

November 12, 2021

File: CP-11-01-RGS-13-010

Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services
City of Langley
20399 Douglas Crescent
Langley, B.C. V3A 4B3
VIA EMAIL: rbeddow@langleycity.ca

Dear Mr. Beddow:

Consideration of the City of Langley's Amended Regional Context Statement

On July 30, 2021, the City of Langley submitted an amended Regional Context Statement and associated Regional Land Use Designation Map to Metro Vancouver for consideration. At its October 29, 2021 regular meeting, the Board of Directors of Metro Vancouver Regional District (Metro Vancouver) passed the following resolution:

That the MVRD Board accept the City of Langley's amended Regional Context Statement as submitted to Metro Vancouver on July 30, 2021.

The City of Langley may now proceed with final adoption of its Official Community Plan and Regional Context Statement.

If you have questions with respect to the resolution, please contact Mark Seinen, Senior Planner, Regional Planning and Housing Services, by phone at 604-456-8824, or by email at Mark.Seinen@metrovancover.org.

Sincerely,



Sean Galloway, RPP, MCIP
Director, Regional Planning and Electoral Area Services
Regional Planning and Housing Services

SG/HM/ms

Encl: Report dated September 21, 2021, titled "Consideration of the City of Langley's Amended Regional Context Statement" (47122148)

49093770

To: Regional Planning Committee

From: Mark Seinen, Senior Planner, Regional Planning and Housing Services

Date: September 21, 2021 Meeting Date: October 8, 2021

Subject: **Consideration of the City of Langley's Amended Regional Context Statement**

RECOMMENDATION

That the MVRD Board accept the City of Langley's amended Regional Context Statement as submitted to Metro Vancouver on July 30, 2021.

EXECUTIVE SUMMARY

As part of its Official Community Plan update, the City of Langley has submitted an amended Regional Context Statement and associated Regional Land Use Designation Map to Metro Vancouver for consideration. The Regional Context Statement (RCS) is prepared to ensure consistency between the Official Community Plan (OCP) and *Metro 2040*, the regional growth strategy. The City's amended RCS includes Regional Land Use Designation Map changes to 31 parcels, resulting in a net increase of approximately 13.8 hectares of land with a Mixed Employment regional land use designation, and optimizing land uses to support future rapid transit infrastructure.

This report recommends that the MVRD Board accept the updated Regional Context Statement and all associated changes to the regional land use designations.

PURPOSE

This report seeks MVRD Board acceptance of the City of Langley's amended Regional Context Statement in accordance with Section 448 of the *Local Government Act*.

BACKGROUND

The City of Langley has submitted an amended Regional Context Statement and associated Regional Land Use Designation Map to Metro Vancouver for consideration by way of a notification letter received July 30, 2021 (Attachment 1). The Regional Context Statement and associated Regional Land Use Designation Map (Attachment 2) form part of the City's updated Official Community Plan (Reference 1), which received third reading at City Council on July 26, 2021.

Section 446 of the *Local Government Act* requires that each municipality prepare and submit a Regional Context Statement that identifies the relationship between the municipality's Official Community Plan (OCP) and the regional growth strategy. Regional Context Statements are to specify how the municipality's respective OCP is consistent with the applicable *Metro 2040* policy actions, or will be made consistent over time. Section 448 requires that the MVRD Board respond, by resolution, to the proposed Regional Context Statement within 120 days after receipt, or it is deemed to have been accepted. When the MVRD Board considers acceptance of a new or amended Regional Context Statement, it is expected that it be generally consistent with the goals, strategies, actions, and parcel-based regional land use designations in *Metro 2040*.

AMENDED REGIONAL CONTEXT STATEMENT

The amended Regional Context Statement includes changes to regional land use designations within the City. The proposed changes (Figures 1 and 2) better align the updated OCP's land use designations with those of *Metro 2040*; this affects 31 parcels located in the northern part of Langley Regional City Centre.

Figure 1: Existing Regional Land Use Designations

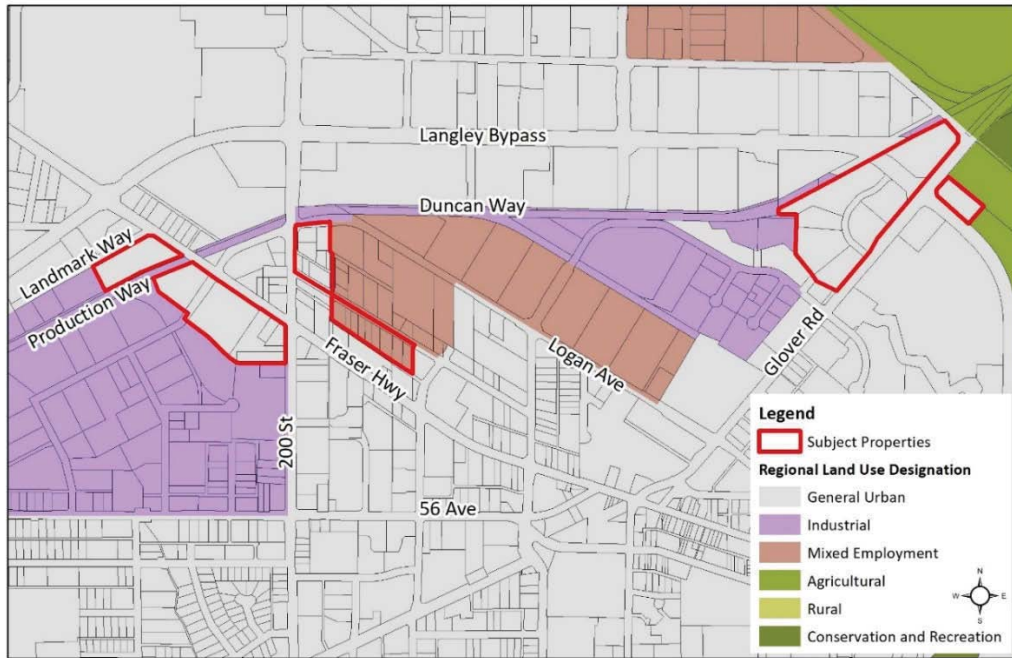
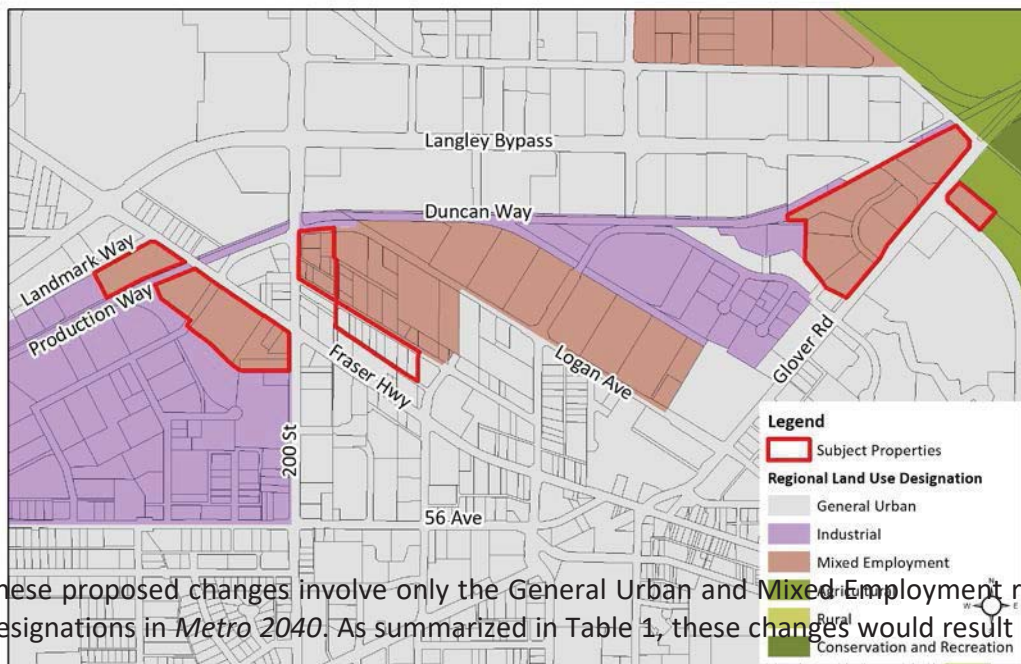


Figure 2: Proposed Regional Land Use Designations



These proposed changes involve only the General Urban and Mixed Employment regional land use designations in *Metro 2040*. As summarized in Table 1, these changes would result in a net increase

of approximately 13.8 hectares of Mixed Employment land and a corresponding decrease of 13.8 hectares of General Urban land.

Table 1: Proposed Changes to Regional Land Use Designations in Hectares (ha)

Proposed Change	Parcels (n)	General Urban	Mixed Employment
<i>General Urban to Mixed Employment</i>	22	-15.11 ha	+15.11 ha
<i>Mixed Employment to General Urban</i>	9	+1.31 ha	-1.32 ha
Total	31	-13.79 ha	+13.79 ha

POLICY FRAMEWORK AND ANALYSIS

The City of Langley’s amended Regional Context Statement and its proposed regional land use designation changes have each been assessed in relation to the applicable *Metro 2040* goals and policies.

Regional Context Statement

The Regional Context Statement as a whole demonstrates support for *Metro 2040* in numerous ways. Attachment 2 contains a matrix, prepared by the City of Langley, that details the connections between revised Official Community Plan policies and *Metro 2040* goals and policies. Staff find that the Regional Context Statement is aligned with *Metro 2040* and satisfies each of the municipal Regional Context Statement requirements listed in each Strategy.

Regional Land Use Designation Changes

The proposed regional land use designation changes support the principles, goals and actions of *Metro 2040*. Analysis is provided on a Goal-by-Goal basis below.

Goal 1 – Create a Compact Urban Area

- The subject parcels are located within the Urban Containment Boundary;
- The subject parcels are located, with one exception, within Langley Regional City Centre in close walking distance of a future SkyTrain station. The proposed changes support policies to focus growth in Urban Centres and Frequent Transit Development Areas.

Goal 2 – Support a Sustainable Economy

- The net impact of the proposed changes is an additional 13.8 ha of lands with a Mixed Employment regional land use designation. This will support new employment opportunities in an Urban Centre and key transit-oriented location, while expanding the regional supply of job-supporting lands.
- The changes also support buffering Mixed Employment lands by aligning the transition to General Urban along significant transportation corridors.
- The proposal also supports the priority actions in the Regional Industrial Lands Strategy to protect remaining industrial land, intensify and optimize industrial lands, and bring the existing land supply to market.

Goal 3 – Protect the Environment and Respond to Climate Change Impacts

- The proposed changes are coordinated with the future SkyTrain project, demonstrating how land use and transportation infrastructure can be aligned to reduce energy consumption and greenhouse gas emissions.

Goal 5 – Support Sustainable Transportation Choices

- The proposed changes are associated with the update to the City's Official Community Plan and a result of the future transit infrastructure investment in this area. The proposed amendments to the Regional Context Statements are consistent with *Metro 2040's* transportation policies by promoting transit-oriented job growth in an Urban Centre. All of the proposed Mixed Employment sites are located along truck routes.

When the Surrey-Langley SkyTrain project was announced, the City of Langley became a host municipality for a significant rapid transit investment. Further planning work was initiated to anticipate growth and accommodate new development forms around the project. With the City of Langley's updated Official Community Plan and amended Regional Context Statement, that planning work is now complete.

The City of Langley's proposal involves amending the regional land use designations of approximately 16 hectares of land. The Regional Context Statement is an appropriate tool to achieve this because the proposal would:

- increase alignment between the City's new Official Community Plan and *Metro 2040*;
- support the region's collective goals for growth, economic development, and transit-oriented communities; and
- deliver a time-sensitive planning response to a forthcoming rapid transit investment.

Moreover, this approach is consistent with other Regional Context Statements with regional land use designation changes that have been submitted and considered by the MVRD Board, particularly in situations where there are environmental and public health impact concerns or to better align the regional land use designation with an existing land use / development.

ALTERNATIVES

1. That the MVRD Board accept the City of Langley's amended Regional Context Statement as submitted to Metro Vancouver on July 30, 2021.
2. That the MVRD Board not accept the City of Langley's amended Regional Context Statement as submitted to Metro Vancouver on July 30, 2021, indicating the provisions to which the Board objects and the reasons for objection, and request that the City of Langley amend its Regional Context Statement and re-submit it to the Board for consideration.
3. That the MVRD Board not accept the City of Langley's amended Regional Context Statement, and recommend that the City of Langley submit a proposed Type 3 amendment to *Metro 2040* to provide affected local governments with the opportunity for comment on the proposed regional land use designation changes.

FINANCIAL IMPLICATIONS

If the MVRD Board chooses Alternative 1, there are no financial implications to Metro Vancouver related to the acceptance of the City of Langley's Regional Context Statement.

If the MVRD Board chooses Alternative 2, a dispute resolution process may take place as prescribed by the *Local Government Act*. The cost of dispute resolution is prescribed based on the proportion of assessed land values. Metro Vancouver would be responsible for most of the associated costs.

If the MVRD Board chooses Alternative 3, it would provide an opportunity for greater consideration and review by member jurisdictions on the proposed changes to the regional land use designations. Like Alternative 2, Alternative 3 could also trigger a dispute resolution process.

CONCLUSION

The City of Langley has submitted an amended Regional Context Statement and associated Regional Land Use Designation Map to Metro Vancouver that is broadly supportive of the *Metro 2040* policy framework. The City's Regional Land Use Designation Map proposes changes to 31 parcels to better align with the updated OCP land use designations. The changes are consistent with *Metro 2040* policies given that: the parcels are located, with one exception, within a Regional City Centre in close walking distance of a future SkyTrain station; and there is a net gain of 13.8 ha of Mixed Employment lands, which will support new industrial and employment opportunities in an Urban Centre.

Should the MVRD Board accept the City's amended Regional Context Statement, staff will incorporate the regional land use designation changes into the regional growth strategy through a future housekeeping regional growth strategy bylaw amendment. Staff recommend Alternative 1.

Attachments (47185075)

1. Correspondence re: Official Community Plan Bylaw, 2021, No. 3200 – Regional Context Statement, from City of Langley, dated July 27, 2021
2. City of Langley proposed Regional Context Statement and Regional Land Use Designation Map

References

1. [City of Langley Official Community Plan & Zoning Bylaw Updates](#)

47122148

Via Email: bis-secretariat@metrovancover.org

July 30, 2021

Metro Vancouver
4730 Kingsway
Burnaby, B.C.
V5H 0C6

Attention: Chris Plagnol, Corporate Officer

**Re: OFFICIAL COMMUNITY PLAN BYLAW, 2021, NO. 3200 - REGIONAL
CONTEXT STATEMENT**

Please be advised that, at its Regular Meeting on July 26, 2021, Langley City Council gave third reading to the subject bylaw and referred its Regional Context Statement to the Metro Vancouver Regional District Board for consideration in accordance with Section 448(1)(a) of the *Local Government Act*. Accordingly, I have attached a certified copy of Council's resolution to this letter for your records.

Official Community Plan Bylaw No. 3200 is a proposed new OCP for the City of Langley based on the City's *Nexus of Community* strategic vision. The new OCP is designed to guide the City's development with the anticipated arrival of rapid transit and will accommodate growth to 2050 in line with the projections of *Metro Vancouver 2050*. In response to its the updated land use designations and policies, OCP Bylaw No. 3200 also includes proposed changes to the existing regional land use designations illustrated in Map 2. The proposed changes would result in a net addition of approximately 13.8 hectares to the Mixed Employment designation (from General Urban).

Please refer to the website link below for the bylaw and related documents. Please direct any questions regarding OCP Bylaw No. 3200 and its Regional Context Statement to my attention. Thank you for your cooperation.

Yours truly,



Roy M. Beddow, RPP, MCIP
Deputy Director of Development Services

Website Link: <https://www.langleycity.ca/cityhall/nexus/ocp-zoning-bylaw>



CITY OF LANGLEY
CERTIFIED RESOLUTION

This is to certify that Langley City Council adopted the following resolution in relation to the *OCP Bylaw No. 3200 – Regional Context Statement Approval* at its July 26, 2021 Regular Council Meeting:

Certified Resolution:

THAT the proposed Regional Context Statement contained in “City of Langley Official Community Plan Bylaw, 2021, No. 3200” be submitted to the Metro Vancouver Regional District Board for acceptance in accordance with Section 448(1)(a) of the *Local Government Act*.

A handwritten signature in black ink, appearing to read "Paula Kusack".

Paula Kusack
Deputy Corporate Officer, City of Langley

Dated: July 27, 2021



07

07. REGIONAL CONTEXT STATEMENT

REGIONAL CONTEXT STATEMENT

The purpose of the Regional Context Statement is to identify the relationship between the Official Community Plan and Metro Vancouver's Regional Growth Strategy (RGS) and how the OCP will be made consistent with the RGS over time.

Metro Vancouver's RGS includes 5 goals to help shape land use and future development across the region.

Goal 1 | Create a Compact Urban Area

Goal 2 | Support a Sustainable Economy

Goal 3 | Protect the Environment and Respond to Climate Change Impacts

Goal 4 | Develop Complete Communities

Goal 5 | Support Sustainable Transportation Choices

The following pages outline the relationship between the RGS & this plan, and more specifically, the way in which this OCP's policies address each one of the five goals.

RGS GOAL 1: CREATE A COMPACT URBAN AREA

As a fully built out city 10km² in area, Langley City can only grow through redevelopment and by intensifying existing land uses. The land use policies within this OCP focus that growth in close proximity to transit, park amenities, services, and infrastructure. (Chapter 3 - Growth, Land Use, & Design)

Strategy 1.1 - Contain Urban Development within the Urban Containment Boundary (UCB)

Strategy 1.1.3a
Depict the UCB on a map

See Map 1 - Regional Context Map

Strategy 1.1.3b
Provide municipal population, dwelling unit, and employment projections and demonstrate how municipal plans will work towards accommodating the projected growth within the UCB

See growth allocation in **chapter 03. Growth, Land Use & Design**, aligned with the following projections and land use capacity figures:

YEAR	POPULATION	JOBS	HOUSEHOLDS
2019	28,085	16,293	12,866
2035	35,481	20,087	16,901
2050	41,438	22,185	20,125

Unit Type	Current Units	Total Capacity
Apartment	7,260	24,713
Duplex & Townhouse	1,945	6,094
Single Detached	3,760	3,046

Strategy 1.2 - Focus Growth in Urban Centres and Frequent Transit Development Areas (FTDA)

Strategy 1.2.6a
Provide population, dwelling unit and employment projections for Urban Centres and Frequent Transit Development Areas

Approximately 91% of Langley City's new households and 99% of jobs are anticipated to be located in the Langley Regional City Centre by 2050.

YEAR	POPULATION	JOBS	HOUSEHOLDS
2019	17,694	16,130	9,392
2035	24,558	19,886	13,063
2050	30,074	21,960	15,997

<p>Strategy 1.2.6b i Identify location and boundaries of Urban Centres</p>	<p>See Map 1 - Regional Context Map.</p>
<p>Strategy 1.2.6b ii Focus growth and development in Urban Centres</p>	<p>See Map 3 - Land Use and Policy 1.1 Residential Development Options focussing growth and development within areas aligned with the regional Urban Centre.</p>
<p>Strategy 1.2.6b iii Encourage office development</p>	<p>See Policy 4.6 Incentivize Office</p>
<p>Strategy 1.2.6b iv Reduce parking in Centres where appropriate</p>	<p>See policies in policy section 2. A Highly Connected City Aligned with Rapid Transit, including:</p> <ul style="list-style-type: none"> • Policy 2.20 Public Parking • Policy 2.21 Reduce Parking Requirements • Policy 2.22 Shared Parking • Policy 2.26 Vehicle Parking
<p>Strategy 1.2.6c i Identify location</p>	
<p>Strategy 1.2.6e Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Urban Centres and FTDA's</p>	<p>See Map 3 - Land Use with respect to Industrial, Mixed Employment, New Civic Facilities, New Park & Open Spaces and Map 11 - Parks & Open Space.</p> <p>See policies in policy section 3. A Safe & Inclusive City Rich with Community Amenities, including:</p> <ul style="list-style-type: none"> • Policy 3.2. New Public Space • Policy 3.3 SkyTrain Stations • Policy 3.31-3.32 Density Bonusing & Community Amenities <p>See policies in policy section 4. A Responsive Economy that Creates New Jobs, including:</p> <ul style="list-style-type: none"> • Policy 4.2. New Zones • Policy 4.4 Mixed Employment • Policies 4.7-4.10.

<p>Strategy 1.2.6f i Minimize the impacts of urban uses on industrial activities</p>	<p>See Map 3 - Land Use.</p> <p>Mixed Employment area helps buffer core area from adjacent land uses.</p>
<p>Strategy 1.2.6f ii Encourage safe and efficient transit, cycling, and walking</p>	<p>See Map 5 - Active Transportation</p> <p>See policies in policy section 2. A Highly Connected City Aligned with Rapid Transit</p>
<p>Strategy 1.2.6f iii Implement transit priority measures where appropriate</p>	<p>See policies in policy section 2. A Highly Connected City Aligned with Rapid Transit including:</p> <ul style="list-style-type: none"> • Policy 2.1 Hierarchy of Transportation • Policies 2.28-2.32 Public Transit
<p>Strategy 1.2.6f iv Support district and renewable energy where appropriate</p>	<p>See General Environmental Guidelines in chapter 05. Development Permit Areas and policy section 5. Environmental Solutions to Fight Climate Change.</p>
<p>Strategy 1.3 - Protect rural areas from urban development</p>	
<p>Strategy 1.3.3a Identify rural areas and their boundaries on a map</p>	<p>N/A - no Rural areas designated in City of Langley</p>
<p>Strategy 1.3.3b Limit development to be consistent with the intent for rural land use (scale, form, density) and is compatible with sewer servicing</p>	<p>N/A - no Rural areas designated in City of Langley</p>

Strategy 1.3.3c i

Specify the allowable density and form for rural land uses

N/A - no Rural areas designated in City of Langley

Strategy 1.3.3c ii

Support agricultural uses within and outside the ALR

See **Map 3 - Land Use** with respect to the agricultural land use designation.

RGS GOAL 2: SUPPORT A SUSTAINABLE ECONOMY

Langley City is a job magnet. In 2016, over 2,000 more workers commuted into the City than commuted out of the City. Langley City also provides significant industrial and mixed employment areas that will allow a range of future industrial and commercial uses. The economic policies are outlined primarily in policy section 4. A Responsive Economy that Creates New Jobs.

Strategy 2.1 - Promote land development patterns that support a diverse regional economy and employment close to where people live

Strategy 2.1.4a

Support economic development in urban centres, frequent transit development areas, industrial and mixed-employment areas

See Policies in **policy section 4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.2. New Zones
- Policy 4.4 Mixed Employment
- Policies 4.7- 4.10.

Strategy 2.1.4b

Support the development of office space in Urban Centres, through policies such as zoning that reserves land for office uses, density bonus provisions to encourage office development, variable development cost charges, and/or other financial incentives

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.6 Incentivize Office

Strategy 2.1.4c

Discourage major commercial and institutional development outside Urban Centres or FTDA's

See **Map 3 - Land Use** and **chapter 03. Growth, Land Use & Design** which preclude major commercial or institutional development outside the Urban Centre.

Strategy 2.1.4d

Show how the economic development role of Special Employment Areas, post secondary institutions and hospitals are supported through land use and transportation policies

The Innovation Boulevard (Policies 4.15 - 4.18) supports the creation of an Innovation Boulevard Master Plan as a key economic development strategy.

Kwantlen Polytechnic University is located within the City Centre and is supported in Policies 4.15- 4.18, and 4.22.

Strategy 2.2 - Protect the supply of industrial land

Strategy 2.2.4a

Identify Industrial areas and their boundaries on a map

See **Map 3 - Land Use Plan**

Strategy 2.2.4b i

Support and protect industrial uses

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policies 4.7 - 4.12

Strategy 2.2.4b ii

Support appropriate accessory uses, including commercial space and caretaker units

See Policies in **4. A Responsive Economy that Creates New Jobs**, specifically:

- Policy 4.9 Industrial Definition

Strategy 2.2.4b iii

Exclude uses which are inconsistent with the intent of industrial uses

See Policies in **4. A Responsive Economy that Creates New Jobs**, specifically:

- Policy 4.9 Industrial Definition

Strategy 2.2.4b iv

Encourage better utilization and intensification of industrial areas for industrial activities

See Policies in **4. A Responsive Economy that Creates New Jobs**, including:

- Policy 4.9 Industrial Definition
- Policy 4.11 Employment Densification

<p>Strategy 2.2.4c Identify the Mixed Employment areas and their boundaries on a map.</p>	<p>See Map 3 - Land Use. While the Mixed Employment land use designation has slightly shifted in locations, this OCP represents a net increase in Mixed Employment designated lands.</p>
<p>Strategy 2.2.4d i In Mixed Employment areas, support a mix of industrial, commercial, office and other related employment uses while maintaining support for established industrial areas</p>	<p>The Mixed Employment land use designation allows the greatest flexibility and diversity of employment uses, including office, research and post secondary educational uses. More specifically it allows:</p> <ul style="list-style-type: none"> • Mixed use: Light industrial & Commercial • Light industrial • Commercial
<p>Strategy 2.2.4d ii In Mixed Employment areas, allow large and medium format retail, where appropriate.</p>	<p>The Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.</p>
<p>Strategy 2.2.4d iii In Mixed Employment areas, concentrate commercial and other major trip-generating uses in urban centres and Frequent Transit Development Areas</p>	<p>The Mixed Employment land use designation is entirely within the regionally designated Langley Regional City Centre.</p>
<p>Strategy 2.2.4d iv Where Mixed Employment areas are located within Urban Centres or Frequent Transit Development Areas, support higher density commercial development and allow employment and service activities</p>	<p>The Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.</p>
<p>Strategy 2.2.4d v In Mixed Employment areas, allow low density infill / expansion based on currently accepted local plans and policies in Mixed Employment areas and support increases in density only where the Mixed Employment area has transit service or where an expansion of transit service has been identified in TransLink's strategic transportation plans for the planned densities.</p>	<p>All Mixed Employment lands are in close proximity to future planned SkyTrain stations. As such, the Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.</p>
<p>Strategy 2.2.4d vi In Mixed Employment areas, exclude residential uses, except for an accessory caretaker unit.</p>	<p>The Mixed Employment land use designation excludes residential uses, but allows a caretaker dwelling unit.</p>
<p>Strategy 2.2.4e Include policies that help reduce environmental impacts and promote energy efficiency.</p>	<p>See Sustainability policies (5.1 - 5.2), Mitigation of Climate Change policies (5.3 - 5.6), Sustainable Infrastructure policies (5.8 - 5.13) in 5. Environmental Solutions to Fight Climate Change and General Environmental Guidelines in chapter 05. Development Permit Areas</p>

Strategy 2.3 - Protect the supply of agricultural land and promote agricultural viability with an emphasis on food production

Strategy 2.3.6a

Specify the Agricultural areas and their boundaries on a map

See **Map 3 - Land Use Plan**

Strategy 2.3.6b i

Assign appropriate regional land use designations that support agricultural viability and discourage non-farm uses that do not complement agriculture.

See agricultural areas in **Map 3 - Land Use Plan** and the Agriculture land use designation in **chapter 03. Growth, Land Use & Design** which maintains existing agricultural activities and prevents non-farm development.

Strategy 2.3.6b ii

Discourage subdivision of agricultural land leading to farm fragmentation

The Agriculture land use designation includes a minimum lot size of 2.0 hectares and does not support further subdivision.

Strategy 2.3.6b iii

Where possible, maintain and improve transportation, drainage and irrigation infrastructure to support agricultural activities.

See **Map 10 - Storm Drainage System**

Strategy 2.3.6b iv

Manage the agricultural-urban interface to protect the integrity and viability of agricultural operations

The focus of agricultural policies in the OCP is to expand food production (i.e. community gardens) in urban areas given the very few agricultural parcels that exist in Langley City.

See **Policy 5.19 Food and Agriculture**

Strategy 2.3.6b v

Demonstrate support for economic development opportunities for agricultural operations

See **Policy 5.19 Food and Agriculture**

Strategy 2.3.6b vi

Encourage the use of agricultural land, with an emphasis on food production

See **Policy 5.19 Food and Agriculture**

Strategy 2.3.6b vii

Support educational programs that provide information on agriculture

See **Policy 5.19 Food and Agriculture**

RGS GOAL 3: PROTECT THE ENVIRONMENT AND RESPOND TO CLIMATE CHANGE IMPACTS

The Official Community Plan plays an important role in managing land use and development to maintain the health and well-being of the community and its environment in perpetuity. The environmental policies are outlined primarily in Policy Section 5. Environmental Solutions to Fight Climate Change.

Strategy 3.1 - Protect Conservation and Recreation lands

Strategy 3.1.4 a

Identify Conservation and Recreation areas and their boundaries on a map

See **Map 3 - Land Use Plan**

Strategy 3.1.4b i

Support the protection of Conservation and Recreation areas that are consistent with public service infrastructure, including drinking water supply

See **Map 3 - Land Use Plan** with respect to Parks & Open Space & New Parks & Open Space land use designations, and **Map 10 - Parks & Open Space**.

See policy **section 3. A Safe & Inclusive City Rich with Community Amenities**, which includes Parks and Public Spaces policies (3.1 - 3.17).

Strategy 3.1.4b ii

Support the protection of Conservation and Recreation areas that are consistent with environmental conservation

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas.

See **Map 11 - Parks & Open Space** which aligns with **Map 13 - Natural Environment DPA, Environmentally Sensitive Areas**.

Strategy 3.1.4b iii

Support the protection of Conservation and Recreation areas that are consistent with recreation, primarily outdoor

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas.

See **Map 11 - Parks & Open Space** which aligns with existing and proposed new bike routes and trails on **Map 5 - Active Transportation**.

Strategy 3.1.4b iv

Support the protection of Conservation and Recreation areas that are consistent with education, research and training facilities.

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas. Schools and small-scale institutional facilities are allowed in select City parks.

Strategy 3.1.4b v

Support the protection of Conservation and Recreation areas that are consistent with commercial uses, tourism activities, and public amenities.

The Parks & Open Space land use designation is intended to protect and enhance park spaces and environmentally sensitive areas. Small-scale institutional and commercial uses are allowed in select City parks.

<p>Strategy 3.1.4b vi Support the protection of Conservation and Recreation areas that are consistent with agricultural use</p>	<p>See Map 3 - Land Use Plan</p>
<p>Strategy 3.1.4c Buffer Conservation and Recreation areas from activities in adjacent areas</p>	<p>See chapter 05. Development Permit Areas which establish several guidelines for development to ensure the protection of the ESAs through buffering and landscaping strategies to maintain privacy of adjacent lands.</p>
<p>Strategy 3.2 - Protect and enhance natural features and their connectivity</p>	
<p>Strategy 3.2.4 Include policies and/or maps that indicate how ecologically important areas and natural features will be managed.</p>	<p>See Development Permit Area guidelines for Hazards and Environmentally Sensitive Areas as well as Map 12 - Natural Hazards DPA and Map 13 - Natural Environmental DPA.</p>
<p>Strategy 3.2.5. Develop and manage municipal components of the Metro Vancouver Regional Recreation Greenway Network and connect community trails, bikeways and greenways to the Regional Recreation Greenway Network where appropriate.</p>	<p>See Map 5. Active Transportation and policies in policy section 2. A Highly Connected City Aligned with Rapid Transit, including:</p> <ul style="list-style-type: none"> • Policies 2.8-2.12 Walking, Cycling, and Rolling • Policy 2.33 Collaborate with Adjacent Municipalities
<p>Strategy 3.2.6 Identify measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers where important.</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, particularly policies 5.14 - 5.20.</p> <p>See chapter 05. Development Permit Areas which establish several guidelines for development to ensure the protection and restoration of ESAs.</p>
<p>Strategy 3.2.7 Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, including:</p> <ul style="list-style-type: none"> • Policy 5.10 Integrated Storm Water Management Planning • Policy 5.25 Integrated Storm Water Management Planning
<p>Strategy 3.3 - Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality</p>	
<p>Strategy 3.3.4a Identify how municipalities will use their land development and transportation strategies to meet their GHG reduction targets.</p>	<p>Assignment of Growth (Chapter 3) and land development policies aim to concentrate development in high density, mixed use centres to maximize energy efficiency and support walking, biking and public transit use. Climate action policies including GHG emission targets are outlined in policy section 5. Environmental Solutions to Fight Climate Change.</p>
<p>Strategy 3.3.4b Identify policies/programs that reduce energy consumption and GHG emissions, and improve air quality from land use and transportation infrastructure.</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, including:</p> <ul style="list-style-type: none"> • Policies 5.3 - 5.6 Mitigation of Climate Change • Policy 5.8 Infrastructure Standards • Policy 5.9 Green Infrastructure • Policy 5.12 Natural Asset Management • Policy 5.19 Urban Forest • Policy 5.21 Pollutant Interceptors • Policy 5.25 Green Buildings

<p>Strategy 3.3.4c Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas along TransLink's Frequent Transit Network.</p>	<p>See Map 11 - Parks & Open Space with respect to locations for new plazas or open spaces and greenways which are primarily located within the Langley Regional City Centre.</p> <p>See policies in policy section 3. A Safe and Inclusive City Rich with Community Amenities, including:</p> <ul style="list-style-type: none"> • Policies 3.2 - 3.3 Parks & Public Spaces
<p>Strategy 3.3.4d Implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, including:</p> <ul style="list-style-type: none"> • Policies 5.8 - 5.13 <p>See General Environmental Guidelines in chapter 05. Development Permit Areas</p>
<p>Strategy 3.4 - Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks</p>	
<p>Strategy 3.4.4 Include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards</p>	<p>See chapter 05. Development Permit Areas with respect to guidelines for Hazards and Environmentally Sensitive Areas as well as Map 12. Natural Hazards DPA and 13. Natural Environmental DPA</p> <p>See Policy 5.7 Flooding Hazards.</p>
<p>Strategy 3.4.5 Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.</p>	<p>See policies in policy section 5. Environmental Solutions to Fight Climate Change, including:</p> <ul style="list-style-type: none"> • Policy 5.7 Flooding Hazards • Policy 5.8 Infrastructure Standards <p>See chapter 06. Implementation with respect to the List of Plans to Update, including Hazard Risk and Vulnerability Analysis (HRVA).</p>

RGS GOAL 4: DEVELOP COMPLETE COMMUNITIES

As Langley City continues to grow, each neighbourhood will accommodate new residents, with a greater diversity of uses and densities in strategic locations across the City. The complete community policies are outlined primarily in Policy Section 1. Affordable Living & Diverse Housing for All Generations and Policy Section 3. A Safe and Inclusive City Rich with Community Amenities.

Strategy 4.1 - Provide diverse and affordable housing choices

Strategy 4.1.7a i

Articulate the need for diverse housing options

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations.**

Strategy 4.1.7a ii

Increase the supply and diversity of the housing stock through infill development, compact housing forms and density.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policies 1.1.1 - 1.1.4 Residential Development Options
- Policies 1.4.1 - 1.4.3 Diverse & Balanced Housing

Strategy 4.1.7a iii

Create supply of affordable rental housing, in collaboration with federal and provincial governments.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policies 1.6 - 1.12 Rental and Non-Market Housing
- Policy 1.21 Partner with Non-Profits & Senior Governments

Strategy 4.1.7a iv

Encourage affordable housing development through measures such as reduced parking requirements, streamlined approval processes, below market leases of publicly owned property.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.6 Density Bonus
- Policy 1.8 Incentives for Affordable Housing
- Policy 1.10 City-Owned Land

Strategy 4.1.8a

Implement Housing Action Plans which assess local housing market conditions by tenure

See chapter 03. **Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.15 Mixed Tenure Redevelopments
- Policy 1.16 Rental Housing
- Policy 1.17 Specific Unit Types

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. **Implementation.**

Strategy 4.1.8b

Implement Housing Action Plans which identify housing priorities

See chapter 03. **Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.4 Diverse & Balanced Housing
- Policy 1.16 Rental Housing
- Policy 1.17 Specific Unit Types

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. **Implementation.**

Strategy 4.1.8c

Implement Housing Action Plans which identify implementation measures within the jurisdiction

See chapter 03. **Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**.

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. **Implementation**.

Strategy 4.1.8d

Implement Housing Action Plans which encourage the supply of new rental housing

See chapter 03. **Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.4 Diverse & Balanced Housing
- Policy 1.8 Incentives for Affordable Housing
- Policy 1.15 Mixed Tenure Redevelopments
- Policy 1.16 Rental Housing
- Policy 1.20 Strata Conversion

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. **Implementation**.

Strategy 4.1.8e

Implement Housing Action Plans which identify opportunities to secure additional affordable housing units (working with other levels of government)

See chapter 03. **Growth, Land Use & Design** with respect to Housing Needs.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policies 1.6 - 1.12 Rental and Non-Market Housing
- Policy 1.21 Partner with Non-Profits & Senior Governments

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. **Implementation**.

Strategy 4.1.8f

Implement Housing Action Plans which cooperate with and facilitate the activities of the Metro Vancouver Housing Corporation.

See policies in policy section 1. **Affordable Living & Diverse Housing for All Generations**, including:

- Policy 1.21 Partner with Non-Profits & Senior Governments

Langley City's Affordable Housing Strategy is noted as a "Plan to Update" in chapter 06. **Implementation**.

Strategy 4.2 - Develop healthy and complete communities with access to a range of services and amenities

Strategy 4.2.4a

Support compact, mixed use, transit, cycling and walking oriented communities

See Map 3 - **Land Use** along with chapter 03. **Growth, Land Use & Design** and policy sections 1. **Affordable Living & Diverse Housing for All Generations** and 2. **A Highly Connected City Aligned with Rapid Transit**

Strategy 4.2.4b

Locate community, arts, cultural, recreational, institutional, medical/health, social service, education facilities and affordable housing development in Urban Centres or areas with good access to transit

See Map 3 - **Land Use**.

See policies in policy section 3. **A Safe & Inclusive City Rich with Community Amenities**, including:

- Policies 3.18 - 3.22 Heritage, Arts, & Culture
- Policies 3.23 - 3.27 City for All
- Policy 3.32 Community Amenities

Strategy 4.2.4c

Provide public spaces and other place-making amenities for increased social interaction and community engagement.

See **Map 11 - Parks & Open Space.**

See policies in policy section 03. **A Safe and Inclusive City Rich with Community Amenities**, including:

- Policies 3.18 - 3.22 Heritage, Arts, & Culture
- Policies 3.23 - 3.27 City for All
- Policy 3.32 Community Amenities

Strategy 4.2.4d

Support active living through the provision of recreation facilities, parks, trails, and safe and inviting pedestrian and cycling environments

See **Map 11 - Parks & Open Space.**

See policies outlined in policy section 03. **A Safe and Inclusive City Rich with Community Amenities**, including:

- Policies 3.1 - 3.17 Parks & Public Space

Strategy 4.2.4e

Support food production and distribution throughout the region

See **Policy 5.19 Food and Agriculture**

Strategy 4.2.4f

Assess overall health implications of proposed new communities, infrastructure and transportation services, including air quality and noise, with input from public health authorities

Fraser Health Authority’s Healthy Built Environment office has been a key stakeholder throughout the OCP update process and provided feedback on land use and healthy built communities.

See policies in policy section 3. **A Safe and Inclusive City Rich with Community Amenities**, including:

- Policy 3.23 Community Services
- Policy 3.26 Children, Youth, and Families
- Policy 3.34 Health Care Facilities

See chapter 05. Development Permit Areas, with respect to Downtown and Commercial Form & Character Guidelines that address disruptive impacts, including noise.

Strategy 4.2.4g

Support universally accessible community design

See **Policy 3.4 Universal Design.**

Strategy 4.2.4h

Identify small scale Local Centres in General Urban areas that provide a mix of housing types, local-serving commercial activities and good access to transit

See **Map 3 - Land Use** with respect to the Corner Commercial land use designation.

Strategy 4.2.4i

Recognize the Special Employment Areas

See **Policy 4.15 Innovation Boulevard Plan.**

RGS GOAL 5: SUPPORT SUSTAINABLE TRANSPORTATION CHOICES

With a compact and walkable downtown, and new routes for high-frequency transit and cycling, Langley City can transform into a place where people choose and enjoy getting around by walking, rolling, cycling, and public transit. The sustainable transportation policies are primarily outlined in Policy Section 2. A Highly Connected City Aligned with Rapid Transit. Also, Langley City will be updating its Master Transportation Plan following the adoption of this Official Community Plan.

Strategy 5.1 - Coordinate land use and transportation to encourage transit, multiple-occupancy vehicles, cycling and walking

Strategy 5.1.6a

Identify land use and transportation policies and actions, and describe how they are coordinated, to encourage a greater share of trips made by transit, multiple-occupancy vehicles, cycling and walking, and to support TransLink's Frequent Transit Network

See **Map 3 - Land Use, Map 4 - Core & Shoulder Lands, Map 5 - Active Transportation, and Map 6 - Future Transit Network.**

Both the Transit-Oriented Core & Transit-Oriented Residential designations are intended to support future SkyTrain stations with the highest residential densities and greatest mix of uses. The Ground Oriented designation along 200 and 208 Streets aligns with Translink's future frequent bus routes.

See policies in policy section 2. **A Highly Connected City Aligned with Rapid Transit**, including:

- Policy 2.2 Core and Shoulder Areas
- Policy 2.3 Align Land Use and Transportation

Strategy 5.1.6b

Support the development and implementation of municipal and regional transportation system and demand management strategies.

See **Map 6 - Future Transit Network.**

See policies in policy section 2. **A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.28 - 2.32 Public Transit

Strategy 5.1.6c

Identify policies and actions to manage and enhance municipal infrastructure to support transit, multiple-occupancy vehicles, cycling and walking.

See policies in policy section 2. **A Highly Connected City Aligned with Rapid Transit**, including:

- Policy 2.5 Update Standard Street Designs
- Policy 2.8 Prioritize Investments
- Policies 2.28 - 2.32 Public Transit
- Policies 2.33 - 2.36 Walking, Cycling, and Rolling

Strategy 5.2 - Coordinate land use and transportation to support the safe and efficient movement of vehicles for passengers, goods and services

Strategy 5.2.3a

Identify routes on a map for the safe and efficient movement of goods

See **Map 7 - Road Network.**

Strategy 5.2.3b

Identify land use and related policies and actions that support optimizing the efficient movement of vehicles

See **Map 7 - Road Network.**

See policies in policy section 2. **A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.18 - 2.22 Vehicles and Parking

Strategy 5.2.3c

Support the development of local and regional transportation system management strategies.

See **Map 7 - Road Network.**

See policies in policy section 2. **A Highly Connected City Aligned with Rapid Transit**, including:

- Policies 2.18 - 2.22 Vehicles and Parking

Strategy 5.2.3d

Identify policies and actions which support the protection of rail rights-of-way and access points to navigable waterways

The City is a partner in Roberts Bank Rail Corridor Railway Crossing Information System (RCIS)

Langley City's Transportation Master Plan identifies potential future rail overpass locations.



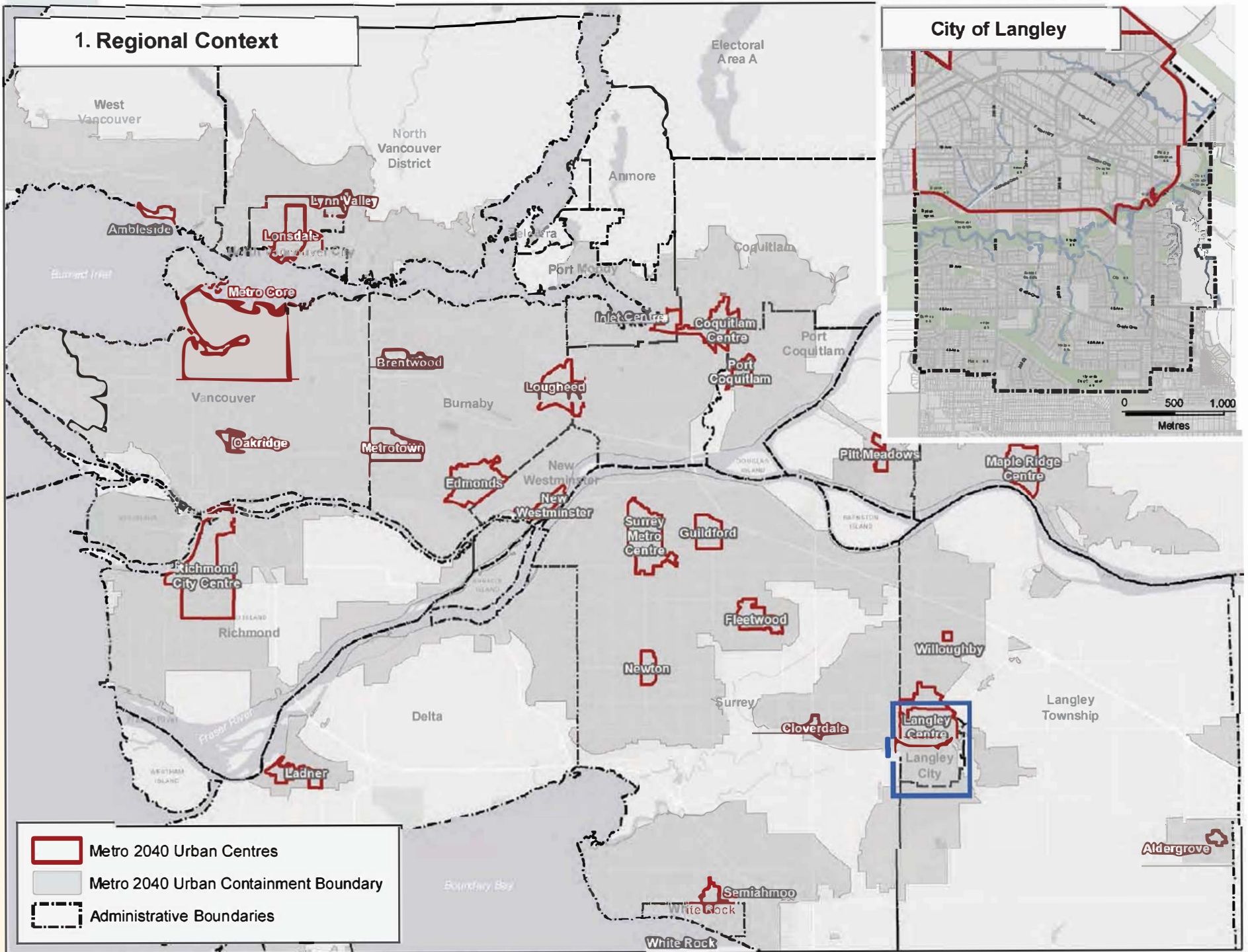
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08. MAPS

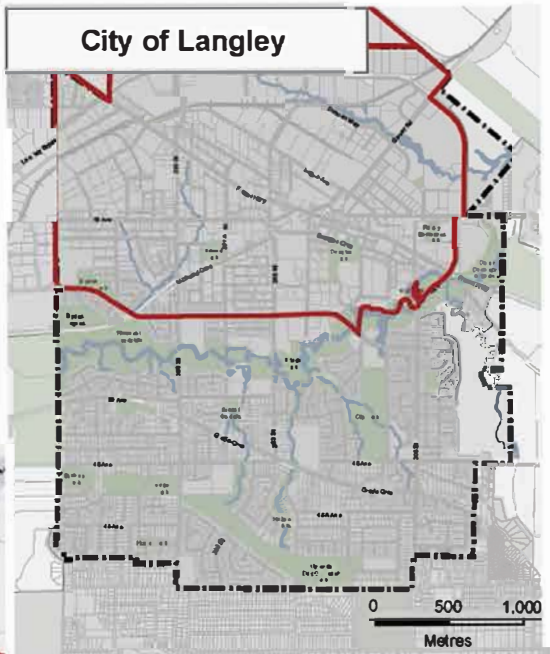
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

1. Regional Context
2. Regional Land Use Designations
3. Land Use Plan
4. Core & Shoulder - Transit-Oriented Development
5. Active Transportation
6. Future Transit Network
7. Road Network
8. Water Distribution System
9. Sanitary Sewer System
10. Storm Drainage System
11. Parks & Open Space
12. Natural Hazard Development Permit Area
13. Natural Environment Development Permit Area
14. Nicomekl River District Neighbourhood Plan Area
15. District Areas
16. Airport Zoning
17. Flood Elevation Bylaw

1. Regional Context

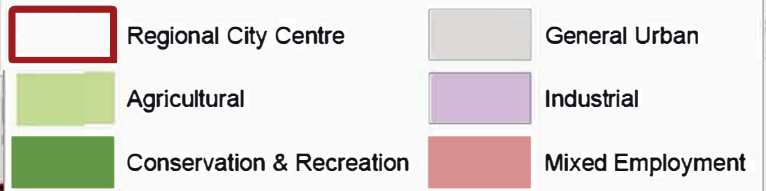


City of Langley



-  Metro 2040 Urban Centres
-  Metro 2040 Urban Containment Boundary
-  Administrative Boundaries

2. Regional Land Use Designations



Langley Centre
(Willowbrook)

