

Official Community Plan & Nicomekl River District Neighbourhood Plan **ENGAGEMENT SUMMARY**

PHASE 3

May 31, 2021



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INTRODUCTION

To gain feedback from the public about the Draft OCP and Nicomekl River District Neighbourhood Plan, we facilitated two open houses and distributed one survey for the projects. At this stage of the planning process, we sought feedback on the draft plans, as opposed to new ideas and inputs. Due to the ongoing COVID-19 health precautions, all engagement activities were virtual.



The purpose of these engagement activities was to:

1. Update residents and stakeholders on the progress that has been made on the OCP and Nicomekl River District Neighbourhood Plan thus far.
2. Share key elements of the Draft OCP and Nicomekl River District Neighbourhood Plan, including vision, key themes/principles, policies and land use designations.
3. Gather resident and stakeholder feedback on the OCP and Nicomekl River District Neighbourhood Plan, to understand:
 - a. If the drafts reflect input provided so far
 - b. If there is broad support for the direction provided in the draft plans

WHAT WE DID

Engagement Activities

In January and February 2021, MODUS and City staff engaged with the public about the Draft OCP and draft Nicomekl River District Neighbourhood Plan. During this phase, the team presented a full draft of the new OCP and neighbourhood plan for public review and comment. This document was

available online for five weeks. The online survey and virtual open houses walked the community through core elements of the new plan and gathered input to check if we are on the right track. The goal was to gather meaningful input to revise the plan before presenting to Council.

Virtual Open Houses



OPEN HOUSES

MODUS and City staff conducted two 2-hour online open houses. The open houses were hosted through Zoom Webinar and participants were encouraged to ask questions using the Q&A function. The Q&A function allowed for the planning staff to answer many questions within the allotted time period. Following the events, city staff answered any unaddressed questions by email.

Draft OCP Open House

When: February 9, 2021
Registrants: 165
Participants: 115
Questions asked: ~70



OPEN HOUSE PARTICIPANTS

Draft Nicomekl Neighbourhood Plan Open House

When: February 10, 2021
Registrants: 97
Participants: 64
Questions asked: ~60



SURVEY

Online Survey

From January 17th to February 21st, 2021, a public survey was available online. Participants were invited to rate their level of support for each policy theme in the OCP and provide qualitative feedback. We received 332 survey responses.



SURVEY RESPONDENTS

Email & Letter Correspondence

Multiple stakeholders and residents corresponded with city staff through emails and letters. Questions and feedback were submitted.

Promotion

Using consistent branding to previous phases, the engagement activities were promoted in multiple ways.

Newspaper Advertisements

Notices were published in the Langley Advance Times in January to promote all engagement events.

January Newsletter

A short blurb was shared in the Langley City January Newsletter to encourage the public to participate in the open houses and survey.

Email Blast

An email was sent to identified stakeholders and residents to inform them of the open houses and survey.

Social Media

Using standard imagery, we promoted the engagement activities through the City's Twitter and Facebook accounts.

WHAT WE HEARD

This section summarizes what we heard from the open house and surveys. In total, 332 people responded to the survey—210 of which responded to questions about both plans.

Survey Key Takeaways

Throughout this survey, open ended responses to each question were optional. Most respondents who strongly or mostly supported the policies did not provide comment. As a result, a majority of comments expressed concerns. Nonetheless, the following are key takeaways from the survey:

- **All parts of the Official Community Plan & Nicomekl River District Neighbourhood Plan presented in the online survey received majority support.** Over 50 percent of respondents mostly or completely supported each key chapter/theme of the proposed plans. Further, most policy themes received support from over 70 percent of respondents. This is a substantial level of community support across both plans.
- **Support is strongest for environmental policies**
Survey respondents strongly supported environmental policies in both plans. Respondents were supportive of the improved trail systems, rewilding initiatives and invasive species policies. Beyond the environmental policies, respondents were also strongly supportive of policies relating to economic development, community amenities and walkable neighbourhood design.
- **Concern is most focussed on land use policies.** Many respondents expressed concern about land use policies, in particular changes in density. There was concern that the infrastructure is not in place to support a population increase. Some respondents were concerned about the potential market speculation that may occur with changes in land use designations. However, overall a majority of respondents were supportive of land use policies.
- **Protect the river ecosystem.** Many respondents expressed their love for the natural state of the Nicomekl River, referencing the diverse habitats (otters, herons, salmon, etc.) that need protection. Respondents were supportive of environmental policies that protect the river ecosystem. Many respondents expressed concern that new development will be too close to the floodplain; commercial uses near the river would increase litter, harming the wildlife; and LED lighting along pathways should be carefully considered as it may harm certain habitats.
- **Change in single-detached neighbourhoods.** Throughout the survey, respondents expressed concern about any density changes to single-detached neighbourhoods, particularly south of the Nicomekl River. A selection of residents is opposed to ground-oriented land use in the area. Their concerns are related to the quality/safety of the neighbourhood, a speculative housing market, and traffic congestion. Opposition was expressed about ground-oriented uses along 200 St, particularly from those who live nearby. However, many respondents also expressed support for these proposed changes.
- **Safety is paramount.** Many respondents discussed how they do not feel safe in their neighbourhood and are concerned that increases to density and the addition of the SkyTrain will make the community less safe. Homelessness, drug use and crime were frequently discussed, with many respondents suggesting that more city efforts are needed beyond the OCP to ensure social supports and community safety.

Survey Results

1. On which plans would you like to provide feedback?

(332 responses)

63%
both

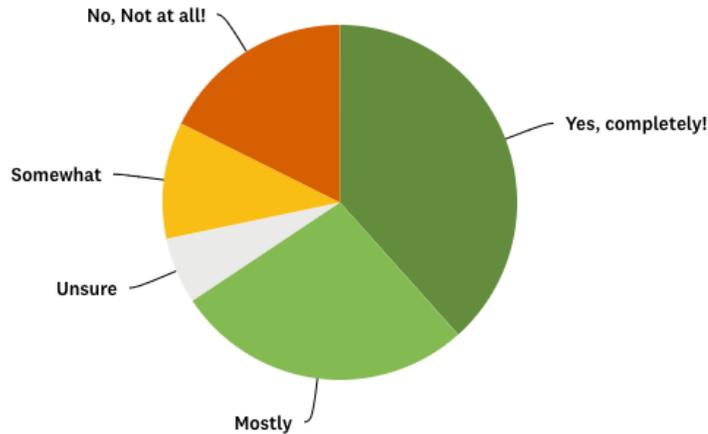
15%
only OCP

21%
only Neighbourhood Plan

Draft OCP

2. Do you support the vision?

(198 responses)



66%
mostly or completely

28%
somewhat or not at all

6%
unsure

3. Tell us why.

(92 responses)

General comments or suggestions (20 comments)

Comments/suggestions include:

- The city doesn't need to change
- Need for an infrastructure plan
- Comments about housing prices in Langley

Support

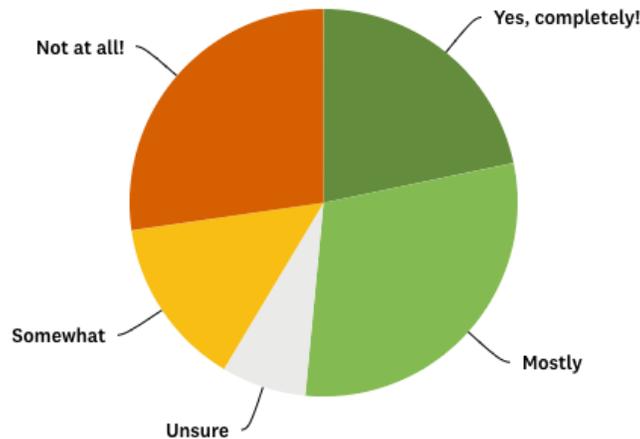
- **General support** (12 comments)
- **Increases to height/density support** in the downtown and adjacent neighbourhoods. (4 comments)
- **Transportation** plan that integrates transit well. (4 comments)
- **Development support** which can bring more people, investment and amenities. (2 comments)

Concern

- **Increases to height/density** and the perceived impacts of increased traffic, crime and crowding. (25 comments)
 - Specific concern about **townhouses along 200 St** (5 comments).
- **General comments** (6 comments)
- **Transportation/traffic** concerns, particularly with regards to congestion, speeding and parking. (6 comments)
- **Environmental impact** of development near the Nicomekl River and sensitive ecosystems. Comments about the need for a tree protection bylaw (8 comments)

4. Do you support the future land use plan?

(175 responses)



52%
mostly or completely

41%
somewhat or not at all

7%
unsure

5. Tell us why.

(102 responses)

General comments or suggestions (31 comments)

- Suggestions include:
 - Provide incentives for affordable home ownership
 - Relaxing minimum 20m frontage for urban residential lots (to allow for coach houses)
 - Allow coach houses on all properties

Support

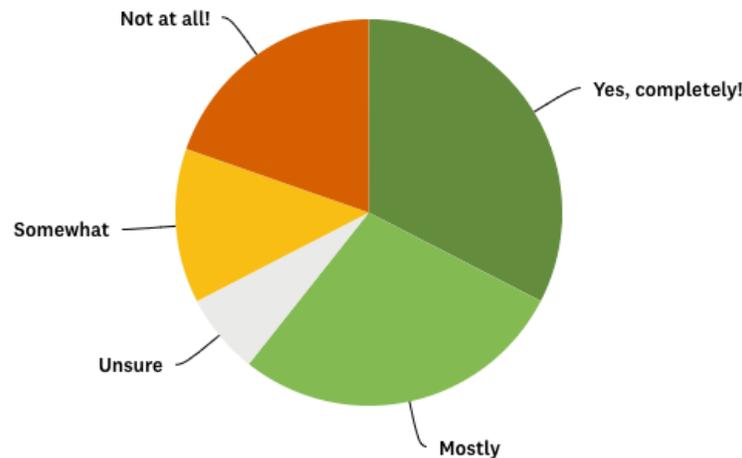
- **Height/density increases.** Supportive of medium and high-density changes. (12 comments)
- **General support** (3 comments)
- **Transportation** support of transit prioritization (3 comments)
- **Commercial nodes** at corners. (3 comments)

Concern

- **Increases to height/density.** Many opposed to any changes in single detached neighbourhoods, particularly south of the Nicomekl River (22 comments)
 - Specific concern about **townhouses along 200 St** (6 comments).
- **Transportation/traffic.** Congestion and parking issues (especially around schools) (11 comments)
- **Infrastructure** concerns. Questions on how new development will be supported by infrastructure (schools, parks, roads, etc). (6 comments)
- **Environmental impact** of development, particularly around natural ecosystems (3 comments)
- **Affordability/speculation** concerns with regards to new development (3 comments)
- **General comments** (1 comment)

6. Do you support the policies regarding “Affordable Living & Diverse Housing for All Generations”?

(178 responses)



61%
mostly or completely

33%
somewhat or not at all

7%
unsure

7. Tell us why.

(57 responses)

General comments or suggestions (27 comments)

- Suggestions include:
 - Maintain older housing stock to preserve affordability
 - Include homeless needs in housing policy
 - Rents already expensive – question on how to maintain affordability
 - Use podium-style design principles for affordable housing
 - Implement rent control
 - Permit accessory units to be built on 400m² lots (or greater) with 12m frontage

Support

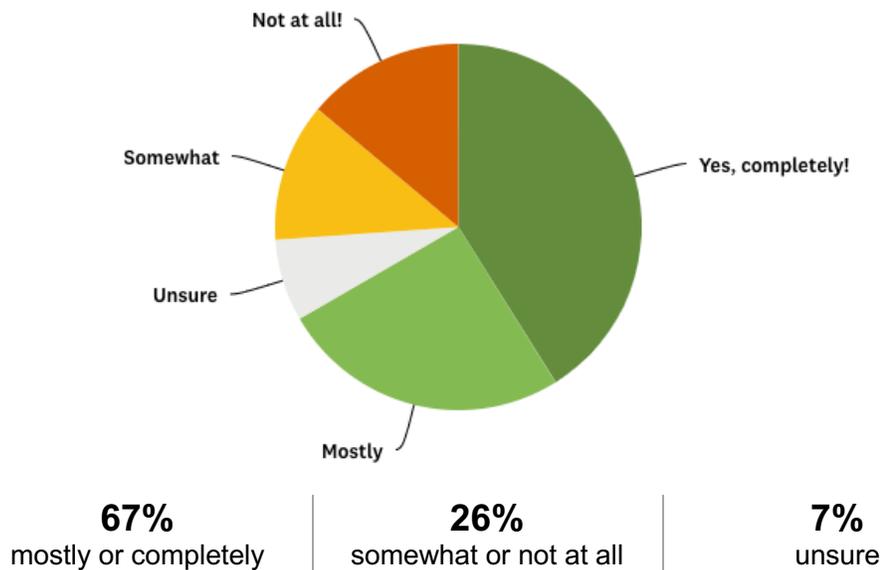
- **General support** (3 comments)
- **Rental housing support** (1 comment)
- **Housing diversity support** (1 comments)
- **Subsidized housing support** (1 comment)

Concern

- **Height/density concerns**, with comments suggesting new development will strip Langley of its “small town” feel (7 comments)
- **Affordability** comments regarding concerns that new development will not be affordable (4 comments)
- **Parking/traffic**. (3 comments)
- **General concern** (2 comments)
- **Infrastructure** concerns (1 comment)

8. Do you support the policies regarding “A Highly Connected City Aligned with Rapid Transit”?

(180 responses)



9. Tell us why.

(66 responses)

General comments or suggestions (16 comments)

- Suggestions/comments include:
 - Consider LRT service along 200 St as it continues to densify
 - Actively preserve small-town charm as the area changes
 - Improve cycling infrastructure
 - Thoughts that transit development will be delayed due to COVID-19
 - Invest in electric double decker buses
 - Ensure accessibility needs are met

Support

- **General support** suggesting the policies are forward thinking/way of the future (8 comments)
- **SkyTrain support**, expressing excitement about this change (6 comments)
- **Health benefits** of active transportation (1 comment)
- **Climate action** and transit go hand-in-hand (1 comment)
- **Seniors** will benefit from these transportation policies (1 comment)

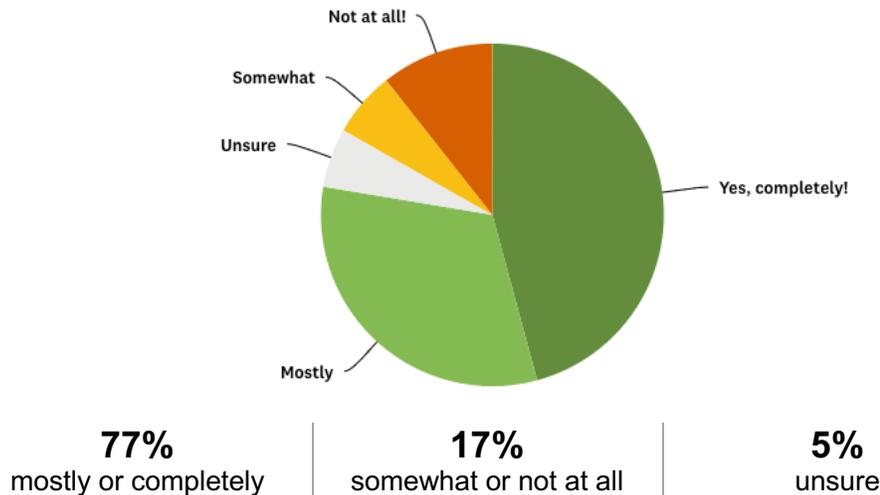
Concern

- **Safety/crime concerns** with regards to the terminus SkyTrain station (15 comments)
- **Cars still necessary.** Comments about the necessity of the automobile in Langley (5 comments)
- **Implementation.** Concerns regarding phasing, and questions about the feasibility of implementing the policies. (5 comments)
- **General concern** (3 comments)
- **Parking** cost/availability (3 comments)

- **SkyTrain will impact affordability** (2 comments)
- **Cycling infrastructure** unnecessary, suggesting people won't use bike paths (3 comments)
- **Flood paths.** Concern of raising the flood paths (1 comment)
- **Infrastructure.** Concern Langley doesn't have the infrastructure to support new development around transit hubs. (1 comment)

10. Do you support the policies regarding “A Safe and Inclusive City with Rich Community Amenities”?

(179 responses)



11. Tell us why.

(48 responses)

General comments or suggestions (16 comments)

- Suggestions/comments include:
 - Need for indoor pool, more community programs/events, outdoor covered spaces, play spaces for children and child care spaces.

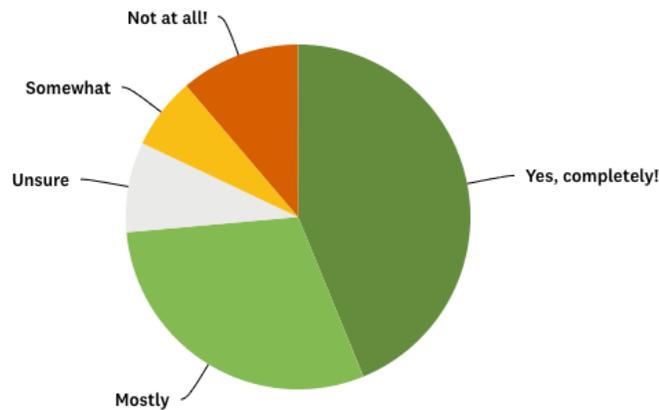
Support

- **General support**, articulating the health and wellbeing benefits of these policies, as well as support for inclusivity (9 comments)
- **Parks/green space.** Support for parks and comments to ensure ecosystems/trees/shade structures are prioritized (3 comments)
- Public space policies will **improve safety**. (1 comment)
- Public space policies will bring **economic opportunity** for small businesses (1 comment)

Concern

- **Implementation** concerns, with respondents questioning how “**safety**” will be implemented. Many respondents suggested the need for multi-level government commitments to enforce safety policies (12 comments)
- **Commitment to Reconciliation.** During implementation, there is a need to increase efforts of Reconciliation with First Nations (2 comments)
- Concern that new **development** will harm the existing parks and ecosystems (1 comment)

12. Do you support the policies regarding “A Responsive Economy that Creates Jobs”? (178 responses)



74%
mostly or completely

18%
somewhat or not at all

8%
unsure

13. Tell us why. (37 responses)

General comments or suggestions (12 comments)

- Suggestions/comments include:
 - No more car dealerships
 - Prioritize environmentally sustainable jobs
 - Changing landscape of office work (COVID impacts)
 - No heavy industrial use in Langley
 - Questions regarding tax incentives

Support

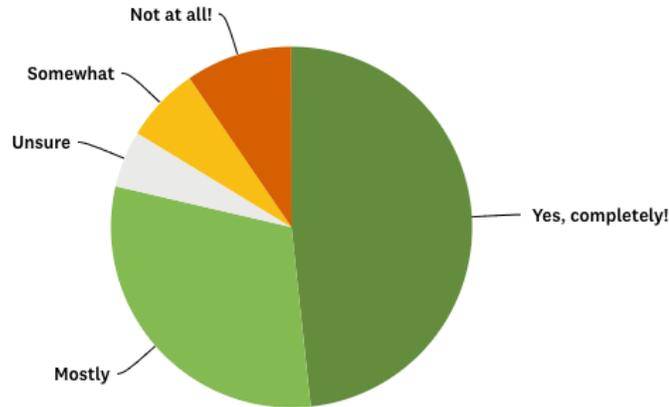
- **General support**, articulating the need for more jobs (9 comments)
- **Innovation Zone**. Support for this area (1 comment)

Concern

- **General concern**. (7 comments)
- **Implementation**. Comments about the need for more detail during implementation. (3 comments)
- **Job diversity**. Concerns about too much priority on tech/innovation sector in a blue-collar community. (2 comments)
- Concern about new jobs impacting **commute** times (2 comments)

14. Do you support the policies regarding “Environmental Solutions to Fight Climate Change”?

(178 responses)



79%
mostly or completely

16%
somewhat or not at all

5%
unsure

15. Tell us why.

(38 responses)

General comments or suggestions (13 comments)

- Suggestions/comments include:
 - Consider policies around climate change adaptation (designing for increased temperatures, wildfire smoke, flooding). For example, creating outdoor spaces with more shade, community cooling stations, air ventilation in public buildings.

Support

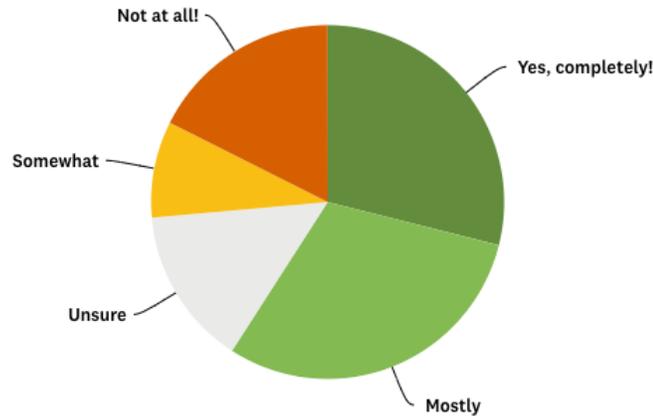
- **General support** for the policies (4 comments)
- **Re-wilding.** Supportive that this is included in the plan (1 comment)

Concern

- **General concern.** Primary concern about the impact of development on the environment; concerns that these policies are “not enough”; and uncertainty if all environmental concerns have been addressed. (12 comments)
- **Development along the river.** Concern that development is too close to sensitive/floodplain areas around the Nicomekl (5 comments)
- Need for further **tree protection** and a tree **bylaw** (4 comments)

16. Do you support the guidelines regarding Development Permit Areas?

(159 responses)



59%
mostly or completely

26%
somewhat or not at all

15%
unsure

17. Tell us why.

(37 responses)

General comments or suggestions (4 comments)

- Suggestions/comments include:
 - Increase density across the city
 - Median landscaping should not restrict visibility

Support

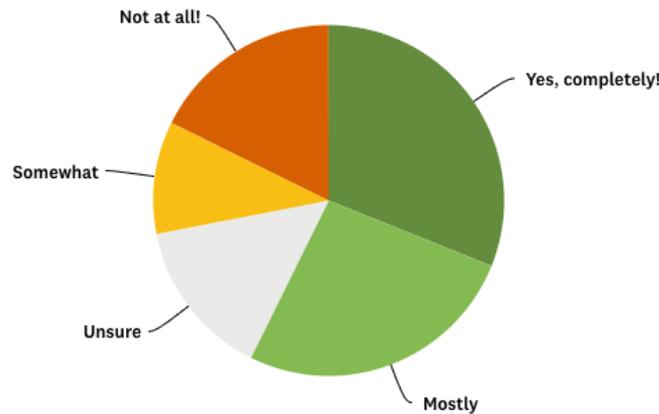
- **General support** for the guidelines (3 comments)
- Supportive of **environmental initiatives**/focus (2 comments)

Concern

- **Height & density concerns** with regards to townhomes, plex-homes and towers (6 comments)
- **Pace of development:** concerns it will happen too fast. (4 comments)
- Guidelines are **too prescriptive** (4 comments)
- Concerns the policies won't be implemented (4 comments)
- **Environmental concerns**, particularly relating to protecting an otter habitat north of 49A avenue, and general concerns about protecting the environment (4 comments)
- **General concern** (2 comments)
- **Parking concerns** (2 comments)
- **Tree protection** needed, particularly a tree protection bylaw (2 comments)
- Concerns about **LED lighting**, and the negative impacts of these lights on people with certain medical conditions (epilepsy, concussions, etc.) (1 comment)

18. Do you support the policies regarding District Areas?

(164 responses)



57%
mostly or completely

28%
somewhat or not at all

15%
unsure

19. Tell us why.

(43 responses)

General comments (7 comments)

Support

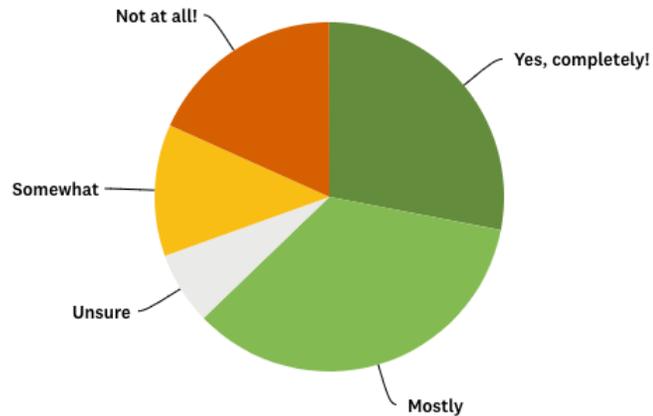
- General **support** (2 comments)
- Comments regarding the **senior district** include:
 - Could increase height limit in OCP (1 comment)
 - Support for Old Yale District (1 comment)

Concern

- Concerns regarding rezoning at **200 St and 208 St** (19 comments total)
 - Opposed to townhouses/multi-family zoning (17 comments)
 - Consideration needed regarding access and proximity (2)
 - Needs more commercial nodes (1)
- **General concern** regarding losing small town feel, lost views, rapid change, implementation. (7 comments)
- **Transportation** concerns regarding parking, traffic (2 comments)
- Concern the **seniors district** will miss an intergenerational demographic mix (1 comment)

20. Do you support the general direction of the draft OCP?

(164 responses)



63%
mostly or completely

30%
somewhat or not at all

7%
unsure

21. Tell us why.

(39 responses)

General comments (8 comments)

Support

- General **support** (9 comments)
- Supportive of **density**, suggesting more is needed (3 comments) particularly in the downtown core (1 comment) and south of Grade Crescent (1 comment)

Concern

- Concerns regarding rezoning **south of the Nicomekl River** with opposition to ground-oriented development and any changes to single detached zoning (5 comments).
 - Specific concern around **200 St** area rezoning (2 comments)
 - One respondent suggested that the area should be left as single-detached until it can be designated for mid- or high-rise development. (1 comment)
- **General concern** regarding losing small town feel, community change, opposition to development. (7 comments)
- Concern that the plan needs more of a **roadmap** to ensure it is implemented (2 comments)

22. Is there anything else you'd like to add?

(66 responses)

Comments/suggestions (36 comments)

Comments and suggestions include:

- Change the 20m frontage requirement for Urban Residential (2 comments)
- Program any city-owned parking garages to have shops/services at ground level (1 comment)
- Recreation centre should be in Brydon area instead of near 196 St Station (to be closer to residential areas) (1 comment)
- Interest in learning more about 208 St changes with regards to rapid transit
- Address parking issues at Nicomekl elementary
- Ensure affordability for businesses, particularly artists
- Add bollards to bike lanes for safety

Support

- **General support**, mentioning support for increased density, transit, and the planning process (8 comments)

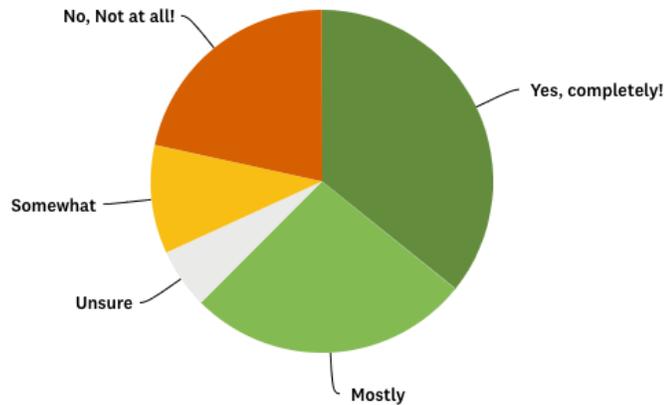
Concern

- **General concern** (5 comments)
- Comments that the City is **not listening** to the community's concerns (5 comments)
- **Too many people** (4 comments)
 - Concerns that the proposed density changes will result in too many people. The City's infrastructure (schools, parking/traffic, grocery stores) and environment will not be able to handle the population growth.
- Concern for **wildlife protection** and flood management around the Nicomekl River (3 comments)
- **Land assembly**. Concern that developers will assemble lots, resulting in vacant lots (2 comments)
- **Bike lane** concerns. Comments that bike lanes will not be used, development will encroach on private lands (2 comments)
- Concern about rezoning near **200 St** (2 comments)

Nicomekl River District Neighbourhood Plan

23. Do you support the vision?

(176 responses)



62%
mostly or completely

32%
somewhat or not at all

6%
unsure

24. Tell us why.

(61 responses)

Comments/suggestions (15 comments)

Comments and suggestions include:

- Ensure those displaced from Portage Park low-income housing have new housing
- Consider impacts of light pollution with any additional lighting
- Include more reference to First Nations history in Heritage section

Support

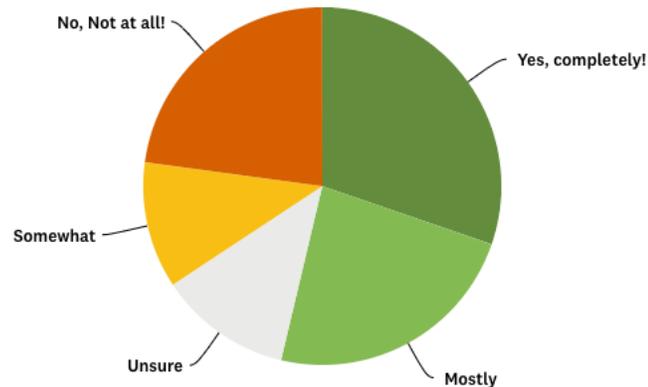
- **General support**, mentioning support for improving trail system, maintaining blackberry bushes and providing small commercial spaces (12 comments)

Concern

- **Environmental concern** with concerns about development damaging the environmentally sensitive river; the disruption of natural beauty and the maintenance of the Brydon Lagoon. Concern also about an otter habitat near the river. (16 comments)
- **Opposition to neighbourhood change** south of the river with resistance to changes to single-detached zoning (13 comments)
- **General concern** (3 comments)

25. Do you support the vision for the four rooms?

(175 responses)



54%
mostly or completely

34%
somewhat or not at all

12%
unsure

26. Tell us why.

(65 responses)

General comments/suggestions (31 comments)

Comments and suggestions include:

- Dislike for the 4 room concept (6 comments)
- Suggestions to not change anything

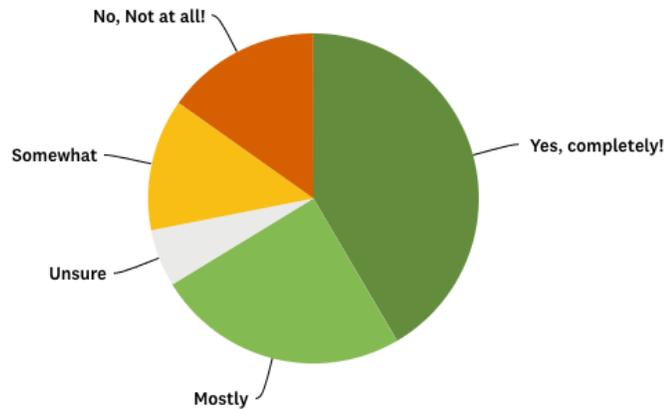
Support

- **General support**, mentioning support the four-room concept, commercial corners, and trail system (12 comments)

Concern

- **Environmental concern** with concerns about development damaging the environmentally sensitive river; damages to habitat such as diverse bird habitats, Great Blue Heron nesting area, otter habitat, Brydon Lagoon (12 comments)
- **Density too low**, and developers won't be incentivized to build (2 comments)
- **Opposition to neighbourhood change** south of the river with resistance to changes to single-detached zoning (5 comments)
- Concern about **commercial corners** (2 comments)
- **General concern** (1 comment)

27. Do you support these three Big Moves? (178 responses)



66%
mostly or completely

28%
somewhat or not at all

6%
unsure

28. Tell us why. (64 responses)

General comments/suggestions (31 comments)

Comments and suggestions include:

- Consider winter programming
- Ensure all seasons path is cleared in winter months
- Density should be increased to attract developers
- Add a street crossing on 200 St at the bike park
- Focus on enhancing existing trails before building more

Support

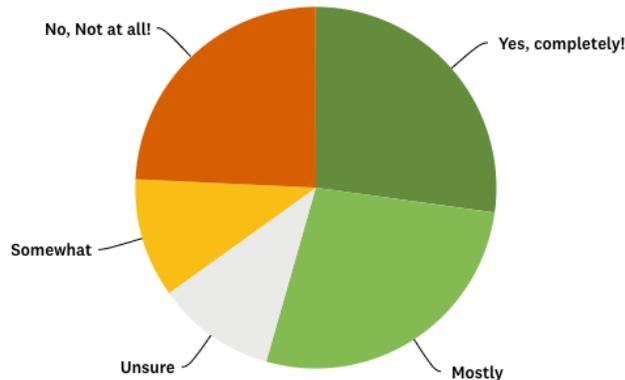
- **General support**, mentioning support for the viewing platforms, trailhead improvements, lighting (17 comments)

Concern

- **Environmental concern** with concerns about the impact the all seasons path will have on habitat, the bat habitat in the "Garden Wild" area, concern lookouts will disrupt wildlife (10 comments)
- **General concern**
- **Food too close to nature**. Concerns that food trucks close to Brydon Lagoon will increase litter/food that will attract wildlife.
- **Light pollution**. Comments that lighting should face downward, turn off during the night, be reduced to minimize light pollution. (3 comments)
- **Privacy**. Some concerns that paths will be close to homes, disrupting residents' privacy (2 comments)

29. Do you support the key land use features?

(169 responses)



30. Tell us why.

(60 responses)

General comments/suggestions (15 comments)

Comments and suggestions include:

- Increase density (2 comments)
- Address drop-off and pick up at Nicomekl Elementary School
- Adding neighbourhood commercial space near Brydon Lagoon
- Differentiating between bike and walking paths in the Garden Wild

Support

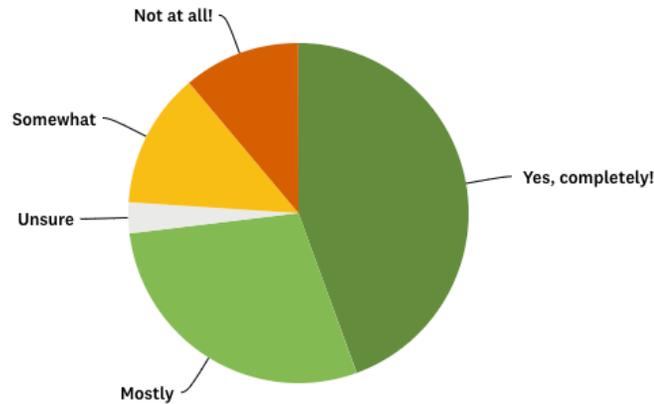
- **General support** of the commercial and residential land use features (2 comments)

Concern

- **Density concerns** (21 comments), citing issues around traffic congestion, parking, strain on schools, etc. Particular concern about ground-oriented development south of the river with 6 comments referencing the 200 St Corridor.
- **Environmental concern** about developing too close to the floodplain and disrupting wildlife with lighting and development (6 comments).
- Opposition to **Conder Park Convenience Corner** (5 comments)

31. Do you support the policies regarding “A Walkable & Accessible Neighbourhood”?

(171 responses)



73%
mostly or completely

24%
somewhat or not at all

3%
unsure

32. Tell us why.

(43 responses)

General comments/suggestions (15 comments)

Comments and suggestions include:

- **Safety.** Some respondents discussed how they don't feel safe walking in the neighbourhood. (6 comments)
- Upgrade current trails
- Langley City has many existing walkable and accessible networks

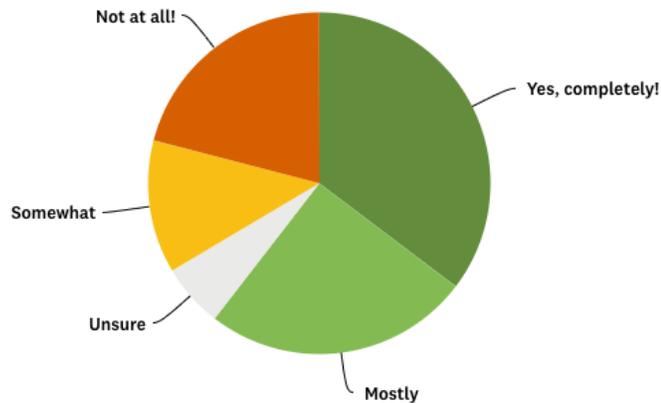
Support

- **General support** (7 comments)
- **Support of the trails** (3 comments)

Concern

- **Environmental concern** about developing too close to the floodplain and disrupting wildlife with lighting and trails (4 comments).
- **Cars are still necessary.** Concerns that the policies will ignore the needs of drivers (4 comments)
- **General concern** (2 comments)

33. Do you support the policies regarding “A Complete Neighbourhood”? (167 responses)



60%
mostly or completely

34%
somewhat or not at all

6%
unsure

34. Tell us why. (44 responses)

General comments/suggestions (12 comments)

Comments and suggestions include:

- Need to define “small scale shop”
- Comments about individual shopping behaviours

Support

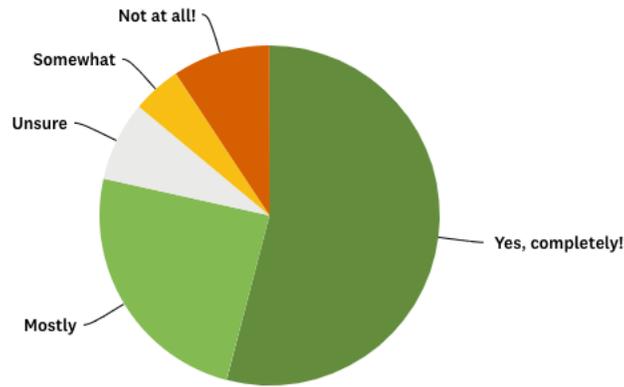
- **General support** (8 comments)
- **Support of commercial designation** particularly corner commercial spots (3 comments)

Concern

- **Opposition to new commercial** near the trails and south of the river, referencing concerns around safety, quality of tenant and desire to separate land uses (8 comments)
- **Environmental concern** about developing commercial space too close to the floodplain (6 comments).
- **General concern** including concern regarding parking and need for more park space (4 comments)

35. Do you support the policies regarding “An Ecologically Sensitive Neighbourhood”?

(172 responses)



78%
mostly or completely

14%
somewhat or not at all

8%
unsure

36. Tell us why.

(40 responses)

General comments/suggestions (12 comments)

Comments and suggestions include:

- Need to remove blackberry bushes and replace with native species
- Partner with HD Stafford Middle School teachers to help remove invasive plants
- Integrate a system that specifies the use of native plants during ecological restoration
- Partner with Langley Environmental Partners Society (LEPS) and Langley Field Naturalists (LFN)

Support

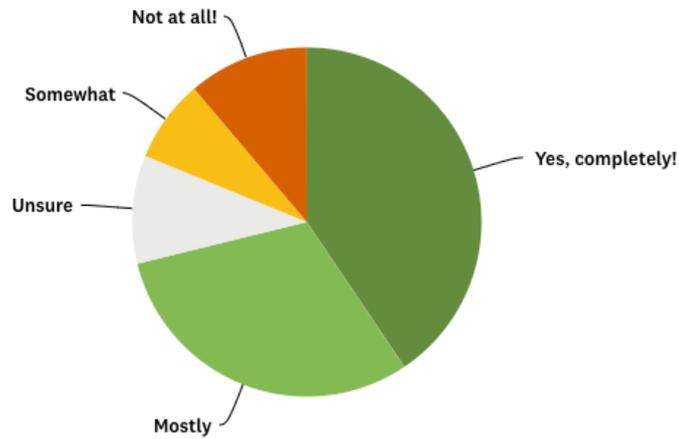
- **General support** (12 comments)
- Support of **improved trail system** (2 comments)

Concern

- **Environmental concerns** about development near the floodplain, concern about the otter habitat, concern that increased population will be detrimental to the environment (12 comments)
- **General concern** (2 comments)

37. Do you support the policies regarding “A Heritage Conscious Neighbourhood”?

(170 responses)



71%
mostly or completely

19%
somewhat or not at all

10%
unsure

38. Tell us why.

(35 responses)

General comments/suggestions (15 comments)

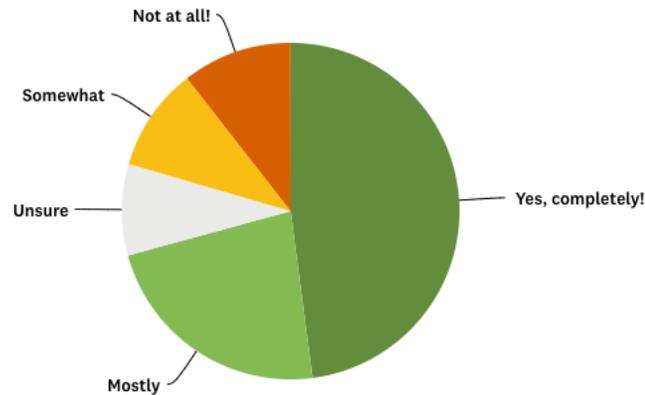
Support

- **General support** (10 comments)

Concern

- **General concern** relating to the cost, environmental impact and necessity of these initiatives (6 comments)
- **Whose history?** Concerns that “heritage” will focus only on settler colonial history while it should focus on Indigenous history. (4 comments)

39. Do you support the policies regarding “A Playful & Safe Neighbourhood”? (171 responses)



71%
mostly or completely

20%
somewhat or not at all

9%
unsure

40. Tell us why. (37 responses)

General comments/suggestions (12 comments)

- Comments about the existing situation of feeling unsafe, increased homelessness. Suggestions that such challenges need to be addressed beyond the OCP (5 comments)

Support

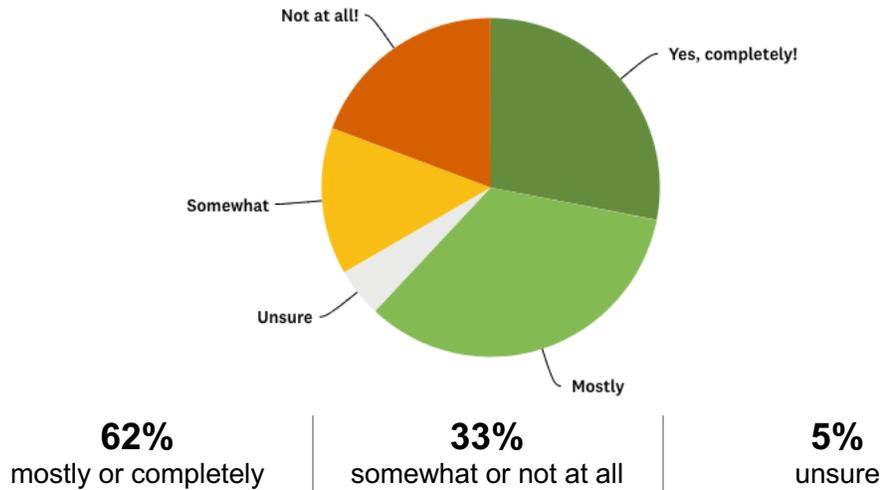
- **General support** (6 comments)
- **Park Ambassadors.** Support of this idea, with respondents offering to volunteer for the role (2 comments)
- **Technology policies.** Strong support of policy 5.3. (1 comment)

Concern

- **General concern** relating to the necessity of these initiatives (5 comments)
- **Cost of public art.** Concerns that public art is expensive and not necessary (5 comments)
- **Safety/vandalism.** Concerns about increased vandalism with new art. (3 comments)
- **Environmental concerns** that attracting people to the river will have detrimental impacts (light pollution, litter, etc) (3 comments)

41. Do you support the general direction of the draft Nicomekl River District Neighbourhood Plan?

(171 responses)



42. Tell us why.

(45 responses)

General comments/suggestions (14 comments)

Support

- **General support** (14 comments)

Concern

- **Height/density concern**, particularly with regards to ground-oriented land use south of the Nicomekl River. (12 comments)
- **General concern** (5 comments)
- **Environmental concerns**, the plan could be more ambitious in conservation (5 comments)

43. Is there anything else you'd like to add?

(60 responses)

Responses to this question are very similar to previous questions. Some specific unique comments include:

- Adding more garbage/recycling bins along the trails
- Consider public washroom placement
- Need more bike parking
- Cycle lanes along 53rd Avenue (from 200 St to 198 St) are painted inconsistently.
- No lighting in the Garden Wild Area (to protect wildlife)

Open Houses

In mid-February, residents and stakeholders had the opportunity to attend two virtual open houses. On February 9 2021, the project team presented the Draft Official Community Plan and answered questions from the public. Following the same format, the second open house presented the Nicomekl River District Neighbourhood Plan. These events were conducted via Zoom Webinar, using the Q&A tool to collect and respond to questions.

Questions

In total, participants asked almost 150 questions during the open houses. The project team responded to many questions during the event and followed up by email to address any unanswered inquiries. The key question themes include:

Phasing and Timing

Questions about the timeline of implementation for various policies and land use changes. Some questions about when development and construction would occur for the newly designated areas.

Infrastructure

Questions around how the city will meet the growing infrastructure needs (social services, schools, hospitals, sewer systems, roads) as the population increases.

Future Study Areas

Questions about the future study areas—why are they included and what does this mean?

Parking and Traffic

Comments about the existing parking and traffic issues. Questions about what can be done to address such issues.

Land Use Designations vs Zoning Bylaw

Participants asked questions about the difference between land use designations in the OCP and the zoning bylaw. Questions about what happens to the residents who live in areas that are assigned a new land use designation.

Agency Feedback

Langley City staff contacted 13 agencies for feedback on the OCP and Nicomekl River District Neighbourhood Plan:

- **Metro Vancouver**
- **Township of Langley**
- **City of Surrey**
- **TransLink**
- **Agricultural Land Commission**
- **Transport Canada**
- **Kwantlen First Nation**
- School District No. 35
- Ministry of Transportation & Infrastructure
- Ministry of Environment
- Department of Fisheries & Oceans
- Nav Canada
- Langley Municipal Airport

The first six agencies (highlighted in **bold**) responded with feedback, summarized below.

Metro Vancouver

Staff from Metro Vancouver are pleased to see that the draft OCP supports each of the five Goals in *Metro 2040*, the regional growth strategy, with strong and effective policies around urban form, economic development, environmental protection, affordable housing and sustainable transportation. In particular, the draft OCP includes innovative policy approaches to designated capacity, transit-oriented affordable housing, district parking, protecting industrial lands, and using Development Permit Areas to address hazards and sensitive areas.

Metro Vancouver encourages Langley City to prepare the updated regional context statement in advance of the public hearing. Regional Planning staff can work with Langley City staff to draft the regional context statement to ensure great alignment with Metro Vancouver's regional growth strategy and population and employment projections.

Specific comment(s):

Policy 2.21 calls for reducing parking minimums, while policy 2.26 requires that minimums not be exceeded. If the intent of these policies is to introduce parking maximums – with flexibility to provide less parking, but not more – the City may want to revise or combine these policies for the sake of clarity.

Neighbouring Municipalities

Staff from the City of Surrey and the Township of Langley were in support of the plans and commented on opportunities for cross-collaboration, including:

- Collaborating on the planning of areas that are near municipal borders, including the Willowbrook SkyTrain station, development near 62 Avenue and the East Cloverdale neighbourhood.
- Continuing collaboration with regards to natural asset management and climate change adaptation. Surrey is finishing a natural asset management planning process including the mapping of natural assets for the Little Campbell watershed. Surrey anticipates conducting a similar exercise for the Nicomekl watershed. Langley City's involvement in this work would be beneficial. Surrey has also completed a Coastal Flood Adaptation Strategy which includes focus on the Nicomekl River.

Specific comment(s):

- Update Map 1: Regional Context. The references to “town centres” on this map appear to be out of date. Metro 2040 shows “Langley Centre” as a Regional City Centre.
- On page 95, under “Plans and Strategies to Create”, add a “Community Safety and Policing Strategy” to explore and address crime and safety issues

TransLink

Staff at TransLink primarily commented on the alignment of shared goals between the two agencies. Overall, there is alignment between the proposed plans and TransLink’s goals. TransLink provided suggestions to alter policy and language to increase alignment, such as considering an increase to density ranges in the transit-oriented designations, more explicitly encouraging rental and affordable housing options close to transit, considering a reduction of parking requirements near frequent transit to support housing affordability and considering transportation demand management in the development process.

Agricultural Land Commission

The Agricultural Land Commission are pleased to see that the OCP does not contemplate accommodating growth and development within the lands designated as ALR.

Specific comment(s):

Page 19 in the “Local Factors Affecting Development” to add a paragraph with reference to the ALR, detailing the amount of land dedicated to ALR in the City and the permitted uses. This will increase community members’ awareness of the ALR.

Transport Canada

The Nicomekl River Neighbourhood may be affected by the Langley Airport Zoning Regulations (AZR). The AZR imposes restrictions on building heights and natural growth (trees, etc.), and is intended to protect the airport from development that would be incompatible to safe aviation operations.

Kwantlen First Nation

The Kwantlen First Nation provided comments on the Official Community Plan and are hoping to provide feedback on the Nicomekl River District Neighbourhood Plan in the near future, which may be captured through the formal bylaw referral process.

Overall, they expressed support for the policies on affordable housing and indicated the potential for partnerships with their non-profit housing society to build housing in Langley City. A desire was also expressed to include recognition of Indigenous Rights & Title in the document, to reference the revival of the həŋqəmiḥəm language and its use in interpretive signage and public spaces, and to more strongly promote environmental stewardship practices, initiatives, and education. In addition, there was a request to refer development applications to the Kwantlen FN when they impact Environmental Sensitive Areas.

RECOMMENDATIONS

Overall, support for both the draft Official Community Plan and draft Nicomekl River District Neighbourhood Plan is significant and notable. Major concerns in the engagement activities centred on three main topics: land use, safety, and environmental protection. The following are recommendations to address these concerns and refine the draft documents into a final Bylaw for Council’s consideration.

Land Use

While still receiving a majority of support from respondents, the most divisive component of the OCP and Nicomekl River District Neighbourhood Plan was the land use policy. Fears about increased density, especially south of the Nicomekl River, were expressed throughout the survey and in correspondence with staff through letters from residents.

One significant change that is recommended to reflect this feedback is to remove the “Special Study Area” designation for Ground-Oriented housing forms. Concerns regarding the potential for land speculation in these neighbourhoods is understood. In the place of Special Study Areas, the “Suburban” designation is well suited to these areas and would retain existing single detached housing forms while providing some opportunity for renewal through secondary suites or garden suites.

However, given strong evidence from the Housing Needs Report, population decline south of the Nicomekl River, and affordability challenges related to single detached homes, the Ground Oriented corridors along 200 St and 208 St are recommended to stay in place. However, maximum densities in the Ground Oriented corridors are proposed to be reduced from 1.6 FAR to 1.2 FAR. This survey, an earlier survey in Phase 2 of the Official Community Plan and Zoning Bylaw update, and a scientific survey completed by IPSOS all confirm there is a strong desire to incorporate more diverse and affordable housing forms, including townhouses, south of the Nicomekl River.

Safety

The concerns related to safety are difficult to address within an Official Community Plan or Neighbourhood Plan. Specific tools that can be used to improve safety include design guidelines that focus on clear sightlines, overlook of public space, lighting, and a strong relationship between buildings and fronting streets. These design guidelines already form a significant component of the form & character development permit areas.

One additional way the OCP could address safety, though indirectly, would be to signal the need to create a Community Safety Strategy. This type of document could be completed in partnership with the Township of Langley and the Langley RCMP with the goal of identifying specific and implementable actions to foster community safety and a reduction in crime.

Environmental Protection

Environmental protection measures received the most support throughout the survey but many concerns continue to be expressed. Specifically, respondents felt more could be done to protect trees and that restoration and conservation work could be done in collaboration with established environmental groups.

The OCP could address these concerns by signalling the need to create an Urban Forest Plan and potentially a tree management bylaw. It is also recommended the OCP and Neighbourhood Plan include more clarity about the use of lighting in the floodplain. Lighting should be sparse, especially in locations near significant wildlife habitat like in the Garden Wild room. It could also include stronger language about partnership and collaboration with the Kwantlen First Nation, the Nicomekl Hatchery, the Langley Environmental Partners Society, and the Langley Field Naturalists in restoration and conservation efforts. This would ensure Indigenous traditional knowledge and on-the-ground expertise is at the forefront of future ecological enhancements.

Table of Recommended Changes

Changes from community engagement

Type of Change	Change	Rationale	Page #
Process	Updated engagement process description	To reflect phase 3 activities and expected engagement in final phase.	p.5
Process	Updated engagement statistics	To reflect phase 3 activities.	p.8
Land Use & Density	Ground-Oriented Residential density dropped from 1.6 FAR to 1.2 FAR	Community input, desire for lower townhouse densities south of the Nicomekl River.	p.26
Land Use & Density	Urban Residential secondary suite land use policies clarified	Language further clarifies there are two options: Minimum lot size of 350m² and a minimum 12 metre frontage width: 1 attached secondary suite is allowed. Minimum lot size of 600m² and a minimum 20 metre frontage width: 1 attached secondary suite and 1 detached garden suite are allowed.	p.26
Land Use & Density	Suburban Residential secondary suite policy updated to included choice between an attached secondary suite or a garden suite.	Community feedback made apparent a desire for garden suites in the Suburban Residential land use designation, where many lots are large enough to accommodate them. This provides residents the option between an attached suite or a garden suite.	p.27
Land Use & Density	Removed the Special Study Area for Ground Oriented south of the Nicomekl River	To reflect phase 3 community input. Concerns were voiced about speculation and land assemblies in the two study areas.	p.28 and Map 3
Land Use & Density	“Ground Oriented” to “Ground-Oriented Residential”	Clarification that this land use is exclusively residential (except where Corner Commercial uses are overlaid).	p.26, 29, 35, 86
Policy	Deleted policy encouraging lock-off suites in townhouses	To reflect phase 3 community input. Concerns were voiced about density of townhouses in single detached neighbourhoods.	p.36

DPA Guidelines	New Ground-Oriented design guidelines	To ensure new townhome and plex development is well integrated in single detached neighbourhoods south of the Nicomekl.	p.88
Implementation	Added “Urban Forest Plan and/or Tree Management Bylaw” to list of new plans to create	To strengthen environmental protection measures as was desired through community feedback.	p.97
Nicomekl River District NP	Removed references to Special Study Areas	To reflect phase 3 community input. Concerns were voiced about speculation and land assemblies in the two study areas.	Appendix A p.32-33
Nicomekl River District NP	Added lighting guidelines in “Public Realm Guidelines”	Given public feedback, to be more specific about areas suitable for lighting and areas that should remain dark for wildlife.	Appendix A p.38
District Policies	Added policy to encourage not only the retention of mature trees, but also the planting of additional new trees along the 200 St and 208 St corridors (policies 8.6 and 9.7)	To reflect public desire for a more expansive tree canopy.	Appendix B p. 21, 23

Changes from agency feedback

Type of Change	Change	Rationale	Page #
Growth, Land Use & Design	Added reference to Indigenous culture and language in urban design principles	To reflect request from Kwantlen First Nation to reflect inclusive designs.	p.31
Policy	Added “First Nation governments” to policy 1.22	To reflect request from Kwantlen First Nation. They noted their own non-profit housing society and interest in partnering with Langley City.	p.39
Policy	Clarified parking policy (policy 2.26)	As per comments from Translink, policy 2.26 now only gives direction to “not oversupply vehicle parking”.	p.46
Policy	Policy 2.31 updated to include reference to “major trip generating developments” and “Supportive Policies Agreement (SPA)”	As per comments from Translink to support the case of SkyTrain extension to Langley Centre.	p.47

Policy	Added “hənqəmihən” language in policy 3.13	To reflect request from Kwantlen First Nation to reflect inclusive designs and historical references.	p.51
Policy	Added policy 3.19.2 to consider initiatives to strengthen relationships with First Nations	To reflect request from Kwantlen First Nation.	p.52
Policy	Added policy 3.15 “Environmental Stewardship”	To reflect request from Kwantlen First Nation.	p.65
DPA Guidelines	Added “Kwantlen First Nation” as a consulting body when applications affect ESAs	To reflect request from Kwantlen First Nation.	p.93
Implementation	Added “Community Safety & Policing Strategy” in list of Plans & Strategies to Create	As suggested by TOL Staff, this could be a joint effort at addressing crime, which has been a significant topic throughout engagement activities.	p.97
Maps	Map 1 – updated to reflect current Metro Van RGS language and show Urban Containment Boundary	Map being used was out of date.	Map 1
Maps	Map 2 – updated to show “additional” and “removed” Mixed Employment areas impacting Metro 2050 RGS	To request changes to the Mixed Employment regional land use designation	Map 2

Changes from Council Feedback

Type of Change	Change	Rationale	Page #
Introduction	Added a short land acknowledgement	As per request by Kwantlen First Nation and confirmed by Council.	Inside of front page of OCP, Nicomekl River District NP, & District Policies
DPA Guidelines	Added detail to types of materials and colours that should be used in the Downtown Langley area, including brick and masonry.	Reflection of desire to preserve small town character in the historic parts of Downtown Langley.	p.85
Implementation	Added “Heritage Resource Reference Guide” to list of Plans to Create	To signal the need to consider the protection of heritage buildings, landscapes, and features when redevelopment occurs.	p.97

District Policies	Clarified requirement to have commercial ground floor along 203 St across from the Langley Mall	To ensure similar land use is reflected on either side of 203 St and meshes with existing commercial uses.	Appendix B p.6
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Changes from project team

Type of Change	Change	Rationale	Page #
Vision	Edited vision statement	To simplify language and reduce run-on sentences.	p.12
Other	AZR paragraph updated to encourage consultation with Transport Canada when proposals involve buildings taller than 4 stories (from 6 stories)	To reflect recent development applications that required consultation with buildings below 6 stories.	p.19
Land Use & Density	Mixed Employment designation updated to include caretaker dwelling unit	To align with Metro 2040 RGS.	p.22
Land Use & Density	Agriculture designation updated to prevent further subdivision and a minimum lot size of 2.0 hectare	To align with Metro 2040 RGS and ALC regulations.	p.24
Land Use & Density	Parks & Open Space designation updated to allow schools and small-scale institutional uses	To align with Metro 2040 RGS and reflect the designation which covers all school lands.	p.27
Land Use & Density	Land use designation and zone concurrence table updated to reflect potential future zones	As work on the Zoning Bylaw continues and we have a better understanding of what zones will be required, we have changed some of the zones allowed within each designation and clarified language explaining the table is aspirational and may not always reflect on-the-ground realities.	p.29
Policy	Panhandle subdivision policy added (policy 1.5)	Provide direction for when a panhandle lot will be considered as part of a subdivision.	p.36
Policy	“Orphaned Properties” defined (policy 1.14)	Clarify intent and reduce confusion around the term “Orphaned properties”	p.38
Policy	“Accessible” units changed to “adaptable” units (policy 1.19)	To align with BC building code language.	p.39

Policy	Updated definition of “core” and “shoulder” areas (policy 2.2)	Added “approximate” distances from the SkyTrain stations to allow more flexibility and alignment with land use designations.	p.41
Policy	Community services policy added (policy 3.23)	Gap identified in social services policy.	p.53
Policy	Refined Public Open Space policy (policy 3.29)	Removed explicit 5% dedication requirement to allow more flexibility and discretion to the City.	p.54
DPA Guidelines	Updated high-rise (tower and podium) guidelines	Better reflect realities of height restrictions in areas subject to AZR.	p.78
DPA Guidelines	Added “Vehicular Access & Parking” guideline in multifamily residential DPAs	To accommodate fire truck access and use.	p.88
DPA Guidelines	Incorporate feedback from ADP Meeting (February 3, 2021)	To encourage: <ul style="list-style-type: none"> • Clean energy sources • Smooth sidewalk treatments • Flexibility in industrial building design in relation to street • Screening outdoor storage in industrial developments • On-site stormwater management • Innovative architectural expression that considers adjacent properties and historical precedent 	p.76-95
Implementation	Added “Hazard Risk and Vulnerability Analysis” to the list of Plans to Update	To recognize the importance of aligning this document with the new OCP to achieve goals related to safety and livability.	p.97
Implementation	Added “Public Realm Plan for SkyTrain Guideway and Core & Shoulder Streets”	To signal the need for greater design detail in proximity to SkyTrain infrastructure for safety and pedestrian-friendliness.	p.97
Implementation	Detail added to “Monitoring Progress”	Types of reports listed to ensure implementation is tracked against OCP goals and achieving desired impact.	p.98
Maps	Regional land use designations map added	To align with Regional Context Statement requirements and show the requested change in “Mixed Employment lands”.	Map 2

Nicomekl River District NP	All land use maps	Updated to align with OCP land use changes.	Appendix A p.28, 30, 32, 33, 35
Nicomekl River District NP	Prohibit gas station uses in the Conder Park Neighbourhood Convenience Corner	To ensure the commercial node is pedestrian oriented.	Appendix A p.31
Nicomekl River District NP	DP Guideline 11 changed from “30 metre setback off floodplain” to “30 metre setback off environmentally sensitive area” and “where possible” added.	Using “ESA” allows for a clearer definition – based on the ESA map. “Where possible” allows some flexibility in the case an entire property is impacted by the setback.	Appendix A p.37
District Policies	Added detail to policy 4.1.1 “Area A” in the Fraser-Industrial district, noting the minimum assembly areas is not required for C1 zoned properties, or rezoning applications that were made prior to the adoption of the OCP.	To reflect and honour existing zoning entitlements and ensure new policies and regulations don’t unfairly impact applications that are in process.	Appendix B p.14
District Policies	Clarified policy for 200 St and 208 St Ground Oriented corridors to not allow townhouses on cul-de-sacs	Cul-de-sacs are often ill-suited for townhouse development due to lack of connectivity.	Appendix B p. 20 and 22
District Policies	Prohibit drive-thru and gas station uses in the Corner Commercial designation at the northwest corner of 208 Street and 48 Avenue	To ensure the commercial node is pedestrian oriented.	Appendix B p.23