



# 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 10km<sup>2</sup> 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><b>Strategy 1.2.6b i</b> Identify location and boundaries of Urban Centres</p>	<p>See <b>Map 1 - Regional Context Map.</b></p>
<p><b>Strategy 1.2.6b ii</b> Focus growth and development in Urban Centres</p>	<p>See <b>Map 3 - Land Use</b> and <b>Policy 1.1 Residential Development Options</b> focussing growth and development within areas aligned with the regional Urban Centre.</p>
<p><b>Strategy 1.2.6b iii</b> Encourage office development</p>	<p>See Policy <b>4.6 Incentivize Office</b></p>
<p><b>Strategy 1.2.6b iv</b> Reduce parking in Centres where appropriate</p>	<p>See policies in policy section <b>2. A Highly Connected City Aligned with Rapid Transit</b>, including:</p> <ul style="list-style-type: none"> <li>• Policy 2.20 Public Parking</li> <li>• Policy 2.21 Reduce Parking Requirements</li> <li>• Policy 2.22 Shared Parking</li> <li>• Policy 2.26 Vehicle Parking</li> </ul>
<p><b>Strategy 1.2.6c i</b> Identify location</p>	<p>See <b>Map 3 - Land Use</b> with respect to Industrial, Mixed Employment, New Civic Facilities, New Park &amp; Open Spaces and <b>Map 11 - Parks &amp; Open Space.</b></p>
<p><b>Strategy 1.2.6e</b> Ensure Industrial, Mixed Employment, or Conservation and Recreation policies prevail in Urban Centres and FTDA's</p>	<p>See policies in policy section <b>3. A Safe &amp; Inclusive City Rich with Community Amenities</b>, including:</p> <ul style="list-style-type: none"> <li>• Policy 3.2. New Public Space</li> <li>• Policy 3.3 SkyTrain Stations</li> <li>• Policy 3.31-3.32 Density Bonusing &amp; Community Amenities</li> </ul> <p>See policies in policy section <b>4. A Responsive Economy that Creates New Jobs</b>, including:</p> <ul style="list-style-type: none"> <li>• Policy 4.2. New Zones</li> <li>• Policy 4.4 Mixed Employment</li> <li>• Policies 4.7-4.10.</li> </ul>

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

**Strategy 2.2.4c**

Identify the Mixed Employment areas and their boundaries on a map.

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.

**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

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:

- Mixed use: Light industrial & Commercial
- Light industrial
- Commercial

**Strategy 2.2.4d ii**

In Mixed Employment areas, allow large and medium format retail, where appropriate.

The Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.

**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

The Mixed Employment land use designation is entirely within the regionally designated Langley Regional City Centre.

**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

The Mixed Employment land use designation allows buildings up to 6 storeys in height and up to 3.0 FAR in density.

**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.

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.

**Strategy 2.2.4d vi**

In Mixed Employment areas, exclude residential uses, except for an accessory caretaker unit.

The Mixed Employment land use designation excludes residential uses, but allows a caretaker dwelling unit.

**Strategy 2.2.4e**

Include policies that help reduce environmental impacts and promote energy efficiency.

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**

**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><b>Strategy 3.1.4b vi</b> Support the protection of Conservation and Recreation areas that are consistent with agricultural use</p>	<p>See <b>Map 3 - Land Use Plan</b></p>
<p><b>Strategy 3.1.4c</b> Buffer Conservation and Recreation areas from activities in adjacent areas</p>	<p>See <b>chapter 05. Development Permit Areas</b> 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><b>Strategy 3.2 - Protect and enhance natural features and their connectivity</b></p>	
<p><b>Strategy 3.2.4</b> 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 <b>Map 12 - Natural Hazards DPA</b> and <b>Map 13 - Natural Environmental DPA</b>.</p>
<p><b>Strategy 3.2.5.</b> 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 <b>Map 5. Active Transportation</b> and policies in policy <b>section 2. A Highly Connected City Aligned with Rapid Transit</b>, including:</p> <ul style="list-style-type: none"> <li>• Policies 2.8-2.12 Walking, Cycling, and Rolling</li> <li>• Policy 2.33 Collaborate with Adjacent Municipalities</li> </ul>
<p><b>Strategy 3.2.6</b> Identify measures to protect, enhance and restore ecologically important systems, features, corridors and establish buffers where important.</p>	<p>See policies in policy <b>section 5. Environmental Solutions to Fight Climate Change</b>, particularly policies 5.14 - 5.20.</p> <p>See <b>chapter 05. Development Permit Areas</b> which establish several guidelines for development to ensure the protection and restoration of ESAs.</p>
<p><b>Strategy 3.2.7</b> Consider watershed and ecosystem planning and/or Integrated Stormwater Management Plans</p>	<p>See policies in policy <b>section 5. Environmental Solutions to Fight Climate Change</b>, including:</p> <ul style="list-style-type: none"> <li>• Policy 5.10 Integrated Storm Water Management Planning</li> <li>• Policy 5.25 Integrated Storm Water Management Planning</li> </ul>
<p><b>Strategy 3.3 - Encourage land use and transportation infrastructure that reduce energy consumption and greenhouse gas emissions, and improve air quality</b></p>	
<p><b>Strategy 3.3.4a</b> 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 <b>section 5. Environmental Solutions to Fight Climate Change</b>.</p>
<p><b>Strategy 3.3.4b</b> 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 <b>section 5. Environmental Solutions to Fight Climate Change</b>, including:</p> <ul style="list-style-type: none"> <li>• Policies 5.3 - 5.6 Mitigation of Climate Change</li> <li>• Policy 5.8 Infrastructure Standards</li> <li>• Policy 5.9 Green Infrastructure</li> <li>• Policy 5.12 Natural Asset Management</li> <li>• Policy 5.19 Urban Forest</li> <li>• Policy 5.21 Pollutant Interceptors</li> <li>• Policy 5.25 Green Buildings</li> </ul>

**Strategy 3.3.4c**

Focus infrastructure and amenity investments in Urban Centres and Frequent Transit Development Areas along TransLink's Frequent Transit Network.

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.

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

- Policies 3.2 - 3.3 Parks & Public Spaces

**Strategy 3.3.4d**

Implement land use policies and development control strategies which support integrated storm water management and water conservation objectives.

See policies in policy **section 5. Environmental Solutions to Fight Climate Change**, including:

- Policies 5.8 - 5.13

See General Environmental Guidelines in chapter **05. Development Permit Areas**

**Strategy 3.4 - Encourage land use and transportation infrastructure that improve the ability to withstand climate change impacts and natural hazard risks**

**Strategy 3.4.4**

Include policies to encourage settlement patterns that minimize risks associated with climate change and natural hazards

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**

See **Policy 5.7 Flooding Hazards**.

**Strategy 3.4.5**

Consider incorporating climate change and natural hazard risk assessments into the planning and location of municipal utilities, assets and operations.

See policies in policy **section 5. Environmental Solutions to Fight Climate Change**, including:

- Policy 5.7 Flooding Hazards
- Policy 5.8 Infrastructure Standards

See **chapter 06. Implementation** with respect to the List of Plans to Update, including **Hazard Risk and Vulnerability Analysis (HRVA)**.

## 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.



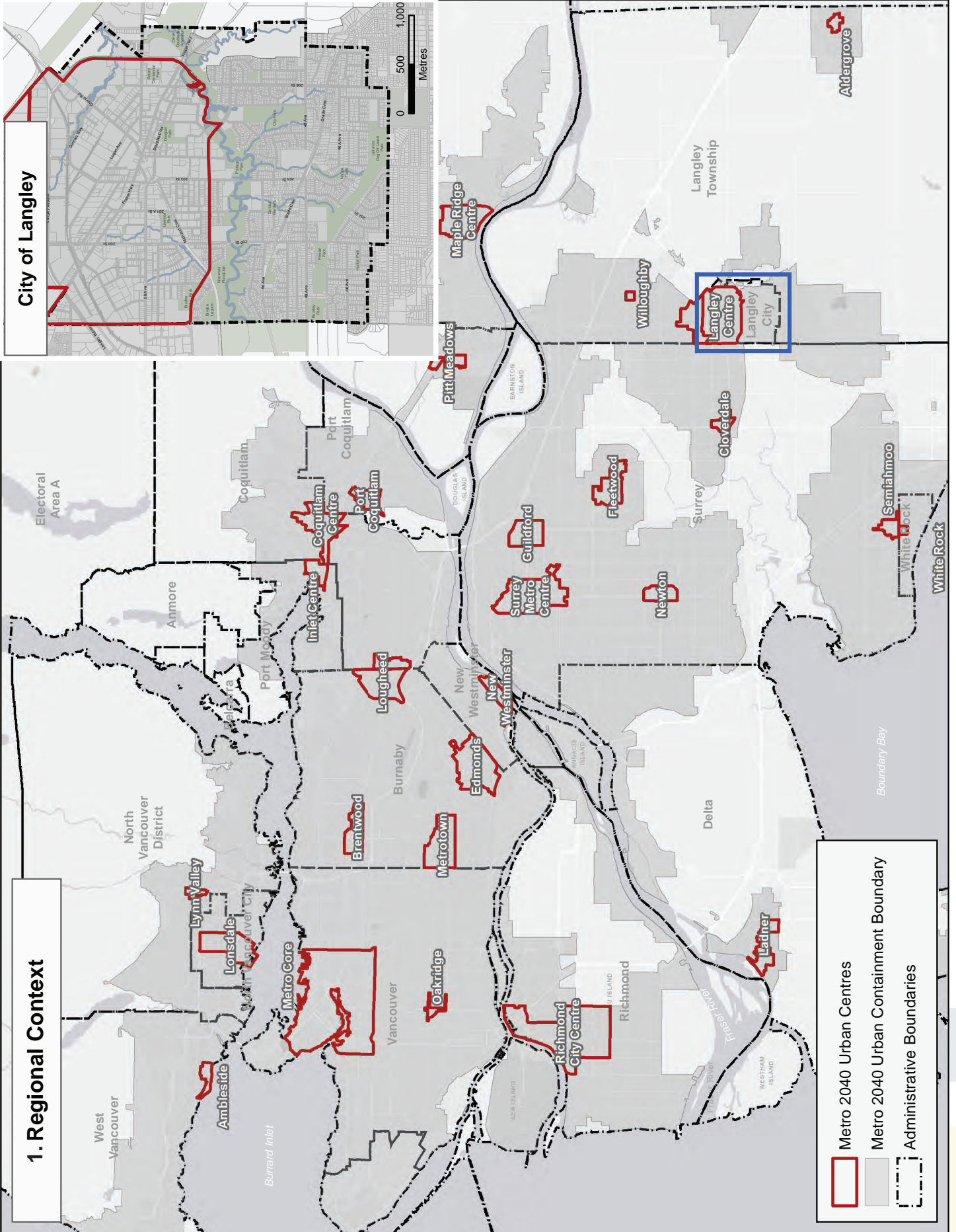
# 08

## 08. MAPS



## LIST OF MAPS

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



## 2. Regional Land Use Designations

