with the respective Development Permit Area Guidelines.

In the Mixed Employment designated areas, renovations and building additions of 200 m² (2,153 ft²) or less which, in the opinion of the Director of Development Services, comply with the respective Development Permit Area Guidelines.



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In the Industrial designated areas, renovations and building additions of 200 m² (2,153 ft²) or less which, in the opinion of the Director of Development Services, comply with the respective Development Permit Area Guidelines.

17.2.3 Required Fencing

In the Estate Residential and Industrial designated areas; and fencing required by the City of Langley or other senior government agencies.

17.2.4 Hazardous Tree Removal

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

17.2.5 Minor Site Clearing

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

17.2.6 Minor Construction

Developments where the estimated value of construction, as determined by the Chief Building Inspector, is less than \$50,000.00.

17.2.7 Building Envelope Repair

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

17.2.8 Tenant Improvements

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

17.2.9 Minor Site Improvements

Minor site improvements including landscaping and paving of parking areas, provided that the value of work is less than \$10,000.00.

17.2.10 Incidental Subdivision

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



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17.3 – 17.9 DEVELOPMENT PERMIT AREA GUIDELINES



OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600

Designation Criteria:

- Protection of development from hazardous conditions
- Protection of the natural environment, its ecosystems and biological diversity

Land Use Designation Map (Schedule "A"): Estate Residential



17.3 Estate Residential

Objective:

To protect the area and adjacent properties from erosion, sloughing, siltation or excessive storm water runoff and to retain as much of the existing tree cover as possible.

- ⇒ Any subdivision of land shall consider the ability of the site to accommodate development without creating a hazardous condition and shall consider natural features including topography, mature trees, creeks and ravines;
- ⇒ No development shall take place which results in erosion, sloughing, excessive run-off or siltation within or adjacent to the Development Permit Area;
- ⇒ Buildings, structures and paved surfaces shall be:
 - Located away from areas subject to erosion, sloughing or landslip or damage there from;
 - Sited so as to preserve natural vegetation on the steeper slopes, minimize cutting into slopes and avoid the use of retaining walls over 1.5 metres [4.92 ft.] in height.
- ⇒ Appropriate measures shall be put in place to:
 - Direct surface run-off away from areas subject to erosion and sloughing and from downstream developed lands unless the downstream services are designed to accommodate the increased storm water load;



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- ⇒ Contain any excessive run-off, erosion or siltation at the clearing and construction stage and for the completed development.
- ⇒ A geotechnical report may be required to address slope stability on the subject property and adjacent properties; and
- ⇒ An arbourist's report and tree replacement plan, complete with security for replanting, may be required by the Approving Officer prior to subdivision approval.



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17.4 Multiple-Family Residential

Designation Criteria:

- *Establishment of objectives for the form and character of multifamily residential development*

Land Use Designation Map (Schedule "A"): Low Density Residential, Medium Density Residential, High Density Residential



Objective:

To ensure the compatible and harmonious infill and renewal of multifamily housing with a high level of design and livability.

17.4.1 General

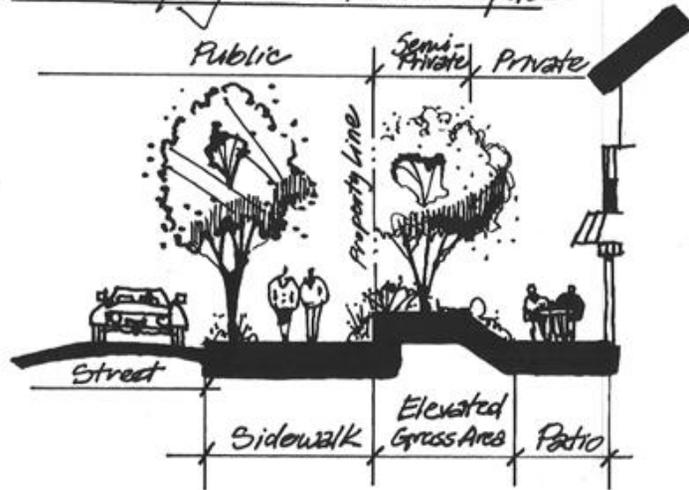
- ⇒ Integrate new developments with surrounding land uses;
- ⇒ Minimize conflicts with existing single family land uses in transitional areas;
- ⇒ Building design and site planning should complement adjacent multifamily residential developments;
- ⇒ Access for the disabled should be provided for in building and site design;
- ⇒ Apply CPTED (Crime Prevention Through Environmental Design) principles.

17.4.2 Exterior Finishes & Building Envelope

- ⇒ High quality exterior finishes should be used to ensure the integrity of the building envelope and to present an attractive appearance;
- ⇒ All stucco applications shall be inspected and certified by a qualified independent consultant;
- ⇒ 60 minute sheathing (building) paper shall be applied to all buildings;

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17.4.3 Landscaping: Public & Private Space



17.4.3 Landscaping: Fencing



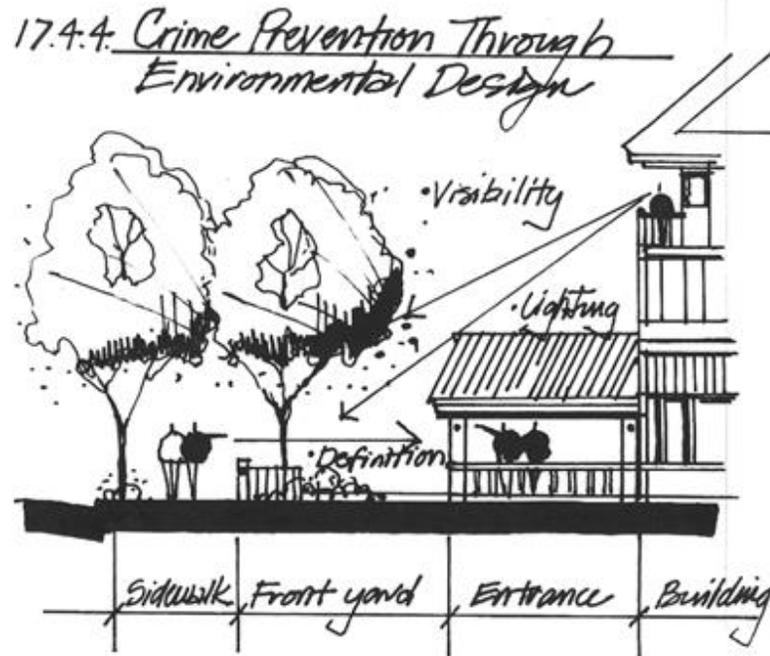
- ⇒ RCABC certification is required for flat roofs;
- ⇒ All asphalt shingle roofing material shall have a minimum 40 year product warranty – alternative materials shall be assessed on a case by case basis.

17.4.3 Landscaping

- ⇒ Landscape plans shall be prepared by a registered BC Landscape Architect;
- ⇒ Landscaping shall be in accordance with BCNTA/BCSLA standards and equipped with an in-ground irrigation system;
- ⇒ All trees shall be a minimum 6.0 cm caliper;
- ⇒ Street trees shall comply with the City of Langley Street Tree Master Plan;
- ⇒ Screen parking areas which are visible from a street, lane or adjacent residential uses;
- ⇒ Retain mature trees and vegetation wherever possible;
- ⇒ Parking and garbage areas should be appropriately screened;
- ⇒ Differentiate between public and private spaces;
- ⇒ Encourage private outdoor living space;
- ⇒ Encourage courtyard and trellis work;
- ⇒ All wood applications shall be pressure treated; and
- ⇒ Where applicable, fencing shall be wrought iron, aluminum, or approved alternate, and retaining walls kept to a minimum height.



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17.4.4 Crime Prevention Through Environmental Design (CPTED)

General

- ⇒ The City may require multifamily development projects to be reviewed by an independent CPTED consultant;

Building Entrances

- ⇒ Provide attractive, safe and identifiable entrances;
- ⇒ The main front entrance should be visible from the street.
- ⇒ Emphasize entrances with secondary roof elements and special architectural treatments oriented towards the street; and
- ⇒ Entrance areas shall not be deeply recessed;
- ⇒ Common front entrance areas shall be equipped with security camera / video monitor and intercom systems;
- ⇒ Intercom system shall not identify suite numbers;
- ⇒ Required lock boxes shall be recessed into the building face (Chubb Security lock boxes or approved alternate);
- ⇒ Exterior exit door hardware shall be of commercial / light industrial quality and shall include astragals;
- ⇒ Exterior exit doors shall have no external hardware (i.e. doorknobs, etc.).



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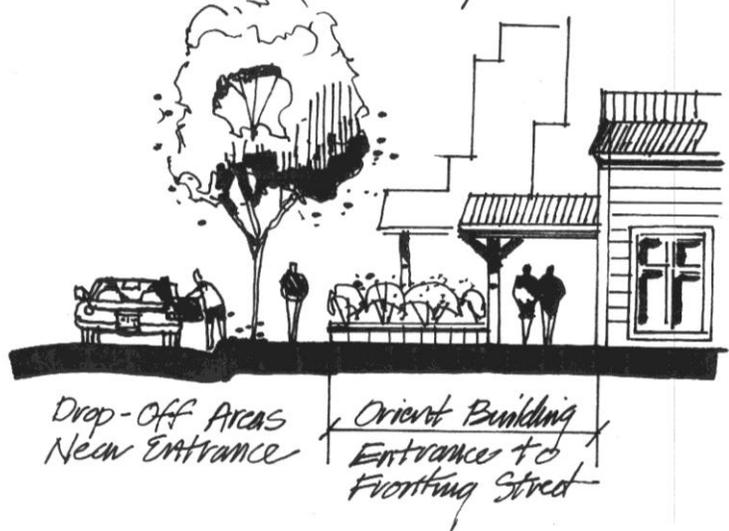


Parking Areas

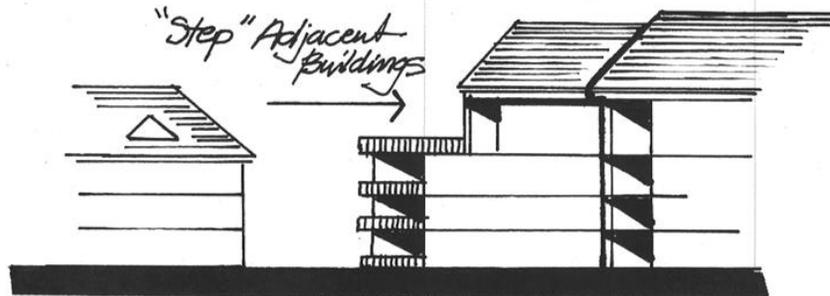
- ⇒ Multiple residential developments shall avoid large, underground parking lots (maximum 50-60 stalls is recommended);
- ⇒ Secure access from the underground parkade to the elevator / lobby area shall be provided;
- ⇒ Glazing shall be provided between the parkade and elevator lobby (Glazing shall be protected on both sides with quick response sprinkler heads);
- ⇒ Tenant exit areas from underground parkades shall not be recessed;
- ⇒ Parkade doors should be secure and shall not use pressure strip switches;
- ⇒ Parkade walls, ceilings and columns shall be painted white;
- ⇒ Parkades shall be equipped with High Intensity Discharge (HID) or fluorescent lighting;
- ⇒ Visitor parking areas shall be equipped with High Intensity Discharge (HID) lighting.

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17.4.5 Apartment Developments



17.4.5 Apartment Developments



17.4.5 Apartment Developments

Site Planning

- ⇒ Orient building entrances to the fronting streets;
- ⇒ Provide drop-off areas at grade level near the main building entrance where possible;
- ⇒ Provide resident parking underground;
- ⇒ Provide visitor parking at-grade;
- ⇒ Underground parking access should be from lanes where possible;
- ⇒ In multiple building developments, site buildings to enclose courtyards and other landscaped spaces.

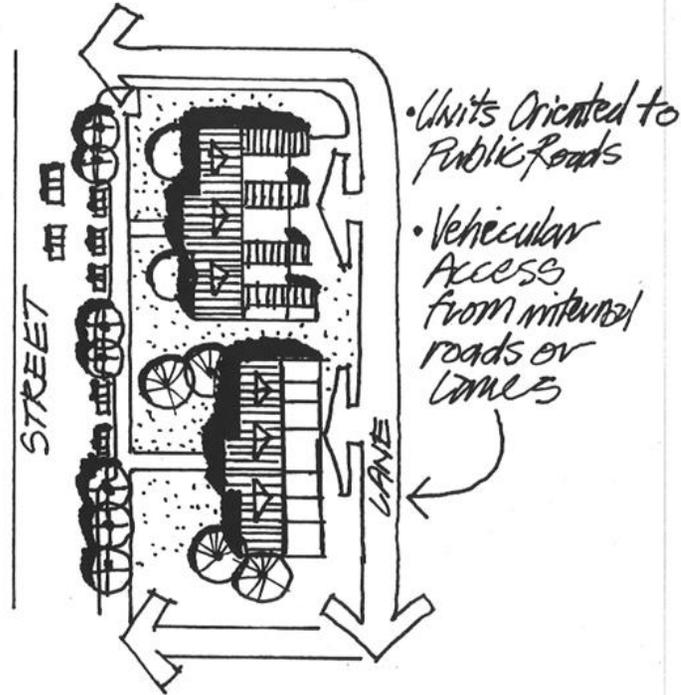
Building Form

- ⇒ Avoid blank or undifferentiated facades;
- ⇒ Reduce the apparent mass of buildings through roof design, façade articulation and shadowing;
- ⇒ "Step" building heights to relate to adjacent buildings;
- ⇒ Scale building height and massing in proportion to open spaces;
- ⇒ Minimize above grade projection of parkade structures.



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17.4.6 Townhouse Developments



17.4.6 Townhouse Developments

Site Planning

- ⇒ Units should be oriented towards public roads where possible;
- ⇒ Vehicular access should be provided from internal roads or lanes where possible;
- ⇒ Resident parking should be provided in enclosed and secured garages attached to individual units or in a secure underground parkade;
- ⇒ Visitor parking spaces should be provided at-grade;
- ⇒ Private patios and yards should be provided for each unit;

Building Form

- ⇒ Avoid overly long rowhouse buildings (buildings should contain no more than six units);
- ⇒ Avoid presenting garage entrances to public roads where possible;
- ⇒ Scale building height and massing in proportion to open spaces.



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17.5 Downtown Commercial

Designation Criteria:

- Revitalization of an area in which a commercial use is permitted
- Establishment of objectives for the form and character of multifamily residential development

Land Use Designation Map (Schedule "A"): Downtown Commercial



Objective:

To ensure that downtown development occurs at a pedestrian scale and that the form and character of development is appropriate for the City's business and cultural centre.

17.5.1 General

Downtown Commercial area development shall adhere to the design guidelines and regulations set out in Sections 5.2 and 5.3 of the *Downtown Master Plan*.





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17.6 Service Commercial

Designation Criteria:

- Establishment of objectives for the form and character of commercial development

Land Use Designation Map (Schedule "A"): Service Commercial

Objective:

To ensure that commercial developments occupying highly visible locations along major arterial roads are designed to produce urban spaces that are attractive and to minimize the impact on surrounding areas.



17.6.1 General

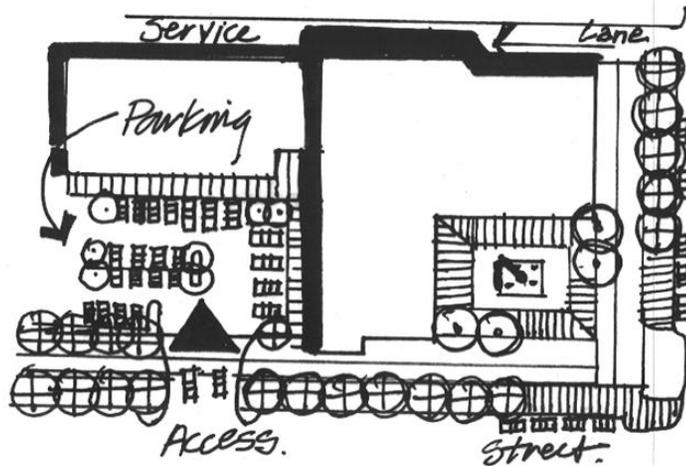
- ⇒ Building and site design should contribute an orderly and attractive appearance to arterial roadways;
- ⇒ Conflicts with adjacent residential land uses (where applicable) should be avoided through effective architectural design and landscaping;
- ⇒ Access for the disabled should be provided for in building and site design;
- ⇒ A traffic impact study may be required to evaluate larger developments;
- ⇒ Apply CPTED (Crime Prevention Through Environmental Design) principles.

17.6.2 Site Planning

- ⇒ Buildings should be sited to provide for convenient vehicular access and parking;
- ⇒ Buildings and attractive landscaping features should be

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17.6.2 Service Commercial



placed in high visibility corner locations;

- ⇒ Driveways accessing arterial roads should be consolidated where possible to minimize the number of access points;
- ⇒ Walkways through parking lots should be provided to ensure safe and convenient pedestrian access to building entrances;
- ⇒ Ample pedestrian space should be provided adjacent to building entrances;
- ⇒ Loading and service areas should not abut residential properties;
- ⇒ Exterior lighting should be unobtrusive and consistent with the architecture and surrounding context.

17.6.3 Building Form & Exterior Finishes

- ⇒ Developments should feature an attractive and unified architectural presentation;
- ⇒ Overly abrupt façade changes between CRU's (Commercial Retail Units) should be avoided;
- ⇒ Blank building facades should not face public roads;
- ⇒ Signs should complement the architectural design and be approved by the project architect;
- ⇒ High quality exterior finishes should be used to ensure the integrity of the building envelope and to present an attractive appearance.

17.6.4 Landscaping

- ⇒ Landscape plans shall be prepared by a registered BC Landscape Architect;



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- ⇒ Landscaping shall be in accordance with BCNTA/BCSLA standards and shall be equipped with an in-ground irrigation system;
- ⇒ All trees shall be a minimum 6.0 cm caliper;
- ⇒ Street trees shall comply with the City of Langley Street Tree Master Plan;
- ⇒ Landscaping should screen parking areas from adjacent streets and “soften” the overall appearance of the development;
- ⇒ Landscape plans should emphasize shade tree species in order to moderate the summer climate;
- ⇒ Pedestrian areas should feature distinct surface treatments (concrete, brick or stone) from vehicular parking and maneuvering areas.

17.6.5 Crime Prevention Through Environmental Design (CPTED)

- ⇒ The City may require development projects to be reviewed by a qualified CPTED consultant;
- ⇒ Target hardening measures to prevent break-ins should be considered in plans;
- ⇒ Unsightly bollards and window bars should be avoided.



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17.7 Mixed Employment

Designation Criteria:

- *Establishment of objectives for the form and character of commercial development*
- *Revitalization of an area in which a commercial use is permitted*
- *Establishment of objectives for the form and character of industrial development*

Land Use Designation Map (Schedule "A"): Mixed Employment



Objective:

To promote development and redevelopment of a transitional employment district between the downtown core and the Duncan Way Industrial Area consistent with the Metro Vancouver Regional Growth Strategy.

17.7.1 General

- ⇒ Conflicts with adjacent Downtown Commercial land uses should be avoided through effective architectural design and landscaping;
- ⇒ Roof lines, height, building mass, form, architectural character and outdoor spaces should complement adjacent commercial and other buildings;
- ⇒ Access for the disabled should be provided for in building and site design;
- ⇒ Apply CPTED (Crime Prevention Through Environmental Design) principles.

17.7.2 Landscaping

- ⇒ Landscape plans shall be prepared by a registered BC Landscape Architect;
- ⇒ Landscaping shall be in accordance with BCNTA/BCSLA standards and shall be equipped with an in-ground



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irrigation system;

- ⇒ All trees shall be a minimum 6.0 cm caliper;
- ⇒ Street trees shall comply with the City of Langley Street Tree Master Plan;
- ⇒ Landscaping should screen parking areas from adjacent streets and “soften” the overall appearance of the development.

17.7.3 Signs

- ⇒ Signs should complement the architectural design and be approved by the project architect.

17.7.4 Office Buildings and Office Parks

- ⇒ Office buildings shall employ modern architectural forms utilizing high quality glass and metal finishes;
- ⇒ Landscaping treatments shall incorporate a variety of hard and soft elements.

17.7.6 Crime Prevention Through Environmental Design (CPTED)

- ⇒ The City may require development projects to be reviewed by an independent CPTED consultant.



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Designation Criteria:

- *Establishment of objectives for the form and character of industrial development*

Land Use Designation Map (Schedule "A"): Industrial



17.8 Industrial

Objective:

To promote the development and redevelopment of the City's designated industrial areas and to minimize conflicts with adjacent land uses.

17.8.1 General

- ⇒ Conflicts with adjacent non-industrial land uses should be avoided through effective architectural design and landscaping;
- ⇒ Roof lines, height, building mass, form, architectural character and outdoor spaces should complement adjacent commercial and other buildings;
- ⇒ Access for the disabled should be provided for in building and site design;
- ⇒ Apply CPTED (Crime Prevention Through Environmental Design) principles.

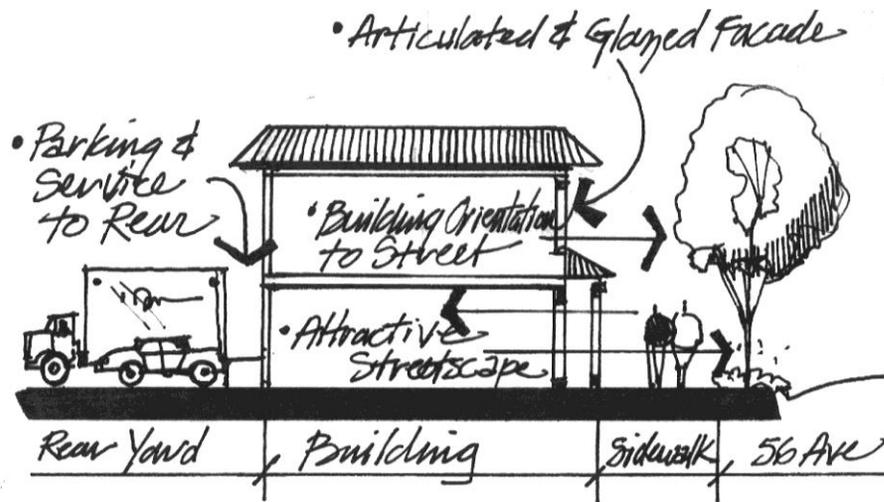
17.8.2 Landscaping

- ⇒ Landscape plans shall be prepared by a registered BC Landscape Architect;
- ⇒ Landscaping shall be in accordance with BCNTA/BCSLA standards and shall be equipped with an in-ground



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17.8.4 56 Ave. - West Corridor



irrigation system;

- ⇒ All trees shall be a minimum 6.0 cm caliper;
- ⇒ Street trees shall comply with the City of Langley Street Tree Master Plan;
- ⇒ Landscaping should screen parking areas from adjacent streets and “soften” the overall appearance of the development.

17.8.3 Signs

- ⇒ Signs should complement the architectural design and be approved by the project architect.

17.8.4 56 Avenue-West Corridor

- ⇒ Buildings shall be oriented to 56 Avenue with parking and service access located to the rear;
- ⇒ Building facades facing 56 Avenue shall be articulated and glazed to present an attractive streetscape;

17.8.5 Crime Prevention Through Environmental Design (CPTED)

- ⇒ The City may require development projects to be reviewed by an independent CPTED consultant.



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17.9 Environmentally Sensitive Areas

Designation Criteria:

- Establishment of objectives for the protection of the natural environment, its ecosystems and biological diversity

ESA's shown in Environmentally Sensitive Areas Map (Schedule "E")



Objective:

To minimize disturbance to environmentally sensitive areas and to ensure that, where allowed, development proceeds according to established guidelines.

- ⇒ Wherever possible, development projects shall avoid environmentally sensitive areas;
- ⇒ Applicants may be required to provide a detailed environmental inventory study and/or environmental impact assessment in accordance with the requirements of the B.C. Ministry of Environment;
- ⇒ Applications affecting environmentally sensitive areas shall be reviewed in consultation with the B.C. Ministry of Environment and the Department of Fisheries and Oceans (where applicable);
- ⇒ Setbacks from watercourses shall be determined in accordance with the Riparian Areas Regulation pursuant to the *Fish Protection Act*;
- ⇒ Land development projects shall adhere to Land Development Guidelines for the Protection of Aquatic Habitat prepared by the B.C. Ministry of Environment and the Department of Fisheries and Oceans;



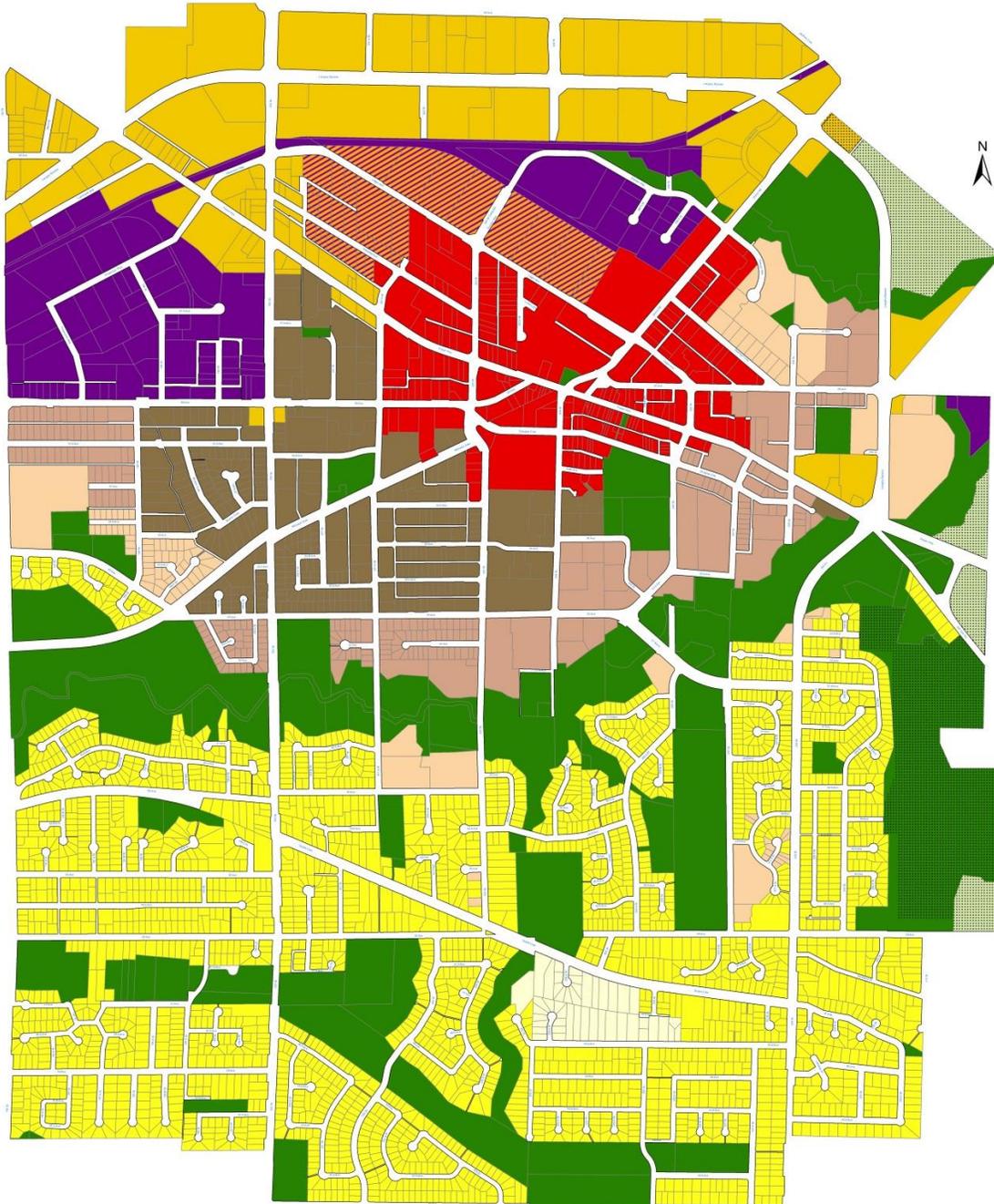
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600

- ⇒ Habitat protection boundaries shall be formalized through Restrictive Covenants in accordance with Section 219 of the *Land Title Act*;
- ⇒ Applicants may be required to provide an arbourist's report and tree replacement plan, complete with security for replanting prior to issuance of a development permit.



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**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
SCHEDULE "A" - LAND USE DESIGNATION MAP**



Adopted April 24, 2006

Map Amendments:

Bylaw No. 2699 - February 25, 2008
Bylaw No. 2725 - November 2, 2009
Bylaw No. 2827 - November 1, 2010
ALR Boundary - February 16, 2011
Bylaw No. 2910 - September 9, 2013

Legend

	Single Residential		Medium Density Residential		Neighborhood Commercial		Industrial
	Urban Residential		High Density Residential		Neighborhood Commercial		Agricultural
	Low Density Residential		Neighborhood Commercial		Neighborhood Commercial		Agricultural Land Reserve



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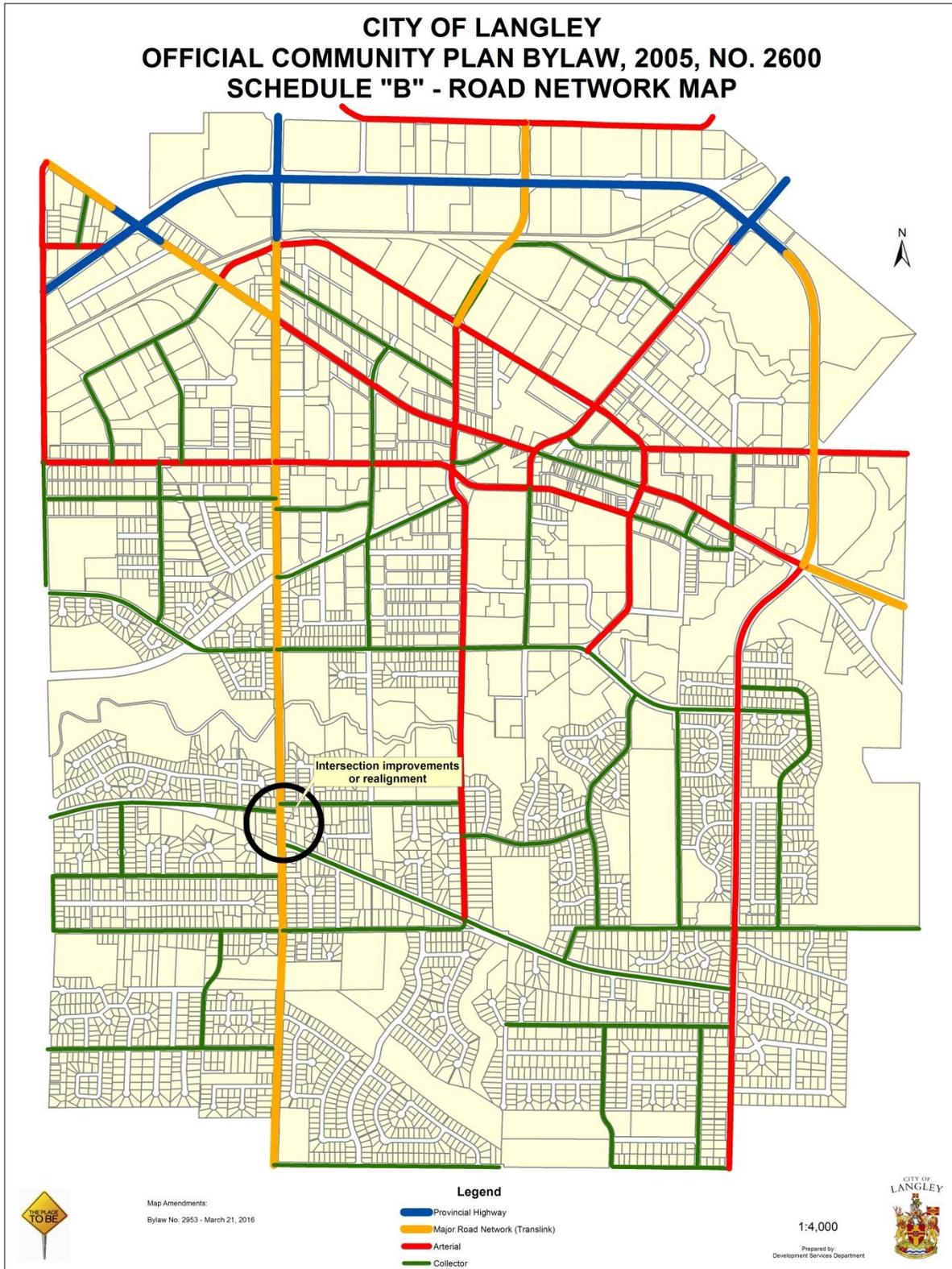
Prepared by:
Development Services Department





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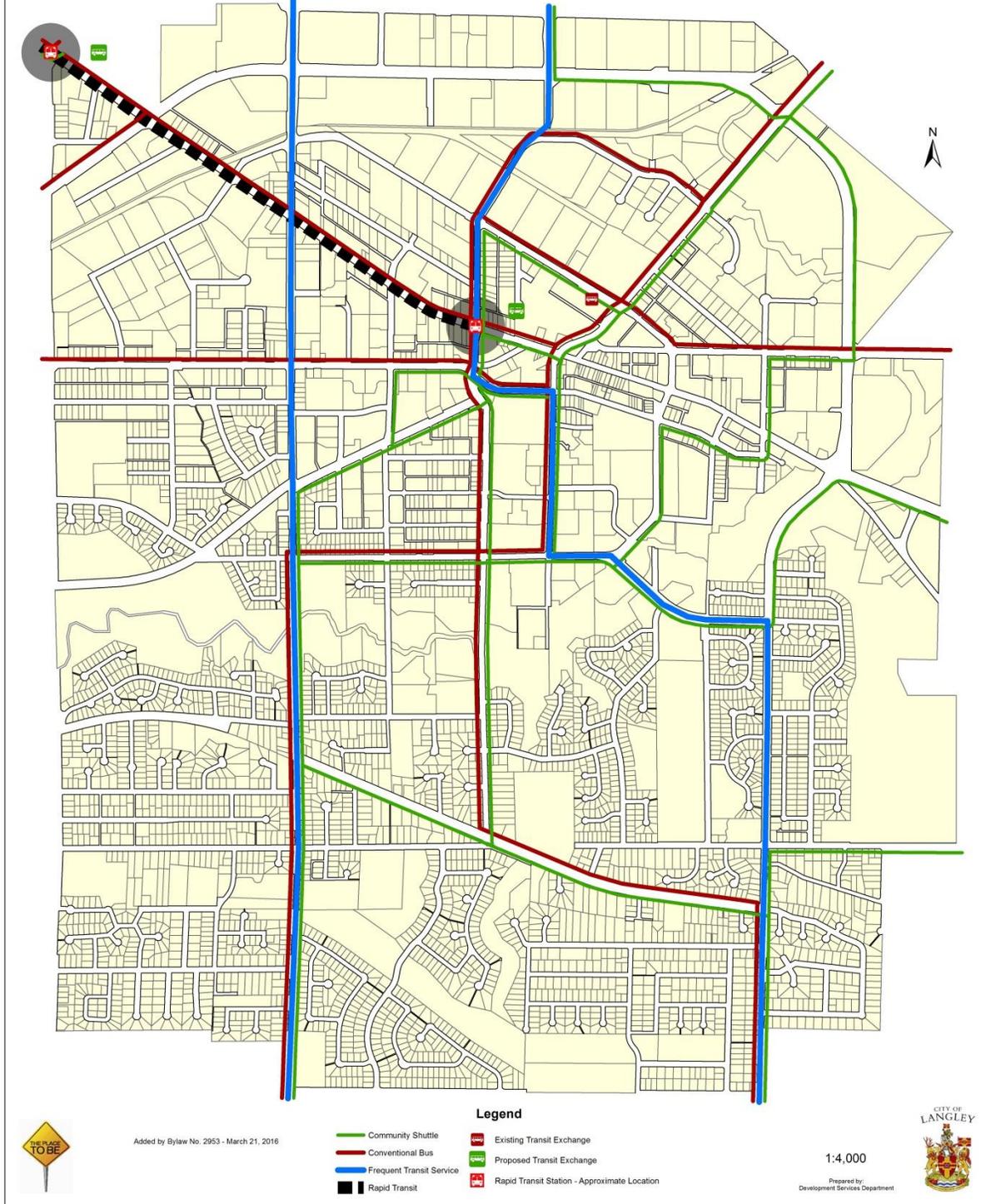
**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
SCHEDULE "B" - ROAD NETWORK MAP**





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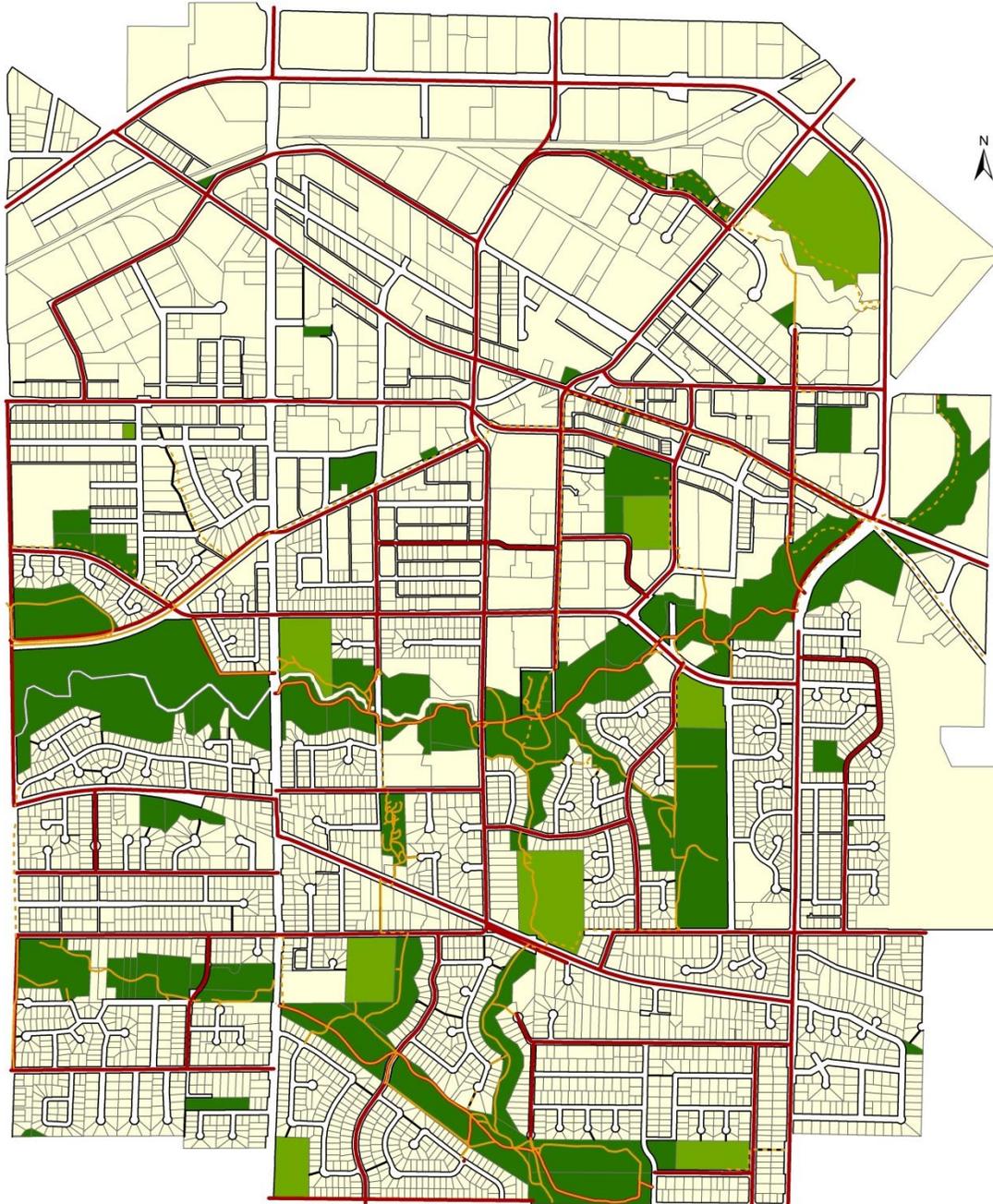
**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
SCHEDULE "C" - FUTURE TRANSIT NETWORK MAP**





OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600

**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
SCHEDULE "D" - PARKS & OPEN SPACE MAP**



Map Amendments:
Bylaw No. 2953 - March 21, 2016

Legend

- Trails - Proposed
- Trails - Existing
- Long Term Bicycle Network
- Parks
- Schools

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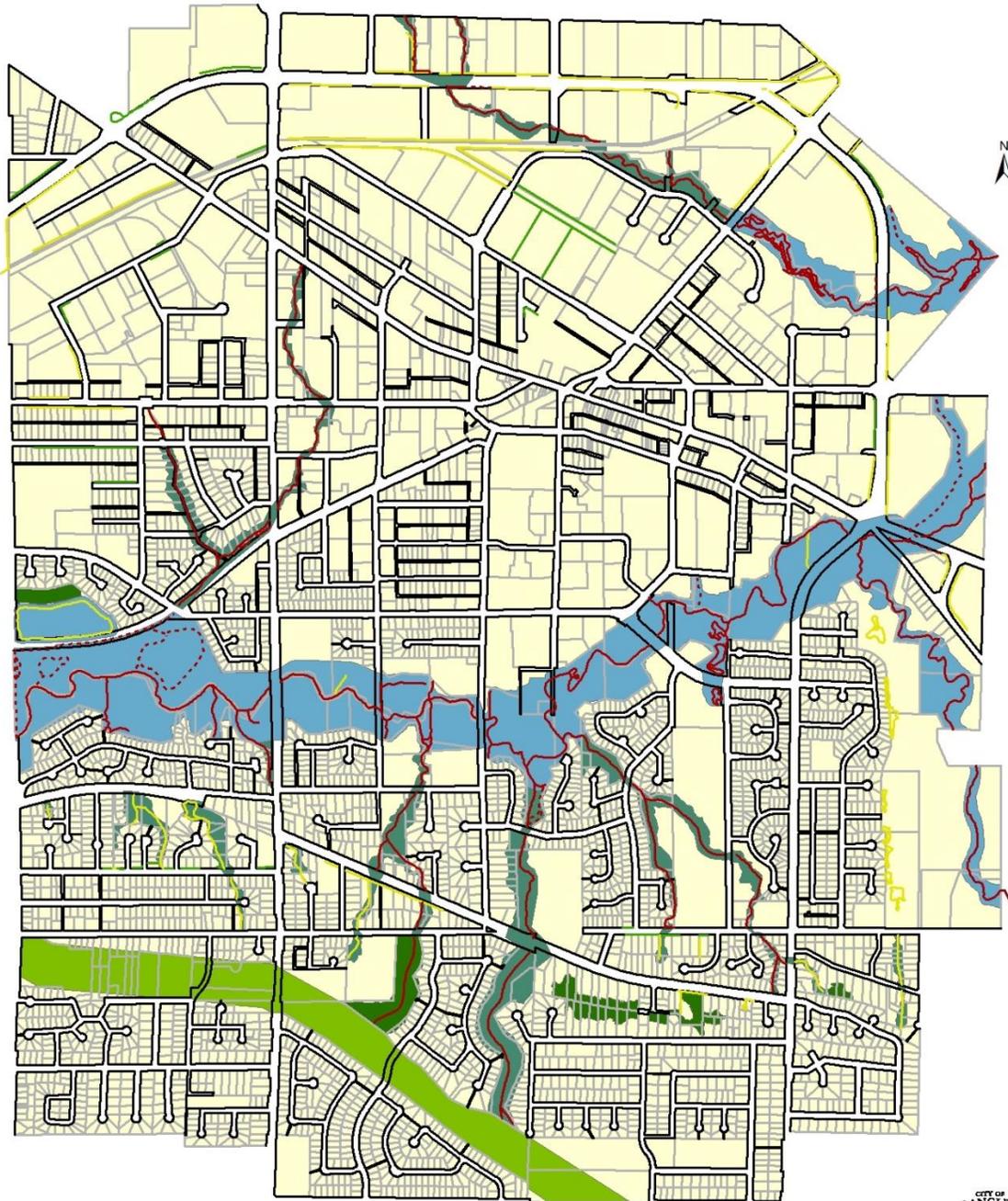
Prepared by:
Development Services Department





OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600

**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
SCHEDULE "E" - ENVIRONMENTALLY SENSITIVE AREAS MAP**



AL0598
APRIL 24, 2006

Environmentally Sensitive Areas

- Recreation & Open Space
- Recreation & Open Space Strategic
- BC Parks RCVI
- Geological & Historical

Watercourse Classification

- Class A
- Class A(1)
- Class B
- Class C

DATE: 03/20/06
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DATE: 03/20/06
BY: [illegible]
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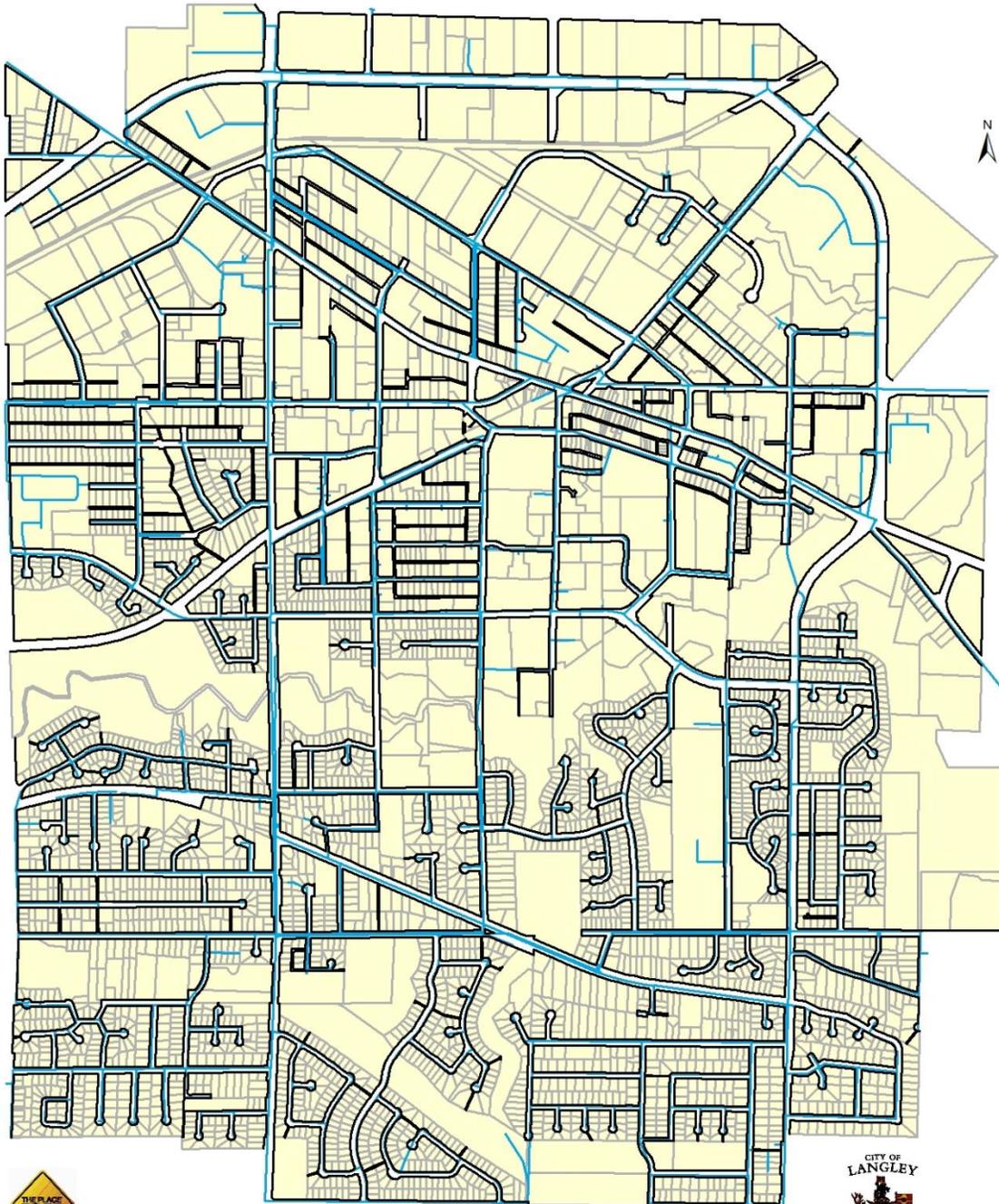
Prepared by
Development Services Department





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**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
SCHEDULE "F" - WATER DISTRIBUTION SYSTEM MAP**



Adopted
April 24, 2006

Legend

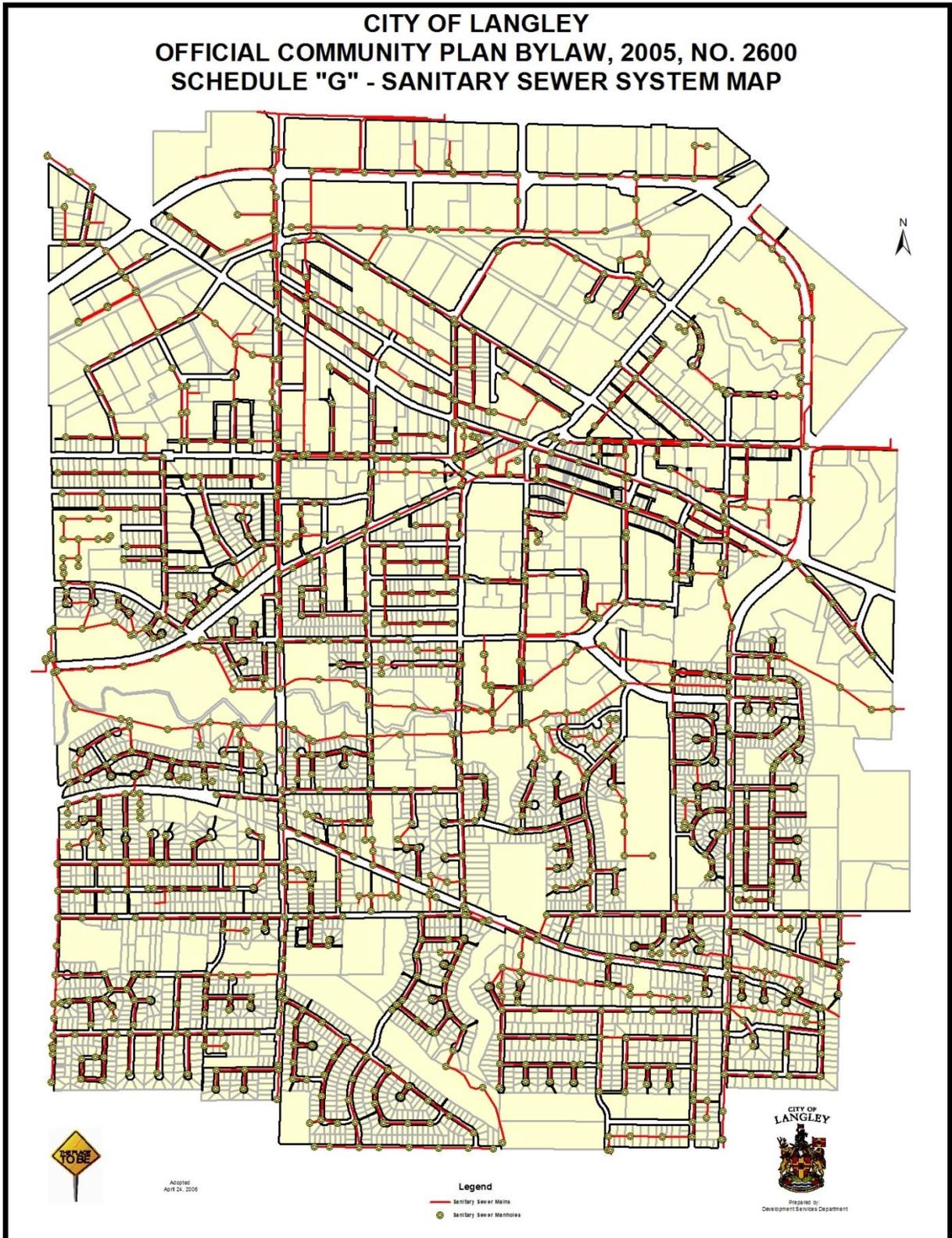
Water Mains





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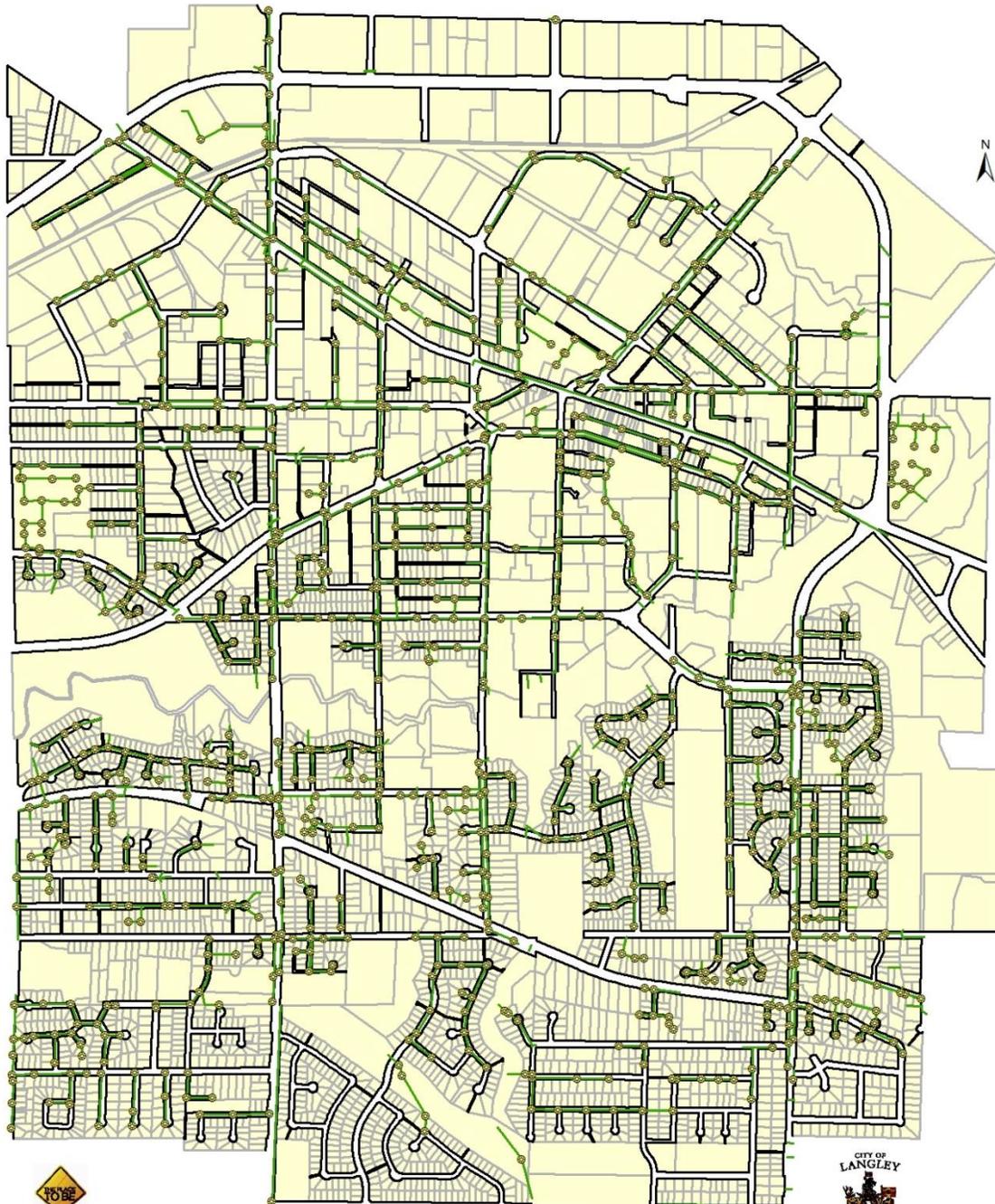
**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
SCHEDULE "G" - SANITARY SEWER SYSTEM MAP**





OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600

**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
SCHEDULE "H" - STORM DRAINAGE SYSTEM MAP**



As of: April 24, 2008

Legend

- Storm Sewer Main
- Storm Sewer Manhole



Prepared by:
Development Services Department

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response																														
GOAL 1 Create a Compact Urban Area	1.1 Contain urban development within the Urban Containment Boundary	1.1.3	Adopt Regional Context Statements which:																															
		a) depict the Urban Containment Boundary on a map, generally consistent with the Regional Land Use Designations map (Map 2);	<ul style="list-style-type: none"> • UCB is shown in Appendix II - Regional Context Map 																															
	b) provide municipal population, dwelling unit and employment projections, with reference to guidelines contained in Appendix A, Table A.1, and demonstrate how municipal plans will work towards accommodating the projected growth within the Urban Containment Boundary.	<ul style="list-style-type: none"> • Population, dwelling unit and employment projections for the City of Langley are shown below and in Section 4.0 – Growth Management <p style="text-align: center;">Table 1 – Growth Projections</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Year</th> <th>Population¹</th> <th>Dwellings²</th> <th>Employment</th> </tr> </thead> <tbody> <tr><td>2011</td><td>26,085</td><td>11,320</td><td>19,000</td></tr> <tr><td>2016</td><td>28,085</td><td>12,525</td><td>20,000</td></tr> <tr><td>2021</td><td>30,140</td><td>13,775</td><td>21,000</td></tr> <tr><td>2026</td><td>32,175</td><td>15,030</td><td>22,000</td></tr> <tr><td>2031</td><td>34,150</td><td>16,305</td><td>23,000</td></tr> <tr><td>2036</td><td>36,095</td><td>17,555</td><td>24,000</td></tr> <tr><td>2041</td><td>38,005</td><td>18,810</td><td>25,000</td></tr> </tbody> </table> <p style="font-size: small; margin-left: 20px;">¹Population figures include an estimate of Census undercount (4%) ²Occupied by households Source: City of Langley, Metro Vancouver</p>	Year	Population ¹	Dwellings ²	Employment	2011	26,085	11,320	19,000	2016	28,085	12,525	20,000	2021	30,140	13,775	21,000	2026	32,175	15,030	22,000	2031	34,150	16,305	23,000	2036	36,095	17,555	24,000	2041	38,005	18,810	25,000
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1.2 Focus growth in Urban Centres and Frequent Transit Development Areas	1.2.6	Adopt Regional Context Statements which:																																
a) provide dwelling unit and employment projections that indicate the municipal share of planned growth and that contribute to achieving the regional share of growth for Urban Centres and Frequent Transit Development Areas as set out in Table 2 (Metro Vancouver Dwelling Unit and Employment Growth Targets for Urban Centres and Frequent Transit Development Areas);	<ul style="list-style-type: none"> • Population, dwelling unit, and employment projections for the portion of Langley Regional City Centre in the City of Langley are shown below and in Section 4.0 - Growth Management <p style="text-align: center;">Table 6 - Growth Projections – Langley Regional City Centre¹</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <thead> <tr> <th>Year</th> <th>Population¹</th> <th>Dwellings²</th> <th>Employment</th> </tr> </thead> <tbody> <tr><td>2011</td><td>15,010</td><td>7,360</td><td>17,115</td></tr> <tr><td>2016</td><td>16,900</td><td>8,460</td><td>18,090</td></tr> <tr><td>2021</td><td>18,840</td><td>9,610</td><td>19,070</td></tr> <tr><td>2026</td><td>20,765</td><td>10,760</td><td>20,050</td></tr> <tr><td>2031</td><td>22,635</td><td>11,905</td><td>21,030</td></tr> <tr><td>2036</td><td>24,490</td><td>13,055</td><td>22,005</td></tr> <tr><td>2041</td><td>26,295</td><td>14,210</td><td>22,985</td></tr> </tbody> </table> <p style="font-size: small; margin-left: 20px;">¹City of Langley estimates ²Occupied by households</p>	Year	Population ¹	Dwellings ²	Employment	2011	15,010	7,360	17,115	2016	16,900	8,460	18,090	2021	18,840	9,610	19,070	2026	20,765	10,760	20,050	2031	22,635	11,905	21,030	2036	24,490	13,055	22,005	2041	26,295	14,210	22,985	
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Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions	RCS Policy Response
		b) include policies for Urban Centres which:	
		i) identify the general location, boundaries and types of Urban Centres on a map generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas) and the Regional Land Use Designations map (Map 2);	<ul style="list-style-type: none"> • Langley Regional City Centre boundary is shown in Appendix II - Regional Context Map
		ii) focus growth and development in Urban Centres, generally consistent with guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);	<ul style="list-style-type: none"> • Commercial and Residential development policies concentrating growth within Langley Regional City Centre are set out in Sections 5.2 and 6.2
		iii) encourage office development through policies and/or other financial incentives, such as zoning that reserves capacity for office uses and density bonus provisions;	<ul style="list-style-type: none"> • Office development in Langley Regional City Centre is supported/encouraged by policies 16.5.1, 16.5.3, 16.6.1 and 16.7.3 • A substantial land base is rezoned (C1,C2,C3) for office development in the Zoning Bylaw
		iv) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements in Urban Centres, where appropriate;	<ul style="list-style-type: none"> • Zoning Bylaw includes reduced residential parking requirements for Medium Density Residential (RM2), High Density Residential (RM3) and Downtown Commercial (C1) areas within Langley Regional City Centre
		c) include policies for Frequent Transit Development Areas which:	
		i) identify on a map, in consultation with TransLink, the general location and boundaries of Frequent Transit Development Areas that are generally consistent with:	<ul style="list-style-type: none"> • No FTDA's are identified – area served by Frequent Transit Network is within Langley Regional City Centre
		<ul style="list-style-type: none"> • Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas); 	<ul style="list-style-type: none"> • N.A.
		<ul style="list-style-type: none"> • TransLink's Frequent Transit Network, which may be updated over time; 	<ul style="list-style-type: none"> • N.A.
		<ul style="list-style-type: none"> • other applicable guidelines and policies of TransLink for the Frequent Transit Network; 	<ul style="list-style-type: none"> • N.A.
		ii) focus growth and development in Frequent Transit Development Areas, generally consistent with the guidelines set out in Table 3 (Guidelines for Urban Centres and Frequent Transit Development Areas);	<ul style="list-style-type: none"> • N.A.
		iii) in coordination with the provision of transit service, establish or maintain reduced residential and commercial parking requirements within Frequent Transit Development Areas, where appropriate;	<ul style="list-style-type: none"> • N.A.

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions	RCS Policy Response
		<p>d) include policies for General Urban areas which:</p> <p>i) identify the General Urban areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p> <p>ii) ensure development in General Urban areas outside of Urban Centres and Frequent Transit Development Areas are generally lower density than development in General Urban areas within Urban Centres and Frequent Transit Development Areas;</p> <p>iii) where appropriate, identify small scale Local Centres in the General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas (see Map 11);</p> <p>iv) exclude non-residential major trip-generating uses, as defined in the Regional Context Statement, from those portions of General Urban areas outside of Urban Centres and Frequent Transit Development Areas;</p> <p>v) encourage infill development by directing growth to established areas, where possible;</p> <p>e) include policies that, for Urban Centres or Frequent Transit Development Areas that overlay Industrial, Mixed Employment, or Conservation and Recreation areas, the Industrial, Mixed Employment, and Conservation and Recreation intent and policies prevail, except that higher density commercial would be allowed in the Mixed Employment areas contained within the overlay area;</p> <p>f) for Urban Centres, Frequent Transit Development Areas and General Urban areas, include policies which:</p> <p>i) support continued industrial uses by minimizing the impacts of urban uses on industrial activities;</p>	<p>• General Urban areas are shown in Appendix II - Regional Context Map</p> <p>• Transition of densities and uses away from Downtown Langley and Langley Regional City Centre is provided for in Schedule "A" - Land Use Designation Map and policies within Section 16.0 Land Use Designations;</p> <p>• General Urban Areas outside of Langley Regional City Centre are predominantly designated for single family residential or institutional use</p> <p>• Because of the City's compact scale, no need for local centres outside the Regional City Centre in General Urban areas has been identified</p> <p>• Policies within Section 16.0 Land Use Designations preclude major trip generating uses outside the Regional City Centre in General Urban areas - land use designations outside Langley Regional City Centre do not accommodate major trip-generating commercial, industrial and institutional (except public schools) uses</p> <p>• Policies in Sections 16.4 Multiple Family Residential and 16.5 Downtown Commercial and Schedule "A" Land Use Designation Map direct residential growth to established areas within Langley Regional City Centre</p> <p>• Policies within 16.7 Mixed Employment, 16.8 Industrial and 16.10 Institutional ensure prevalence of RGS Mixed Employment, Industrial and Conservation & Recreation overlay intent and policies</p> <p>• Mixed Employment area helps buffer core Duncan Way Industrial Area (see map in Section 16.8) from adjacent land uses - see Sections 7.1, 16.7</p>

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response	
			ii) encourage safe and efficient transit, cycling and walking;	<ul style="list-style-type: none"> • Safe and efficient transportation modes are provided for in Policies under Section 10.2; • 2014 Master Transportation Plan includes detailed policies addressing safe and efficient transportation modes 	
			iii) implement transit priority measures, where appropriate;	<ul style="list-style-type: none"> • Policy 10.2.2 (c) outlines support for key transit strategy measures; • Schedule “C” illustrates future transit network • 2014 Master Transportation Plan includes detailed transit strategy • Transit strategy reflects City’s participation in Surrey Rapid Transit Alternatives Analysis (SRTAA) and Langley Transit Exchange Plan projects 	
			iv) support district energy systems and renewable energy generation, where appropriate.	<ul style="list-style-type: none"> • Policy 15.3.2 commits the City to work towards reduction initiatives set out in the Community Energy & GHG Emissions Plan including district energy systems and renewable energy generation 	
		1.3 Protect Rural areas from urban development	1.3.3	Adopt Regional Context Statements which:	
				a) identify the Rural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<ul style="list-style-type: none"> • N.A. - no Rural areas designated in City of Langley
				b) limit development to a scale, form, and density consistent with the intent for the Rural land use designation, and that is compatible with on-site sewer servicing;	<ul style="list-style-type: none"> • N.A. - no Rural areas designated in City of Langley
				c) include policies which:	
				i) specify the allowable density and form, consistent with Action 1.3.1, for land uses within the Rural land use designation;	<ul style="list-style-type: none"> • N.A. - no Rural areas designated in City of Langley
				ii) support agricultural uses within the Agricultural Land Reserve, and where appropriate, outside of the Agricultural Land Reserve.	<ul style="list-style-type: none"> • N.A. - no Rural areas designated in City of Langley

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
GOAL 2 Support a Sustainable Economy	2.1 Promote land development patterns that support a diverse regional economy and employment close to where people live	2.1.4	Adopt Regional Context Statements which:	
			a) include policies that support appropriate economic development in Urban Centres, Frequent Transit Development Areas, Industrial and Mixed Employment areas;	<ul style="list-style-type: none"> • Commercial Development policies in Section 6.2, Industrial Development policies in Section 7.2, Downtown Commercial land use policies in Section 16.5, Service Commercial land use policies in Section 16.6, Mixed Employment land use policies in Section 16.7, Industrial land use policies in Section 16.8 support economic development in Langley Regional City Centre • Downtown Master Plan, Brownfield Development Strategy and Economic Development Strategy also support economic development in Langley Regional City Centre
			b) support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives;	<ul style="list-style-type: none"> • Office development in Langley Regional City Centre is supported/encouraged by policies 16.5.1, 16.5.3, 16.6.1 and 16.7.3 • A substantial land base is rezoned (C1,C2,C3) for office development in the Zoning Bylaw
			c) include policies that discourage major commercial and institutional development outside of Urban Centres or Frequent Transit Development Areas;	<ul style="list-style-type: none"> • Schedule "A" Land Use Designation Map and policies within Section 16.0 Land Use Designations preclude major commercial or institutional (except public schools) development outside the Regional City Centre
			d) show how the economic development role of Special Employment Areas, post-secondary institutions and hospitals are supported through land use and transportation policies.	<ul style="list-style-type: none"> • Kwantlen Polytechnic University is located within Langley Regional City Centre and is identified and supported in 12.3 Education, 16.10 Institutional land use designation and by Schedule "B" Road Network Map and TransLink's Frequent Transit Network • The 2012 Economic Development Strategy includes actions in support of KPU
	2.2 Protect the supply of industrial land	2.2.4	Adopt Regional Context Statements which:	
			a) identify the Industrial areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<ul style="list-style-type: none"> • Industrial areas are shown in Appendix II - Regional Context Map
			b) include policies for Industrial areas which:	
			i) support and protect industrial uses;	<ul style="list-style-type: none"> • Policy 7.2.1; • Industrial land use policies set out in Section 16.8
			ii) support appropriate accessory uses, including commercial space and caretaker units;	<ul style="list-style-type: none"> • Industrial land use policies set out in Section 16.8

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions	RCS Policy Response
		<p>iii) exclude uses which are inconsistent with the intent of industrial areas, such as medium and large format retail, residential uses (other than industrial caretaker units where necessary), and stand-alone office uses that are not supportive of industrial activities;</p>	<ul style="list-style-type: none"> • Industrial land use policies are set out in Section 16.8 • Non-industrial uses, other than those established in existing zoning, shall not be permitted
		<p>iv) encourage better utilization and intensification of industrial areas for industrial activities;</p>	<ul style="list-style-type: none"> • Policy 7.2.3 encourages intensification of industrial development • Industrial land use policies set out in Section 16.8 • The City has completed a Brownfield Development Strategy in support of redeveloping underutilized industrial lands • The City will also consider changes to industrial zoning as required to support intensification
		<p>c) identify the Mixed Employment areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);</p>	<ul style="list-style-type: none"> • Mixed Employment areas are shown in Appendix II - Regional Context Map
		<p>d) include policies for Mixed Employment areas which:</p>	
		<p>i) support a mix of industrial, commercial, office and other related employment uses, while maintaining support for established industrial areas, including potential intensification policies for industrial activities, where appropriate;</p>	<ul style="list-style-type: none"> • Mixed Employment land use policies set out in Section 16.7
		<p>ii) allow large and medium format retail, where appropriate, provided that such development will not undermine the broad objectives of the Regional Growth Strategy;</p>	<ul style="list-style-type: none"> • Mixed Employment land use policies set out in Section 16.7
		<p>iii) support the regional objective of concentrating commercial and other major trip-generating uses in Urban Centres and Frequent Transit Development Areas;</p>	<ul style="list-style-type: none"> • Mixed Employment lands are entirely located within Langley Regional City Centre • Major trip-generating uses (e.g. retail and office commercial) are concentrated in Langley Regional City Centre
		<p>iv) where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities consistent with the intent of Urban Centres or Frequent Transit Development Areas;</p>	<ul style="list-style-type: none"> • Mixed Employment land use policies set out in Section 16.7

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions	RCS Policy Response
		v) allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink’s strategic transportation plans for the planned densities;	<ul style="list-style-type: none"> • Mixed Employment land use policies set out in Section 16.7
2.3 Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production		vi) exclude residential uses, except for an accessory caretaker unit;	<ul style="list-style-type: none"> • Policy 16.7.5
		e) include policies which help reduce environmental impacts and promote energy efficiency.	<ul style="list-style-type: none"> • Policy 9.2.6 (storm water management), Policy 9.2.8 (LEED building), Policy 15.2.2 (Sustainability Framework), Policy 15.3.2 (Community Energy & GHG Emissions Plan)
		Adopt Regional Context Statements which:	
		a) specify the Agricultural areas and their boundaries on a map generally consistent with the Regional Land Use Designations map (Map 2);	<ul style="list-style-type: none"> • Agriculture areas are shown in Appendix II - Regional Context Map
		b) include policies to support agricultural viability including those which:	
		i) assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture;	<ul style="list-style-type: none"> • Agriculture areas are shown in Appendix II - Regional Context Map
		ii) discourage subdivision of agricultural land leading to farm fragmentation;	<ul style="list-style-type: none"> • Policy 16.9.1 refers to <i>Agricultural Land Commission Act</i> Regulations concerning land use and subdivision
		iii) where feasible, and appropriate with other governments and agencies, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities;	<ul style="list-style-type: none"> • Policy 16.9.3
iv) manage the agricultural-urban interface to protect the integrity and viability of agricultural operations (e.g. buffers between agricultural and urban areas or edge planning);	<ul style="list-style-type: none"> • Policy 16.9.4 		

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
			v) demonstrate support for economic development opportunities for agricultural operations (e.g. processing, agri-tourism, farmers' markets and urban agriculture);	<ul style="list-style-type: none"> • Policy 15.2.2 links the OCP to the Sustainability Framework which identifies an opportunity to "support the growing of food locally and establishing local food distribution networks in the City" while "exploring partnership opportunities for developing urban farms within the City"
			vi) encourage the use of agricultural land, with an emphasis on food production;	<ul style="list-style-type: none"> • Policy 16.9.2
			vii) support educational programs that provide information on agriculture and its importance for the regional economy and local food systems.	<ul style="list-style-type: none"> • Policy 15.2.2 links the OCP to the Sustainability Framework which includes future opportunities for educational initiatives around food systems and local food production • The City is also pursuing educational programs in partnership with Kwantlen Polytechnic University's School of Horticulture and other institutions

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
Goal 3 Protect the Environment and Respond to Climate Change Impacts	3.1 Protect Conservation and Recreation Lands	3.1.4	Adopt Regional Context Statements which:	
			a) identify Conservation and Recreation areas and their boundaries on a map generally consistent with the regional Land Use Designations map (Map 2);	<ul style="list-style-type: none"> • Conservation and Recreation areas are shown in Appendix II - Regional Context Map
			b) include land use policies to support the protection of Conservation and Recreation areas that are generally consistent with the following:	<ul style="list-style-type: none"> • Conservation and Recreation areas are designated Institutional in Schedule "A" - Land Use Designation Map • Policy 16.10.5 specifies that these areas shall be protected and used in accordance with Strategy 3.1 of the Regional Growth Strategy
			i) public service infrastructure, including the supply of high quality drinking water;	<ul style="list-style-type: none"> • Policy 16.10.5
			ii) environmental conservation;	<ul style="list-style-type: none"> • Policy 16.10.5
			iii) recreation, primarily outdoor;	<ul style="list-style-type: none"> • Policy 16.10.5
			iv) education, research and training facilities and uses that serve conservation and/or recreation users;	<ul style="list-style-type: none"> • Policy 16.10.5
			v) commercial uses, tourism activities, and public, cultural or community amenities that are appropriately located, scaled and consistent with the intent of the designation;	<ul style="list-style-type: none"> • Policy 16.10.5
			vi) limited agriculture use, primarily soil-based;	<ul style="list-style-type: none"> • Policy 16.10.5
			c) include policies, where appropriate, that effectively buffer Conservation and Recreation areas from activities in adjacent areas	<ul style="list-style-type: none"> • Environmental Protection policies 9.2.1, 9.2.2, 9.2.4 and 17.9 ESA Development Permit Area guidelines buffer Conservation and Recreation Areas where appropriate
3.2 Protect and enhance natural features and their connectivity	3.2.4	Adopt Regional Context Statements which include policies and/or maps that indicate how ecologically important areas and natural features will be managed (as conceptually shown on Map 10) (e.g. steep slopes and ravines, intertidal areas and other natural features not addressed in Strategy 3.1).	<ul style="list-style-type: none"> • Ecologically important areas and natural features identified in Map 10 of the Regional Growth Strategy are generally protected and managed as Environmentally Sensitive Areas (ESA's) • ESA's are shown in Schedule "E" - Environmentally Sensitive Areas Map and policies for these areas are set out in Section 9.2 • Development Permit Area Guidelines for ESA's are included in Section 17.9. 	
		3.2.5	In collaboration with other agencies, develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.	<ul style="list-style-type: none"> • Policy 8.2.3

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
	3.3 Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality	3.2.6	Identify where appropriate measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers along watercourses, coastlines, agricultural lands, and other ecologically important features (e.g. conservation covenants, land trusts, tax exemptions and ecogifting).	<ul style="list-style-type: none"> • Environmental Protection policies listed in Section 9.2 • Environmentally Sensitive Areas Development Permit Area guidelines are provided in Section 17.9
		3.2.7	Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans in the development of municipal plans.	<ul style="list-style-type: none"> • Policy 9.2.7
		3.3.4	Adopt Regional Context Statements which:	
			a) identify how municipalities will use their land development and transportation strategies to meet their greenhouse gas reduction targets and consider how these targets will contribute to the regional targets;	<ul style="list-style-type: none"> • Assignment of Growth (Section 4.3) and land development policies (Sections 5.2, 6.2, 7.2) aim to concentrate development in high density, mixed use Regional City Centre in order to maximize energy efficiency and support walking, biking and public transit use • Climate Action policies including GHG reduction targets are set out in Section 15.3 • Detailed GHG reduction initiatives are listed in the Community Energy & GHG Emissions Plan
			b) identify policies and/or programs that reduce energy consumption and greenhouse gas emissions, and improve air quality from land use and transportation infrastructure, such as:	
			<ul style="list-style-type: none"> • existing building retrofits and construction of new buildings to green performance guidelines or standards, district energy systems, and energy recovery and renewable energy generation technologies, such as solar panels and geoexchange systems, and electric vehicle charging infrastructure; • community design and facility provision that encourages transit, cycling and walking (e.g. direct and safe pedestrian and cycling linkages to the transit system); 	<ul style="list-style-type: none"> • LEED buildings are encouraged (Policy 9.2.8) • Other detailed GHG reduction initiatives are listed in the Community Energy & GHG Emissions Plan (referenced in Policy 15.3.2) • Policy 10.2.2, Policy 16.5.1, Policy 16.5.5 • Schedule "C" – Future Transit Network Map • Schedule "D" - Parks & Open Space Map including Long Term Bicycle Network • Downtown Master Plan and Public Realm Plan • 2014 Master Transportation Plan

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
			c) focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas, and at appropriate locations along TransLink’s Frequent Transit Network;	<ul style="list-style-type: none"> • Infrastructure and amenity investments in the downtown core area are emphasized under the Public Realm Plan (Phase III of the Downtown Master Plan) per Policy 16.5.5
	3.4 Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks		d) implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.	<ul style="list-style-type: none"> • Policy 9.2.7
		3.4.4	Adopt Regional Context Statements that include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards (e.g. earthquake, flooding, erosion, subsidence, mudslides, interface fires).	<ul style="list-style-type: none"> • A Hazard Risk Vulnerability Assessment is currently in draft form and Scheduled for completion by year-end 2013 • The City will incorporate recommendations, as appropriate, in OCP when completed
		3.4.5	Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.	<ul style="list-style-type: none"> • A Hazard Risk Vulnerability Assessment is currently in draft form and Scheduled for completion by year-end 2013 • The City will incorporate recommendations, as appropriate, in OCP when completed

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
GOAL 4 Develop Complete Communities	4.1 Provide diverse and affordable housing choices	4.1.7	Adopt Regional Context Statements which:	
			a) include policies or strategies that indicate how municipalities will work towards meeting the estimated future housing demand as set out in Appendix A, Table A.4, which:	
			i) ensure the need for diverse housing options is articulated in municipal plans and policies, including neighbourhood and area plans;	<ul style="list-style-type: none"> • Residential Development Policy 5.2.3 • Affordable Housing Strategy Policy 14.2.2 • Multiple Family Residential Policy 16.4.3
			ii) increase the supply and diversity of the housing stock through infill developments, more compact housing forms and increased density;	<ul style="list-style-type: none"> • 5.2 Residential Development Policies
			iii) in collaboration with the federal government and the province, assist in increasing the supply of affordable rental units for households with low or low to moderate incomes through policies, such as density bonus provisions, inclusionary zoning or other mechanisms, particularly in areas that are well served by transit;	<ul style="list-style-type: none"> • Affordable Housing Strategy Policy 14.2.2 • The Affordable Housing Strategy lists several actions in support of increasing the supply of affordable rental housing including: advocacy, continuing support for secondary suites, working in partnership with developers and non-profit agencies
			iv) encourage and facilitate affordable housing development through measures such as reduced parking requirements, streamlined and prioritized approval processes, below market leases of publicly owned property, and fiscal measures.	<ul style="list-style-type: none"> • Affordable Housing Strategy Policy 14.2.2 • Multiple Family Residential Policy 16.4.3 • The Affordable Housing Strategy supports affordable housing development through advocacy, continuing support for secondary suites, working in partnership with developers and non-profit agencies
		4.1.8	Prepare and implement Housing Action Plans which:	<ul style="list-style-type: none"> • The Affordable Housing Strategy referred to in Section 14.1 and Policy 14.2.2 constitutes the City's Housing Action Plan
			a) assess local housing market conditions, by tenure, including assessing housing supply, demand and affordability;	<ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2
			b) identify housing priorities, based on the assessment of local housing market conditions, and consideration of changing household demographics, characteristics and needs;	<ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2
			c) identify implementation measures within the jurisdiction and financial capabilities of municipalities, including actions set out in Action 4.1.7;	<ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2
			d) encourage the supply of new rental housing and where appropriate mitigate or limit the loss of existing rental housing stock;	<ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response	
			e) identify opportunities to participate in programs with other levels of government to secure additional affordable housing units to meet housing needs across the continuum;	<ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2 	
			f) cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation under Action 4.1.5.	<ul style="list-style-type: none"> • Addressed in the Affordable Housing Strategy, note Policy 14.2.2 	
	4.2 Develop healthy and complete communities with access to a range of services and amenities	4.2.4	Include policies within municipal plans or strategies, that may be referenced in the Regional Context Statements, which:		
			a) support compact, mixed use, transit, cycling and walking oriented communities;	<ul style="list-style-type: none"> • Land use policies concentrate high density, mixed-use development in the Regional City Centre to support transit, walking and cycling (5.2 Residential Development policies, 6.6 Commercial Development policies, Section 16.0 Land Use Designations) • Downtown Master Plan supports pedestrian-oriented core and improved transit facilities 	
			b) locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit;	<ul style="list-style-type: none"> • 16.5 Downtown Commercial policies 	
			c) provide public spaces and other place-making amenities for increased social interaction and community engagement;	<ul style="list-style-type: none"> • 16.5.5 Downtown Master Plan and Public Realm Plan 	
			d) support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments;	<ul style="list-style-type: none"> • 8.2 Parks & Recreation • Schedule “D” - Parks & Open Space Map including Long Term Bicycle Network • 2014 Parks, Recreation & Culture Master Plan 	
			e) support food production and distribution throughout the region, including in urban areas, roof top gardens, green roofs and community gardens on private and municipally-owned lands and healthy food retailers, such as grocery stores and farmers’ markets near housing and transit services;	<ul style="list-style-type: none"> • Sustainability Framework (see Policy 15.2.2) identifies future opportunity for developing a food policy to support local food production and distribution Health, Safety & Well Being focus area 	
			f) assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities;	<ul style="list-style-type: none"> • Public health underlies the fundamental objectives of the Official Community Plan (see 2.1.1 Livability) and the Sustainability Framework (see Health, Safety and Well-Being focus area) • Major infrastructure projects and transportation services will be evaluated from a public health perspective on a case by case basis as required 	

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
			g) support universally accessible community design;	<ul style="list-style-type: none"> • Policy 14.2.3 • DP Area Guidelines (17.4.1,17.6.1, 17.7.1, 17.8.1)
			h) where appropriate, identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit. Local Centres are not intended to compete with or compromise the role of Urban Centres and should preferably be located within Frequent Transit Development Areas;	<ul style="list-style-type: none"> • Because of the City's compact scale, no need for local centres outside the Regional City Centre in General Urban areas has been identified
			i) recognize the Special Employment Areas as shown on the Local Centres, Hospitals and Post-Secondary Institutions map (Map 11). Special Employment Areas are located outside of Urban Centres and Frequent Transit Development Areas, and are region-serving, special purpose facilities that have a high level of related transportation activity due to employee, student, or passenger trips.	<ul style="list-style-type: none"> • N.A. - No Special Employment Areas outside of Langley Regional City Centre • Kwantlen Polytechnic University - shown in RGS Map 11 - is located within Langley Regional City Centre

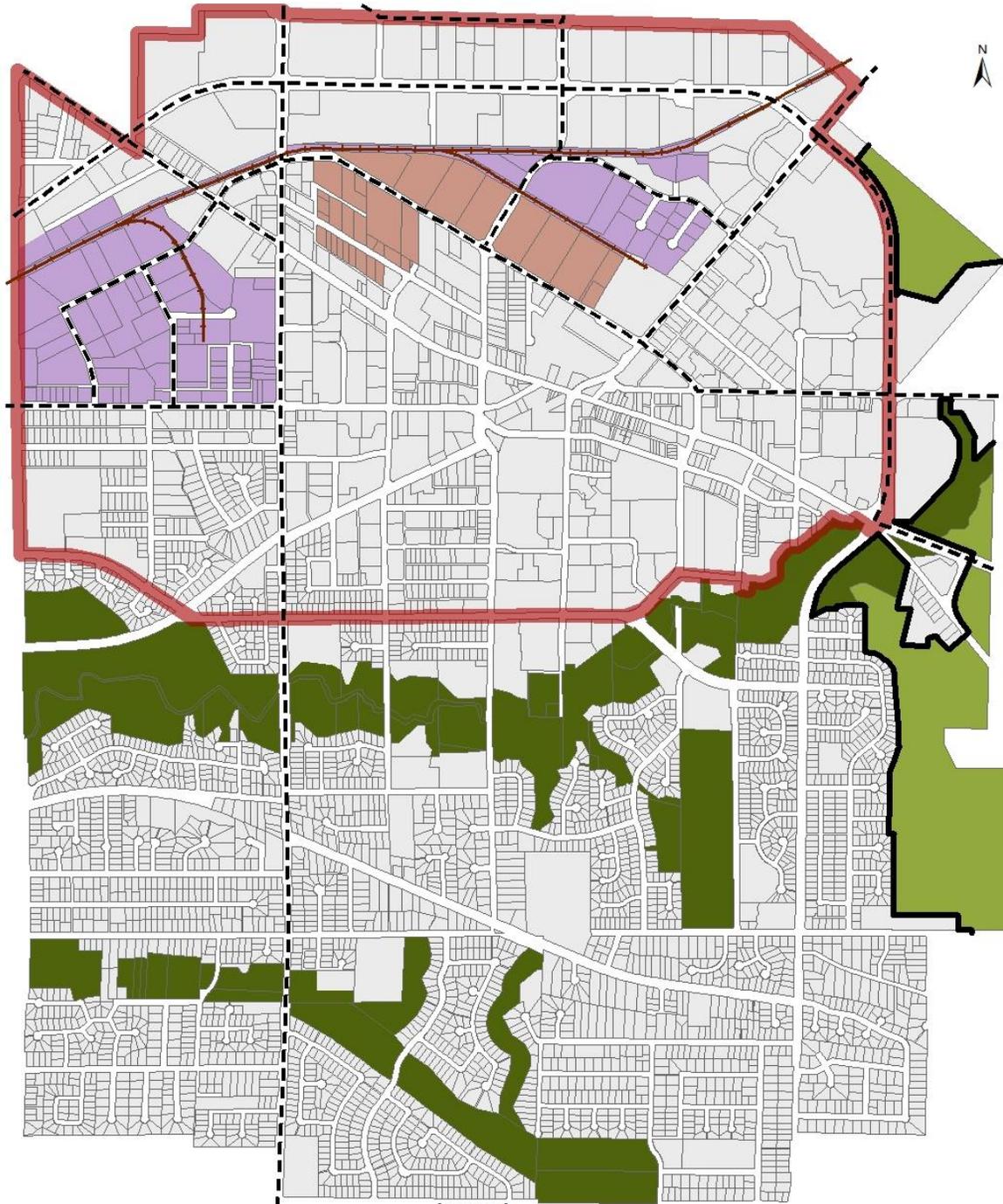
Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
GOAL 5 Support Sustainable Transportation Choices	5.1 Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking	5.1.6	Adopt Regional Context Statements which:	
			a) identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink’s Frequent Transit Network;	<ul style="list-style-type: none"> • Policy 10.2.2 (a) (b) (c); Policy 16.5.1 • Policy 16.5.5 - Downtown Master Plan • Schedule “A” - Land Use Designation Map concentrates density in and around Langley Regional City Centre supporting the Frequent Transit Network • Schedule “C” – Future Transit Network Map • Schedule "D" - Parks & Open Space Map including Long Term Bicycle Network • Wayfinding Strategy being implemented to improve legibility of transportation network • 2014 Master Transportation Plan
			b) identify policies and actions that support the development and implementation of municipal and regional transportation system and demand management strategies, such as parking pricing and supply measures, transit priority measures, ridesharing, and car-sharing programs;	<ul style="list-style-type: none"> • Policy 10.2 Transportation • Schedule “B” Road Network Map • Schedule “C” – Future Transit Network Map • 2014 Master Transportation Plan
			c) identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.	<ul style="list-style-type: none"> • Policy 10.2.2 (a)(b)(c) • Schedule “C” - Future Transit Network Map • Schedule "D" - Parks & Open Space Map including Long Term Bicycle Network • 2014 Master Transportation Plan includes detailed pedestrian plan, bicycle plan and transit strategy
	5.2 Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services	5.2.3	Adopt Regional Context Statements which:	

Appendix I – Regional Context Table

Goal	Strategy	Local Government Actions		RCS Policy Response
			a) identify routes on a map for the safe and efficient movement of goods and service vehicles to, from, and within Urban Centres, Frequent Transit Development Areas, Industrial, Mixed Employment and Agricultural areas, Special Employment Areas, ports, airports, and international border crossings;	<ul style="list-style-type: none"> • Routes for goods and service vehicle movement identified in Appendix II - Regional Context Map • 2014 Master Transportation Plan includes Designated Truck Route Map
			b) identify land use and related policies and actions that support optimizing the efficient movement of vehicles for passengers, Special Employment Areas, goods and services on the Major Road Network, provincial highways, and federal transportation facilities;	<ul style="list-style-type: none"> • Policy 10.2.1, 10.2.2 (d); • Land use policies (Section 16.0 Land Use Designations, Schedule “B” – Land Use Designation Map) concentrate trip generating uses in Langley Regional City Centre to optimize the efficiency of vehicle movements
			c) support the development of local and regional transportation system management strategies, such as the provision of information to operators of goods and service vehicles for efficient travel decisions, management of traffic flow using transit priority measures, coordinated traffic signalization, and lane management;	<ul style="list-style-type: none"> • The City is a partner in Roberts Bank Rail Corridor Railway Crossing Information System (RCIS)
			d) identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways in order to reserve the potential for goods movement, in consideration of the potential impacts on air quality, habitat and communities.	<ul style="list-style-type: none"> • The City participated in the Roberts Bank Rail Corridor project - contributing \$8.5 million • 2014 Master Transportation Plan identifies potential future rail overpass locations

**CITY OF LANGLEY
OFFICIAL COMMUNITY PLAN BYLAW, 2005, NO. 2600
APPENDIX II - REGIONAL CONTEXT MAP**



Legend

- | | | | |
|---|---------------------------|---|----------------------------|
|  | Agricultural |  | Regional City Centre |
|  | Mixed Employment |  | Urban Containment Boundary |
|  | Industrial |  | Truck Routes |
|  | Conservation & Recreation |  | Railway |
|  | General Urban | | |

Truck Routes Amended by Bylaw No. 2953
March 21, 2016

1:18,000

Prepared by:
Development Services Department
May 7, 2013