

Table 1: Public Hearing Input, Responses and Rationale

PUBLIC FEEDBACK

Input #	Input	Staff Response (see Table 2 for specific proposed Bylaw updates)	Rationale
1	Request to include reference to the Vancouver, Victoria and Eastern Railway in the OCP 'History and Context' section on page 3. The Vancouver, Victoria and Eastern Railway operated in Langley, along Grade Crescent, from 1908 to 1931.	Update the first sentence in the 4 th paragraph on OCP page 3 to: "A few decades later Langley Prairie found itself at the nexus of change again with the arrival of the Vancouver Victoria and Eastern Railway in 1908 and the British Columbia Electric Railway in 1909."	Updates reflect historical origin of former railway alignment along Grade Crescent.
2	Concern about privacy and environmental impacts of the proposed southern path in floodplain between Hi-Knoll Park & 200 Street (Appendix A: Nicomekl River District Neighbourhood Plan).	• Adjust legend in proposed active transportation map in Appendix A (p. 17) to make "conceptual alignment" more visible beneath proposed paths and bridges. • Add wording in Policy 1.2. of Appendix A (p. 17) to clarify that the alignment and design of the proposed southern path will be completed in accordance with the results of a study that will include environmental assessment, public engagement, and external agency consultation.	The southern path illustrated on page 17 of the Nicomekl River District Neighbourhood Plan is conceptual in its alignment and more detailed design that can address the concerns raised at the public hearing is planned to be done, and is more appropriate to pursue, as part of a separate project. The proposed changes provide assurance that the path as drawn is shown as an example only and that further study and engagement will be undertaken to determine its alignment and design before it can be considered as a future capital project for Council's consideration of approval and construction.
3	Concern about speculation as a result of the OCP Ground Oriented Residential land use designation.	Maintain existing policy in accordance with the associated rationale.	As it relates to potential speculation and long-term property assembly, and given the intent of the Ground Oriented Residential land use is to broaden housing options in an incremental and small-scale manner, the

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			extent of the Ground Oriented Residential designation in the land use map and its policies are not expected to have a significant impact. Emphasizing townhouse developments along 200 and 208 Streets will help achieve the key goal of removing driveway accesses from these arterial corridors as these projects will be required to construct back lanes for access, as well as placing providing more housing by frequent transit. In most other contexts away from major streets, policy as written will provide opportunity for single lot plex or multi lot plex and townhouse development, including cul de sacs where plex development is emphasized. Delineating strict townhouse-only and plex-only areas would remove flexibility from property owners and run counter to the long-term goal of creating a variety of housing forms for young families in close proximity to transit. Concerns about property assembly will also be addressed through the upcoming new Zoning Bylaw. For plexes, staff are considering a minimum lot size that is small enough for any property within the appropriate area to be able to redevelop into at least a duplex (and potentially a triplex on larger lots) without additional assembly; staff anticipate this approach will make plex developments an attractive

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			option is areas away from major street corridors. For townhouses, staff are considering a small minimum lot size that would require assemblies as small as two properties. This was intended to provide sites large enough to accommodate back lanes to remove driveway accesses from these major streets, while allowing for growth to be incremental and enabling development to proceed without the need for larger assemblies. In other words, the policy as written would encourage developers to redevelop smaller sites sooner rather than hold them over the long-term as they continue to pursue the purchase of additional properties. A maximum lot size or removing opportunities for townhouse development is not recommended as it would reduce the flexibility of property owners, reduce the variety of housing forms produced, and discourage more efficient developments when the opportunity exists. Noting there have been concerns expressed during public consultation and the Public Hearing, staff also note that written and verbal input has also been received expressing support for the Ground Oriented Residential land use designation (from residents living in areas proposed as Ground Oriented Residential).

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4	Concern about road connection between 53A Avenue and 54 Avenue, east of 198 Street.	Adjust wording in Policy 6.11. of Appendix A (p. 30) to clarify that the new pedestrian and vehicle access sought will be secured only through future redevelopment.	This would clarify that the City has no plans to build an access through existing properties here, and that this access will only be constructed when properties abutting its potential alignment redevelop. This could occur incrementally, with only portions of the access being built as properties around it redevelop, and the access being opened only once complete, when the area is further along in its redevelopment. The width and design of this access is anticipated to be similar to the pedestrian/vehicle access being created by the redevelopment of 20222 56 Avenue.
5	Concern about townhouse design, particularly about the three-storey form.	Maintain existing policy in accordance with the associated rationale.	Ground Oriented Residential policies in the OCP and Appendix B (District Policies) provide additional clarity and guidance on townhouse design compared to the existing OCP. Townhouse height regulations are not included in the OCP, but will be developed as part of the upcoming new Zoning Bylaw. Though further study and public engagement will take place as part of the development of the new Zoning Bylaw, a three-storey height limit is likely to be included in the updated Zoning Bylaw. Staff are currently considering a townhouse height limit only two metres more than currently permitted for single-detached dwelling construction. This would encourage a form that is sensitive to existing single-detached areas while being consistent with the dominant townhouse

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			form being constructed elsewhere throughout the region (three-storey townhouses are the current standard). Additionally, enabling additional height allows for more efficient townhouse complex designs that provide more floor space over a smaller footprint, thereby improving affordability and creating more housing units of the type identified as needed in the recently completed Housing Needs Report. Two-storey townhouse developments are rare, and where they exist, are sold at a price nearing small single detached homes. Policy as currently written will allow two-storey townhouse developments, but provides flexibility as well in order to allow more organic demand for housing to be met. Additionally, the requirement for ground oriented forms with less prominent garages on sites fronted onto by two streets will encourage smaller-scale forms such as plexes and two-storey townhouses and contribute to the overall housing diversity sought for these two major corridors.
6	Concern about property being expropriated or redeveloped without owner's consent.	Maintain existing policy in accordance with the associated rationale.	Over the course of the development of the OCP, some citizens have expressed concerns that it represents a plan to take properties and redevelop them to their new designations. At formal public engagement events as well as in day-to-day correspondence, staff have communicated to citizens that the OCP is only a land use vision that does not involve zoning

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			changes, and properties will not rezone and redevelop unless the property owners wish to do so, or sell their property to a new owner who wishes to redevelop, and will continue to do so moving forward.
7	Clarification needed on the maximum density proposed for the Ground Oriented Residential land use designation, specifically for any differences between development north and south of the Nicomekl River.	Amend the Engagement Summary which followed the open houses held for the OCP and Nicomekl River District Neighbourhood Plan to clarify that the 1.2 FAR maximum for Ground Oriented Residential will apply in all areas of the City, both north and south of the Nicomekl River.	Existing policy in the new OCP is clear in setting a maximum of 1.2 FAR for Ground Oriented Residential development in all areas of the City. However, for clarity, staff will amend the Engagement Summary which followed the open houses held for the OCP and Nicomekl River District Neighbourhood Plan to further clarify this.
8	Want assurance that natural areas and wildlife is protected as development occurs.	Maintain existing policy in accordance with the associated rationale.	OCP Policy 5.14. (p. 65) and 5.16. (p. 65) provide general direction on protecting Environmentally Sensitive Areas and watercourses, while the Environmentally Sensitive Area Development Permit Area Guidelines (p. 93) include more detailed policies related to development near these features. The District Policies for 200 Street and 208 Street corridors also call for the retention of mature trees and planting new trees as redevelopment occurs along these street frontages.
9	Concern about speeding.	Maintain existing policy in accordance with the associated rationale.	OCP Policy 2.4. (p. 42) supports designing roads to slow vehicle traffic and create safer neighbourhoods.
10	Need to facilitate coach homes (backyard suites on a second level above a detached garage).	Maintain existing policy in accordance with the associated rationale.	The new OCP does not prevent coach homes as described. More detailed regulations, such as those pertaining to maximum height for garden suites, will be explored and addressed through the new

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			Zoning Bylaw, which will include public engagement in its development process.
11	Need for a signalized crosswalk at the intersection of Baldi Creek Trail and 53 Avenue.	Maintain existing policy in accordance with the associated rationale.	Specific interventions of this scale are best suited for consideration in capital improvement plans rather than in the OCP. This specific project is already planned as an upcoming capital improvement project.
12	Request to reduce Community Amenity Contributions.	Maintain existing policy in accordance with the associated rationale.	The OCP does not prescribe any specific CAC rates. Instead, it identifies an “Amenity Contributions and Bonusing Policy” in the list of Plans & Strategies to Create (p. 97), as part of which CAC policy will be reviewed. Enhanced and new amenities are needed as the City grows and densifies, and amenity contributions are a key funding source for amenities.
13	Support for density in Regional City Centre, the Innovation Boulevard concept, and transportation policies.	Maintain existing policy in accordance with the associated rationale.	Staff acknowledge the support for these policies.
14	Concern that OCP does not include disaster response route map or disaster response policies.	Maintain existing policy in accordance with the associated rationale.	The OCP recommends updating of the City’s Hazard Risk and Vulnerability Analysis (HRVA); this document uses the OCP to identify hazards like earthquake and other events, the associated risks and how to lower them and how to create effective emergency response plans used by Fire Department and other emergency services. A key element of the HRVA update is to tailor the City’s emergency response plans to an evolving land use pattern. Staff also note that disaster response routes are not a legislatively required component of an OCP.

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15	Concern that the Nicomekl River District Neighbourhood Plan does not adequately address the risk of interface wildfire in the Nicomekl River floodplain.	Maintain existing policy in accordance with the associated rationale.	The Nicomekl Neighbourhood Plan includes Development Permit Guideline #12 on page 37 that requires Fire Smart construction techniques for new development adjacent to grassed/densely vegetated floodplain area, and also includes Policy 1.12 on page 19 that calls for improving access to the floodplain for Fire Rescue vehicles – having good access to the floodplain is critical to timely fire response, and reflects best practice in wildland fire fighting.

AGENCY FEEDBACK

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Fisheries & Oceans Canada	16	No comment.	Maintain existing policy in accordance with the associated rationale.	Fisheries & Oceans Canada advised that they do not comment on projects and plans that do not directly propose works or activities that may affect fish. Staff will continue to work with Fisheries & Oceans Canada when required for more specific projects.
Metro Vancouver	17	No comment.	Maintain existing policy in accordance with the associated rationale.	Staff have liaised with Metro Vancouver in an ongoing manner through the

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				development of the new OCP in order to align its policies with the existing Regional Growth Strategy (RGS) and its upcoming update, Metro 2050. This included directing growth to the Regional City Centre, confirming that the land uses considered are consistent with Metro Vancouver's servicing infrastructure, and ensuring a net gain of Mixed Employment lands as different designations have been adjusted. As such, no further comments were provided as part of the public hearing. The OCP's Regional Context Statement (RCS) must be referred to and approved by Metro Vancouver in order for the new OCP to take effect.
School District No. 35	18	No comment.	Maintain existing policy in accordance with the associated rationale.	Staff have liaised with SD35 in an ongoing manner through the development of the new OCP to ensure their needs were addressed. Previous comments included support for ground-oriented residential development south of the Nicomekl River as it will support student growth in low-

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				enrollment schools in those catchment areas, as well as the need for continued collaboration on planning for the future of Nicomekl Elementary School as growth progresses in its vicinity. Staff will continue to work with SD35 staff, both on annually-provided population projections and on an as-needed basis, into the future.
Downtown Langley Business Association	19	General support, and specifically for the vision “to create a more walkable, livable and sustainable community for both residents and businesses.”	Maintain existing policy in accordance with the associated rationale.	Staff is pleased to see the OCP has the support of the Downtown Langley Business Association and looks forward to continuing to work with them on areas of mutual interest in the future.
Township of Langley	20	Need for coordination on community amenities and services given shared user groups between the two municipalities. Specifically, it was suggested that the City, the Township, and the City of Surrey collaborate on the planning of the 196 Street SkyTrain Station area to minimize duplication of amenities and services, where all three municipal boundaries meet.	Add a policy to OCP Section 3 (A Safe and Inclusive City Rich with Community Amenities, p. 55) to note opportunities for collaboration with adjacent municipalities in providing community amenities and services in new redevelopment areas.	Staff support the intent to work with adjacent municipalities on community amenities close to municipal borders to be efficient in the provision of this social infrastructure.
	21	OCP Map 2 (Regional Land Use Designations, p. 118) has its legend covering part of the City.	Move the OCP Map 2 legend to ensure all parcels are clearly visible.	The whole City should be visible in this map.

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	22	Recommendation that Potential Study Areas on Langley Bypass in OCP Map 3 (Land Use Map, p. 119) be expanded to cover other properties designated as Service Commercial on both sides of the Bypass, and Willowbrook Mall in particular, to facilitate future cooperation between the City and Township in this strategic area.	Update Potential Study Area Boundary on OCP Map 3 to combine Service Commercial lands west of 201A Street north of the Langley Bypass and Service Commercial lands west of 202 Street south of the Langley Bypass with the existing study area to the west into a single study area for potential future transit-oriented land uses.	The updated study area now includes Willowbrook Mall and other properties near 200 Street and the Langley Bypass, to enable further study to investigate potential transit-oriented redevelopment in the longer term (i.e. closer to the end of the OCP timeframe). Staff will work with Township of Langley staff on the planning of future redevelopment on the Willowbrook Mall site.
	23	Several “future RapidBus” lines should be illustrated on OCP Map 6 (Future Transit Network, p. 122), including Willowbrook Drive, 196 Street, and 56 Avenue.	Maintain existing map in accordance with the associated rationale.	Staff have not previously identified these corridors as potential RapidBus routes, but will work with TransLink and adjacent municipalities on any transit planning initiatives in the future.
	24	SkyTrain Station names are used inconsistently (sometimes 196 & 203 Street Stations, other times Willowbrook and Langley Centre Station).	Amend any inconsistent station names throughout the OCP so all use either 196 or 203 Street.	Given that station naming will occur in collaboration with TransLink and the Province of BC, it is most neutral to use descriptive street-based names at this time. If desired, the OCP can be amended in the future once station names are finalized.
	25	Offer to work with Township and City of Surrey on changing name of Fraser Highway to better reflect its emerging	Maintain existing policy in accordance with the associated rationale.	The renaming of Fraser Highway can occur outside the bounds of the new OCP, if

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		character as an urban, transit-oriented corridor.		desired. Any renaming would also have to be directed by Council and involve coordination with TransLink, as Fraser Highway is part of their Major Road Network between 204 Street and the City's western boundary.
Kwantlen Polytechnic University	26	General support, and specifically for: - the University District land use designation which will be able to accommodate KPU's recently completed Campus Master Plan. - Direction of high-density, mixed-use transit-oriented growth to the Downtown, as a way of providing housing opportunities for students and employees. - The Innovation Boulevard concept and its potential to create a dynamic research corridor that could support growth on the KPU campus, create additional student housing, enable partnerships with industry, and create an animated public realm.	Maintain existing policy in accordance with the associated rationale.	Staff is pleased to see the OCP has the support of Kwantlen Polytechnic University and looks forward to continuing to work with them on areas of mutual interest in the future.
Ministry of Transportation and Infrastructure	27	The direction of development toward the Regional City Centre will have an effect on north-south traffic across the Langley Bypass. However, 196 and 204 Streets may have additional capacity to absorb an increase in traffic, and left-turn movements at the	Maintain existing policy in accordance with the associated rationale.	Given that there were no specific concerns associated with the land use plan of the OCP, it is considered viable. Staff will continue to refer development applications near Provincial highways for

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		intersection of Langley Bypass are the critical ones, and therefore additional north-south traffic is expected to be less of a concern.		their review and can work with MOTI on any future improvement projects.
	28	The intended densification around the future 196 Street SkyTrain Station will affect the intersection of the Langley Bypass and Fraser Highway. This may also have knock-on effects on other intersections with the Langley Bypass. However, there may be opportunities for intersection improvements at Fraser Highway and a TIA is to be conducted as part of the SkyTrain project.	Maintain existing policy in accordance with the associated rationale.	Given that there were no specific concerns associated with the land use plan of the OCP, it is considered viable. Staff will continue to refer development applications near Provincial highways for their review and can work with MOTI on any future improvement projects. In addition, the upcoming Master Transportation Plan, which is identified as a need in Policy 2.6. (p. 42) and as a “plan to update” in the OCP’s Implementation section (p. 97), will be reviewing the City’s road network and its connections to the Langley Bypass.
	29	The Ministry’s desire is that property access be consolidated to the municipal road network whenever possible	Maintain existing policy in accordance with the associated rationale.	Staff understand the Ministry’s request and will continue to refer development applications near Provincial highways for their review and consider more specific access adjustment requests on a case-by-case basis through this process.

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TransLink	30	Support for the assignment of growth in the Regional City Centre and for the high densities proposed near the future SkyTrain stations.	Maintain existing policy in accordance with the associated rationale.	Staff are pleased to see the OCP's land use plan has the support of TransLink.
	31	Recommend that language be added to make clear that higher densities will be encouraged once the SkyTrain extension is approved.	Maintain existing policy in accordance with the associated rationale; the OCP identifies a maximum FAR of 5.5 and a minimum of 3.0 FAR in Transit Oriented Core land use areas.	Though it is recognized that the market for higher density development has not arrived in the City yet, and the City's proximity to the Langley Regional Airport limits building heights to 14-15 storeys, it is anticipated that development densities will increase toward the 4.5 FAR to 5.5 FAR range once the SkyTrain extension is under construction and is operational into the future. The proposed FAR maximum of 5.5 is comparable to other municipalities that have SkyTrain (and in some cases higher) and serves as a clear signal to property owners about the City's expectation for a greater amount of housing and job space to be provided near SkyTrain. These high FARs can also generate a significant number of dwelling units, new population and jobs in the 203 Street Station area and a significant number of dwelling

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				units, new population and jobs and taller buildings (over 15 storeys) in the 196 Street Station area.
	32	Include strengthened policy statements regarding the location and incentivization of affordable housing, in particular in proximity to transit.	Maintain existing policy in accordance with the associated rationale.	Staff believe that policies as proposed in the OCP (pp. 37-39) sufficiently balance the encouragement of affordable housing, including near transit, and the goal of providing a wide variety of housing opportunities, including diversity both in building form as well as housing tenure.
	33	Include strengthened policy statements regarding support for reduced parking supply, including by eliminating off-street parking minimum requirements in new development buildings. There may also be an opportunity to consider providing incentives/encouragement for conversion of existing parking garages into other uses (e.g. office, commercial, residential, etc.).	Adjust wording of OCP Policy 2.21. (p. 45) to signal intent to periodically review parking requirements, as a part of future Zoning Bylaw updates, in response to SkyTrain being constructed and becoming operational, and in manner that reflects the City of Langley context.	Existing policy (Policy 2.21., p. 45) encourages reduced parking requirements to be considered as part of the upcoming new Zoning Bylaw, but can be strengthened by signaling the intent to review parking requirements further in the future in line with the SkyTrain extension being completed and operational over the next 10-20 years. Staff believe that the currently-planned incremental reduction approach to parking requirements is preferable to an immediate significant

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				reduction or elimination of all parking requirements. This is to ensure that, following requirement reductions, their outcomes can be evaluated and managed to avoid negative impacts before proceeding with any further reductions if necessary. Parkade conversions may be considered in the future, but are not likely to be feasible in the near to medium term.
	34	The Future Transit Network map depicts certain transit alignments and facility locations that have not been finalized and will require further collaboration with TransLink.	Add language on alignments and locations being conceptual in legend of OCP Map 6 (p. 122).	Staff recognize that transit changes are subject to public engagement and further study and work with TransLink, and can add notes on alignments and facility locations being conceptual in the map legend, as was already done with the RapidBus. This demonstrates the City's willingness to cooperate on developing its transit network while signaling its initial vision.
	35	Discuss Core and Shoulder areas with Metro Vancouver staff, as proposed directions for Metro 2050 may result in wider core and shoulder lands being appropriate.	Maintain existing policy in accordance with the associated rationale.	The Core and Shoulder areas were worked on extensively by staff in the development of the new OCP to best facilitate transit-oriented development. In referring the new OCP to

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				Metro Vancouver, they did not identify the Core and Shoulder areas in their feedback. In referring the RCS to Metro Vancouver as part of the legislatively mandated approval process, they may choose to provide additional comment if necessary.
	36	Consider implementation of a Vision Zero program, or reduction to street speed, as well as supporting Safe and Active School programs.	Maintain existing policy in accordance with the associated rationale.	Several policies already in the OCP address this comment. Policies 2.4. and 2.5. (p. 42) notes opportunities to update street designs that slow traffic and create safer neighbourhoods. Policy 2.34. (p. 47) refers to partnering with the Langley School District on safe routes for walking, cycling, rolling, and transit to school. The updated Master Transportation Plan, which is identified as a need in Policy 2.6. (p. 42) and as a “plan to update” in the OCP’s Implementation section (p. 97), will be exploring the potential for a Vision Zero program.

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	37	Recommend looking for slower speed limits along different street classifications/functions, in particular local streets. There may also be opportunities to reduce volumes, not just speeds to encourage slower streets.	Maintain existing policy in accordance with the associated rationale.	This recommendation is addressed by OCP Policy 2.4. (p. 42). Further opportunities to reduce street speeds and volumes are better considered through an updated Master Transportation Plan, which is identified as a need in OCP Policy 2.6. (p. 42) and as a “plan to update” in the OCP’s Implementation section (p. 97).
	38	Identify opportunities to support active transport modes to help create slower streets (e.g. consider separated bicycle infrastructure, wider sidewalks to encourage slower streets, etc.).	Maintain existing policy in accordance with the associated rationale.	Several policies already in the OCP address this comment. Policy 2.1. (p. 41) identifies a hierarchy of transportation which puts walking and bicycling first. Policy 2.5. (p. 42) emphasizes supporting walking, cycling, rolling, and transit in updated street designs. Policy 2.10. (p. 43) ensures sidewalks are continuous and wide when new construction (whether development or road improvements) occur. Policy 2.13. (p. 44) directs bicycle routes to be designed

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				as protected facilities whenever possible. The City's new Design Criteria Manual identifies many street designs which incorporate wider sidewalks and bicycle lanes. It also reduces lane widths in many street designs compared to the existing manual, which will contribute to slowing vehicle speeds.
	39	Consider limiting access (where appropriate) to prevent or reduce through-movements (for vehicles) to reduce street speeds.	Maintain existing policy in accordance with the associated rationale.	Analysis of the street network and the potential need for alterations is better conducted as part of an updated Master Transportation Plan, which is identified as a need in OCP Policy 2.6. (p. 42) and as a "plan to update" in the OCP's Implementation section (p.97).
	40	Encourage the use of Transportation Association of Canada (TAC) guidance in developing roadway geometric requirements. In particular, 3.3m lane widths on the Major Road Network, truck routes, and transit routes.	Maintain existing policy in accordance with the associated rationale.	The City's new Design Criteria Manual was developed, in part, based on TAC guidelines and features lane widths of a minimum of 3.3 metres on all arterial and collector road designs.
	41	Encourage reference to the Transportation Master Plan update aligning with/supporting the currently in-progress Regional Transportation Strategy update (I.e. Transport 2050).	Update OCP Policy 2.6. (p. 42) to add that the updated Master Transportation Plan should align with the Regional	Aligning the Transportation Master Plan to the Regional Transportation Strategy supports the City's inclusion

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			Transportation Strategy in addition to the new OCP.	into a more seamless regional transportation network.
	42	In OCP Policy 2.8. (p. 43), consider also prioritizing school neighbourhoods, in addition to the Core and Shoulder areas of the planned SkyTrain stations.	Adjust OCP Policy 2.8. (p. 43) to also prioritize school areas when investing in new and enhanced infrastructure for walking, cycling, and rolling.	OCP Policy 2.11. (p. 43) already notes that sidewalk improvements should be prioritized around schools, along with other areas. Incorporating school areas into OCP Policy 2.8. (p. 43) helps clarify that they are a priority. Staff will also be adding parks as an area of prioritization.
	43	Recommend including parks in the list of places to prioritize completing sidewalk gaps.	Adjust OCP policy 2.11. (p. 43) to include park areas in the list of places to prioritize sidewalk improvements.	Including park areas as a priority for sidewalk improvements would be consistent with the general intent of the OCP's in protecting vulnerable users such as children, and improving access and the public realm to and around public places.
	44	Consider working with the local HUB committee on bicycle infrastructure improvements.	Maintain existing policy in accordance with the associated rationale.	It is preferable to be open to input from a variety of local groups and individual citizens rather than committing to working with a specific organization.
	45	Consider including a requirement for developers to prioritize space for bicycle parking as part of the development process	Maintain existing policy in accordance with the associated rationale.	OCP Policy 2.25. (p. 46) already directs developers to provide safe, secure, and weather protected bike

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				parking facilities in all developments.
	46	Consider adding a statement regarding how the road network will prioritize/ accommodate sustainable modes such as transit, cycling, walking, and rolling.	Maintain existing policy in accordance with the associated rationale.	Several policies already in the OCP address this comment. Policy 2.1 (p. 41) identifies a hierarchy of transportation which prioritizes walking, cycling, rolling, and transit over vehicles. Policy 2.5.2. (p. 42) notes that updated standard street designs should be completed in accordance with this hierarchy. Policy 2.5 (p. 42) states that updated standard street designs should encourage people to walk, cycle, roll, and take transit, rather than prioritizing faster vehicle traffic.
	47	Consider a hierarchy of response strategies/road improvements that prioritize travel demand management and management of existing facilities before widening/expanding roads.	Maintain existing policy in accordance with the associated rationale.	Developing an approach to the management of the City's road network and transportation system is better conducted as part of an updated Master Transportation Plan, which is identified as a need in OCP Policy 2.6. (p. 42) and as a "plan to update" in the OCP's

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				Implementation section (p. 97).
	48	Consider dynamic public parking pricing to correspond with demand during peak hours as a means to mitigate driving as the primary mode to destinations (while also promoting alternative sustainable transportation options). Dynamic curb management digital platforms may also be considered for a curb access reservation system, pricing/payment, goods delivery scheduling, data gathering and more (e.g. Coord).	Maintain existing policy in accordance with the associated rationale.	OCP Policy 2.20. (p. 45) already identifies the need to develop a public parking strategy, complete with potential parking pricing approaches, which will explore the items noted in this comment. Parking management may also be addressed as part of an updated Master Transportation Plan, which is identified as a need in Policy 2.6. (p. 42) and as a “plan to update” in the OCP’s Implementation section (p.97).
	49	Recommend managing demand for parking through pricing and other tools in lieu of increasing parking supply through a City-owned parkade in the downtown area.	Maintain existing policy in accordance with the associated rationale.	An approach to managing parking in the City’s Downtown will be developed as part of the public parking strategy noted in OCP Policy 2.20. (p. 45). This strategy may consider and propose a variety of parking supply and management mechanisms. Staff note the concept of a Downtown Parkade responds to the small and constrained lot context in the Historic Downtown that may limit the ability to effectively park

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				required vehicle amounts on redevelopment sites.
	50	As part of implementation of OCP Policy 2.23. (p. 46), consider level of comfort and provision of amenities for active transportation facilities when enhancing connectivity.	Maintain existing policy in accordance with the associated rationale.	OCP Policy 2.15. (p. 44) already seeks to ensure “infrastructure for walking, cycling, and rolling is comfortable for all ages and abilities through excellent urban design, including amenities such as seating at regular intervals, interpretive signage, street trees, and public art.”
	51	OCP Policy 2.26. (p. 46) seems very similar to Policy 2.21. (p. 45) and therefore could be reframed to focus primarily on Transportation Demand Management (TDM) strategies.	Maintain existing policy in accordance with the associated rationale.	OCP Policy 2.21. (p. 45) and Policy 2.26. (p. 46) differ in that Policy 2.21. refers to the reduction of parking requirements in the Zoning Bylaw, while Policy 2.26. refers to the use of TDM strategies. These strategies will be explored and developed as part of the new Zoning Bylaw.
	52	Suggest adding wording to address TransLink’s Bus Priority programs, which could mention collaboration with TransLink to support transit priority and RapidBus efforts in this area.	Add a sub-policy under OCP Policy 2.28. (p. 47) to identify collaboration with TransLink on bus priority measures.	The City has benefitted from recent bus priority measures developed in collaboration with TransLink and including a policy on this would signal the City’s intent to continue to improve transit service, in accordance with the hierarchy of transportation and other

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				transit-supportive policies in the new OCP.
	53	Suggest adding wording that mentions collaboration with BC Transit to explore improved interregional transit service connections with the Fraser Valley.	Adjust wording of OCP Policy 2.28. (p. 47) to name BC Transit specifically as an external agency to collaborate with.	OCP Policy 2.28. (p. 47) currently lists “TransLink, senior levels of government, and other partners” as external agencies who the City will work with on progressing its transit network, and Policy 2.28.3. (p. 47) includes supporting interregional transit connections to the east specifically. Given that interregional travel may potentially include service beyond TransLink’s service boundaries and into those of BC Transit, this policy would be supported by naming BC Transit specifically as a collaborator.
	54	Request that OCP Policy 2.29. (p. 47) be reworded to be more general in the relocation of the existing transit exchange.	Adjust wording of OCP Policy 2.29. (p. 47) to remove the reference to the Downtown Langley Transit Exchange Plan and add “to the vicinity of the 203 Street SkyTrain Station”.	The Downtown Langley Transit Exchange Plan was completed in 2013 and some elements may be out of date. Amending policy language to enable the relocation of the existing transit exchange to near the future 203 Street SkyTrain station, potentially along with another exchange at the 196 Street station,

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				maintains the intent to locate new bus facilities adjacent to SkyTrain stations as necessary while providing staff with the flexibility to respond to the current context.
	55	Recommend mentioning universal design to accommodate users of all abilities as part of OCP Policy 2.32. (p. 47).	Adjust wording of OCP Policy 2.32. (p. 47) to include language on accessibility.	Staff agree that SkyTrain station and guideway areas should be accessible and that this is an important principle which should be specifically noted in the design policy of these areas.
	56	Recommend mentioning bus integration to reflect the need for local bus routes to connect with future SkyTrain stations.	Add sub-policy under OCP Policy 2.28. (p. 47) to state the need to work with partners to update the City's transit network design to enable convenient bus connections to the SkyTrain.	Staff recognize that bus network adjustments will be made as a result of the SkyTrain extension into the City and would like to note the necessity of the City to be involved in these changes.
	57	Suggest embedding Safe and Active School Travel Plans with engagement and evaluation.	Adjust wording of OCP Policy 2.34. (p. 47) to explore the creation of Safe and Active School Travel Plans with the Langley School District.	The development of Safe and Active School Travel Plans can be one of the initiatives considered when working with the Langley School District on improving school transportation in the future.
	58	Consider allocating funding for promotion, engagement, and education of sustainable transportation options.	Adjust wording of OCP Policy 2.35. (p. 47) to add communications as one of the interventions for which	Adding communications to planning and infrastructure as an initiative for which grant opportunities could be sought signals the desire to seek

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			funding could be sought through grants.	additional funding to support walking, cycling, and rolling.
	59	Explore the integration and/or electric micromobility options (such as conventional bike share, e-bike/e-scooter/e-moped share systems).	Maintain existing policy in accordance with the associated rationale.	OCP Policy 2.36. (p. 47) as written already allows for the exploration of integrated and/or electric shared micromobility services.
	60	Suggest adding further detail to OCP Policy 3.7. (p. 50) to describe which destinations/amenities the trail system will connect to – e.g. local and regional destinations, other active transportation facilities, parks and recreational centres, etc. Upon implementation, consider accessibility and level of comfort when expanding trail system (comfortable for most).	• Add wording to OCP Policy 3.7. (p. 50) to add that the expansion of the trail system will connect to Metro Vancouver regional greenways, TransLink's Major Bike Network, and the transit system, with additional destinations to be considered as part of the Parks, Recreation, & Culture Master Plan update. • Combine Policy 3.7 and 3.8 • Adjust wording of Policy 3.4. (p. 50) to include trails in addition to parks and public spaces where universal design principles should be used.	OCP Policy 3.8. (p. 50) already names several destinations the trail system will connect to, which can be incorporated into Policy 3.7. (p. 50) with Policy 3.8. to be removed. Specific local destinations and routes that an expanded trail system can serve are better addressed as part of the Parks, Recreation, & Culture Master Plan update, which is included as a “plan to update” in the OCP’s Implementation section (p. 97). The Master Trail Network Plan provides further detailed direction on the development of the City’s trail system. Policy 3.4. (p. 50) currently directs to use universal design principles in the design of

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				parks and public spaces, but can refer to trails as well.
	61	Suggest rephrasing OCP Policy 3.8. (p. 50) to “Connect trails, bike routes and greenways to Metro Vancouver’s regional greenways and to TransLink’s Major Bike Network.” Also consider including language related to connections to transit, in particular rapid transit stations/stops.	Remove OCP Policy 3.8. and combine with Policy 3.7. (p. 50), as noted above.	OCP Policies 3.7. and 3.8. (p. 50) are very similar and can address TransLink’s comments by being combined.
	62	Consider adding level of separation to legend, including whether proposed bike routes are separated or not, to OCP Map 5 (p. 121).	Maintain existing map and legend in accordance with the associated rationale.	Specific cycling infrastructure design and alignment is better addressed as part of an updated Master Transportation Plan, which is identified as a need in OCP Policy 2.6. (p. 42) and as a “plan to update” in the OCP’s Implementation section (p. 97).
	63	OCP Map 5: suggest clarifying the difference between “proposed bike route” and “additional proposed” in the legend.	These two items will be combined into a single “proposed bike route” item in OCP Map 5 and legend.	The two separate items have no meaningful distinction between them and having a single “proposed bike route” item is clearer.
	64	OCP Map 5: consider adding Major Bikeway Network corridors to show how proposed bike routes may connect. Also consider adding Metro Vancouver’s Regional Greenways Network corridors.	Adjust OCP Map 5 (p. 121) to show Metro Vancouver regional greenways, TransLink’s Major Bike Network, and MOTI’s bike routes.	Illustrating Metro Vancouver regional greenways, TransLink’s Major Bike Network, and MOTI’s bike routes on the Active Transportation map adds context to the updated OCP Policy 3.7. (p. 50) to show

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				how the City's active transportation network connects with TransLink's, Metro Vancouver's, and MOTI's.
	65	Add disclaimer to OCP Map 6 (p. 122) that transit alignments have not been finalized and will require further studies and collaboration with TransLink.	Add disclaimer at bottom of legend on OCP Map 6 to note that transit alignments have not been finalized and will require further studies and collaboration with TransLink.	Adding this disclaimer will clarify that specific alignments may change as a result of the SkyTrain extension and future work with TransLink.
	66	Consider adjusting the interregional service line on OCP Map 6 (p. 122) to avoid presenting a specific terminus point, and updating its legend label to read "Fraser Valley" rather than "Abbotsford" specifically.	- Show the interregional service line as a dotted line with an arrow on OCP Map 6 (p. 122). - Update the legend to note the interregional destination as the Fraser Valley.	These changes will provide more clarity as to the intent of the interregional service. The addition of an "alignments are preliminary" disclaimer in the legend will also signal that this line has not been finalized.
	67	Consider indicating roads that are part of TransLink's Major Roads Network on OCP Map 7 (p. 123).	Update OCP Map 7 (p. 123) to show a Major Roads Network overlay.	The Major Road Network designation affects the design and management of roads and obligates the City to work with TransLink on any changes. In the interests of detail and transparency, the roads that are affected as such should be shown.
	68	The 196 Street Station Area is located incorrectly on OCP Map 15 (p. 131) and should be moved to be north of Fraser Highway.	Maintain existing map in accordance with the associated rationale.	The "196 Street Station Area" on OCP Map 15 (p. 131) refers to the lands included in Appendix B of the OCP with additional development

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				guidelines, rather than the location of the station. Given that the 196 Street station will be located outside of City boundaries, the area near the station within the City is appropriate to label as a station area for transit oriented development planning purposes.
	69	In Appendix A, on page 17, the map does not accurately depict bus lines in the area, with four bus lines incomplete and one shown that does not currently exist.	Adjust page 17 map to show complete bus routes and adjust legend to differentiate between existing service and conceptual future services.	Only the two potential future RapidBus lines are currently shown on this map but are not identified as such, which could be confusing for readers.
Other	70	Following legal review, clearer justification language is required for the General Environmental Development Permit Guidelines in the draft OCP.	Update the Purpose section of the OCP General Environmental Development Permit Guidelines (page 72) by adding “in order to implement the Key Directions and policies of this OCP that aim to fight climate change.”	This approach ties these general guidelines to the many OCP policies that aim to fight climate change.