



OFFICIAL COMMUNITY PLAN BYLAW, 2005, No.
2600 AMENDMENT No. 16, 2021, BYLAW No. 3177

The purpose of Bylaw No. 3177 is to amend the Official Community Plan in order to incorporate provisions for high-density mixed-use development at the properties addressed 20137 & 20139 Fraser Highway, as proposed in the draft new OCP, ahead of its targeted adoption in 2021. The provisions require the following amendments:

- Section 16.0 Land Use Designations – the addition of a new Transit-Oriented Core designation
- Section 17.0 Development Permit Area Guidelines – the addition of a Transit-Oriented Core Development Permit Area and guidelines
- Schedule “A” – Land Use Designation map – revised map including Transit-Oriented Core land use designation

The proposed OCP amendments were prepared in response to an application for a 6-storey, 144-apartment unit and 841 m² commercial mixed-use development by Luc Gosselin.

CITY OF
LANGLEY



**OFFICIAL COMMUNITY PLAN BYLAW, 2005, No. 2600
AMENDMENT No. 16**

BYLAW No. 3177

A Bylaw to amend City of Langley Official Community Plan Bylaw, 2005, No. 2600.

The Council of the City of Langley, in open meeting assembled, enacts as follows:

1. Title

This bylaw shall be cited as the "City of Langley Official Community Plan Bylaw, 2005, No. 2600 Amendment No. 16, 2021, No. 3177".

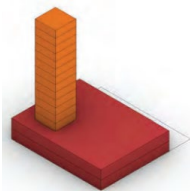
2. Amendment

The City of Langley Official Community Plan Bylaw, 2005, No. 2600 is hereby amended:

(a) by inserting after Section 16.5 Downtown Commercial the following new section and by renumbering subsequent sections accordingly:

"

16.6 Transit-Oriented Core



Illustrative massing diagram of Transit-Oriented Core development

The Transit-Oriented Core designation is intended to create a vibrant transit-oriented area with high densities (3 FAR and higher) and a mix of uses in close proximity to future SkyTrain stations, and existing high-frequency transit.

Policy 16.6.1

Commercial, multi-unit residential, and mixed-use residential & commercial uses shall be permitted.

Policy 16.6.2

⇒ **Maximum density and building height shall be as follows:**

**Floor area ratio – 5.50
 Building height – 15 storeys**

Policy 16.6.3

Development Permits shall be required for Transit-Oriented Core developments except as provided in Section 17.2.

(b) by deleting the table in Section 16.11 Land Use Designations and Permitted Zones and substituting the following in its place:

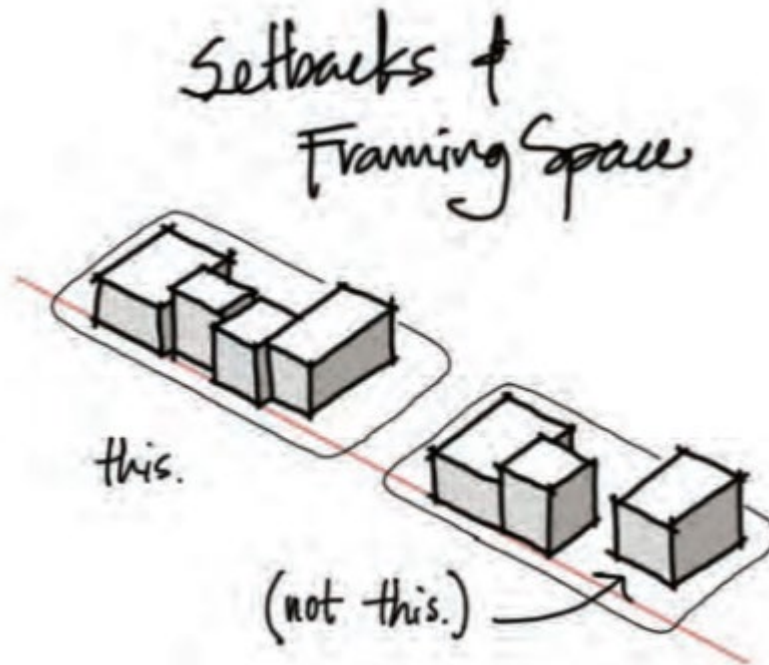
OCP Land Use Designation	Zone													
	RS1	RS2	RM1	RM2	RM3	C1	C2	C3	I1	I2	P1	P2	A1	CD
Urban Residential	✓										✓	✓		✓
Estate Residential		✓									✓	✓		✓
Low Density Residential			✓								✓	✓		✓
Medium Density Residential			✓	✓							✓	✓		✓
High Density Residential			✓	✓	✓						✓	✓		✓
Downtown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

(c) by inserting after 17.5 Downtown Commercial the following new Development Permit Area Guidelines and renumbering subsequent sections accordingly:

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"): Transit-Oriented Core



17.6 Transit-Oriented Core

Objective:

To ensure that development in close proximity to future SkyTrain stations and existing high-frequency transit service is compact, human-scaled, and contributes to a pedestrian-oriented built environment.

17.6.1 Siting + Orientation

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

17.6.2 Outdoor Spaces

- ⇒ Establish “eyes on the street” and a strong street presence by placing active uses in street-fronting ground floors or locating active pedestrian outdoor spaces (e.g. plazas/courtyards) to address fronting streets (e.g. extended porches, recessed entries, and upper floor balconies).



- ⇒ Plazas and courtyards should be framed by buildings on a minimum of two sides to create well defined edges. The buildings should have active uses facing the plaza such as shop entrances, food/beverage, or recreation with transparent window glazing, entrances and patio/outdoor seating.

17.6.3 Vehicular Access + Parking

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

17.6.4 Massing + Articulation

- ⇒ Reduce the apparent mass of buildings through building orientation, articulation (e.g. balconies), roof treatment, and the choice of exterior materials and colours.
- ⇒ Buildings along Fraser Highway between 204 Street and 206 Street shall front the street with a maximum 4 storey building height. Portions of buildings on properties fronting Fraser Highway between 204 Street and 206 Street may be taller than 4 storeys, provided these taller portions are set back from the street wall through the use of a substantial balcony/terrace or outdoor amenity area a minimum of 10 metres wide.
- ⇒ For commercial or mixed-use buildings, particularly along Fraser Highway, 56 Avenue and Douglas Crescent streetscapes between 204 Street and 206 Street:
 - Encourage additional building face massing step backs above the ground floor, through the use of façade articulation, weather protection structures, material/colour changes, and strong cornice lines, with an emphasis on locating balconies, café/dining terraces, patios or outdoor amenity areas, on the



2nd floor and above, that overlook adjacent streetscapes.

- Building on the 'base, middle and top' building design approach, align ground floor elements such as floor heights, mid-cornice/horizontal building lines, window sills, weather protection structures, and cornices/banding at the top of ground floors with adjacent buildings to provide a robust, coordinated and pedestrian-friendly ground floor building expression and commercial unit rhythm along key shopping streets.
- Design buildings with vertical columns, banding and features that complement adjacent buildings and reinforce the appearance of a collection of narrow storefronts along key shopping streets. Create façade articulation along primary facades at intervals of 10-15 metres to reflect a pattern of storefronts and/or residential units.
- ⇒ Design entrances to be safe, identifiable and attractive, e.g. through use of roof elements that can also provide cover.
- ⇒ Single floor commercial buildings or single floor portions of larger, multi-storey building complexes shall be designed to exhibit a two-storey building height expression.
- ⇒ At least 50% of the ground floor building façade shall be glazed to the exterior on street frontage sides.

17.6.5 Roofs

- ⇒ Where feasible, design rooftops to include gardens, "green roof" technology, terraces, outdoor amenity spaces, and patios to improve rooftop use, appearance and sustainable function.



- ⇒ Continuous weather protection (awnings/canopies) shall be provided on all buildings along commercial streets. High quality, weather-resistant structures are strongly encouraged, including those incorporating glass, steel and non fabric elements.
- ⇒ Mechanical equipment on the roof of any building shall be concealed by incorporating it within the building roof, or by screening it in a way that is consistent with the character and finishing of the building.

17.6.6 Materials + Colours

- ⇒ Finishing materials shall consist of glass and glazed window wall systems, brick, stone, cementitious panels, architectural concrete, pre-cast coloured concrete, or pre-finished metal. Exposed, untreated concrete is prohibited. For buildings along Fraser Highway, Douglas Crescent and 56 Avenue, between 204 and 206 Streets, the use of durable, warm colour materials, such as brick and masonry, is strongly encouraged on ground floor façades, and designers are encouraged to carry these material treatments onto upper floor façades and features.
- ⇒ Building colours should provide visual interest.

17.6.7 Landscape Design

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

17.6.8 Lighting

- ⇒ Light sources should emit a warm tone of light.
- ⇒ Place lighting fixtures no higher than 6.0m from the ground.



- ⇒ Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered to ensure integration with building and landscape design.

17.6.9 Signage

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

17.6.10 Disruptive Impacts

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

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sensitive residential rooms as far away as possible from commercial areas).

