GLOVER ROAD INNOVATION DISTRICT PLAN









Langley City
THE PLACE TO BE

June 2026



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1.0 OVERVIEW & BACKGROUND

1.1 INTRODUCTION

THE GLOVER ROAD INNOVATION DISTRICT

Langley City's Official Community Plan (the 'OCP') designates a special area called the Glover Road Innovation District (the 'Innovation District') for future area planning. This area will connect Downtown, the Langley City Centre SkyTrain Station, and Kwantlen Polytechnic University (KPU) with tech and creative businesses, housing, and public spaces.

The Innovation District is located along Glover Road and Logan Avenue connecting Downtown to KPU, a strategic location within the city for a hub of economic activity. This area plan provides the opportunity to reimagine and revitalize the Innovation District to help create a vibrant economic future for Langley. The Innovation District will offer housing and commercial space for technology, agricultural, and creative businesses, in addition to public spaces and amenities for community enjoyment.

The goal of this area plan is to set the vision and policy framework for a dynamic urban district where transit, research, technology, and community life can thrive. Its purpose is to create a welcoming and sustainable community that supports innovative industries and a high quality of life for all residents and visitors.



Figure 1 - Glover Road Innovation District Plan Area

1.2 DRIVING FACTORS

SKYTRAIN IMPLEMENTATION

The Surrey-Langley SkyTrain Project currently underway will extend the Expo Line from Surrey's King George Station to 203 Street in Langley City Centre. The station will be a catalyst for change in Langley City and is expected to bring significant growth opportunities.

In anticipation of the arrival of SkyTrain, Langley City's OCP unlocks significant density in the areas surrounding the Innovation District, most notably through a "Transit-Oriented Core" designation that permits building heights of 15 storeys or more. This growth framework not only capitalizes on the new infrastructure but establishes land use intensities that exceed the minimum mandates of the BC Provincial Transit Oriented Area requirements.

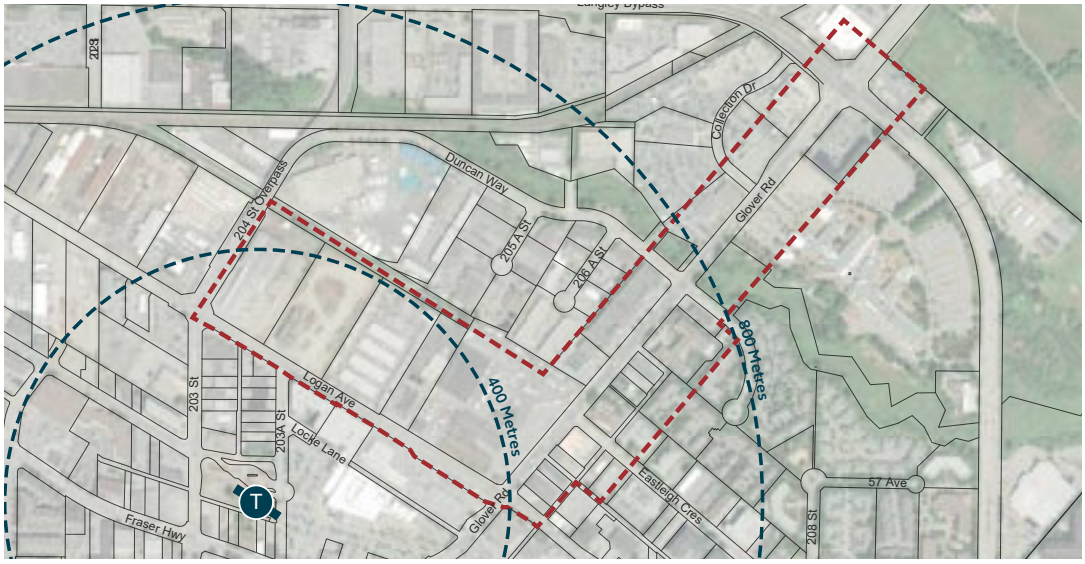




Figure 2 - Conceptual render presented in public engagement Nov-Dec 2024
Source: surreylangleySkyTrain.gov.bc.ca/document-library/

CITY OF LANGLEY

The “Langley City: Nexus of Community” document outlines the vision for the city to help shape the future of growth and development. The arrival of SkyTrain is seen as an opportunity to both capitalize on and prepare for.

The City aims to create concentrated growth, access to green zones, and design for transit and walkability. The City will develop new forms of housing, provide mixed-use development, support businesses to broaden the suite of attractions, while strengthening its mix of commerce, industry, services and institutions.

To realize the vision set out in the “Nexus of Community” document, Council adopted the OCP. The OCP supports these strategies for growth, designating a variety of land uses which respond to the implementation of SkyTrain as well as Langley's anticipated future housing, open space and commercial needs.

The developable land uses within the Innovation District are Transit-Oriented Core, Mixed Employment and University District. These uses allow high-density residential, commercial and mixed-use buildings.



Figure 3 - Langley City Official Community Plan Bylaw and Langley City Nexus of Community

KWANTLEN POLYTECHNIC UNIVERSITY (KPU)

KPU is a stakeholder and a catalyst site at the northern edge of the Innovation District. The KPU 2050 Official Campus Plan outlines concepts for development across the campus, visualizing its full build out by 2050.

The plan envisions public realm improvements such as a gateway plaza space with amenity uses, prioritized pedestrian circulation from Kwantlen Crescent, and a large new recreational sports field.

Achieving a strong walkable connection between KPU and the future SkyTrain station is a priority goal for the Innovation District.

Supplementing this enhanced public realm, KPU intends on expanding its footprint with several new buildings. These buildings are anticipated to reach heights up to 15 storeys as per the Zoning Bylaw 2025 No. 3300 and contain a mix of student-oriented and market housing, additional university classroom and commercial office space, and retail, brewery and event space.



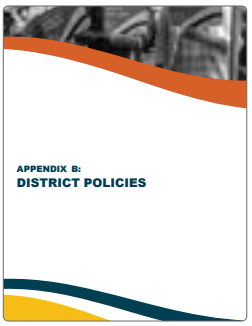
Figure 4 - KPU 2050 Official Campus Plan and Site Plan

1.3 POLICY & STRATEGY CONTEXT

APPENDIX B: DISTRICT POLICIES

The concept for an Innovation District started within Appendix B: District Policies to the City's OCP. In this document, nine special 'districts' were identified that require more detail to meet the OCP land use objectives and policies.

One of these districts identified was the Innovation District (previously 'Innovation Boulevard') and an initial vision with high level policies and delineation of an approximate study area were set out. This area plan builds on the initial concept as set out in Appendix B.



ALIGNMENT WITH OTHER REGIONAL AND LOCAL STRATEGIES

In addition to aligning with the OCP, the Innovation District is a strategic opportunity to accommodate growth in a way that supports multiple regional and local planning objectives. The following documents outline key growth targets directly affecting the Innovation District:

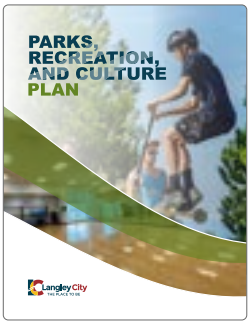
Provincial Policy Manual: Transit-Oriented Areas (2024)

- The Provincial Manual defines minimum densities that must be allowed on residential lands around key transit stops. The SkyTrain station in Langley will be a Category 1 stop with the highest minimum allowable density (FAR) and building heights permitted within 800 metres of the station.



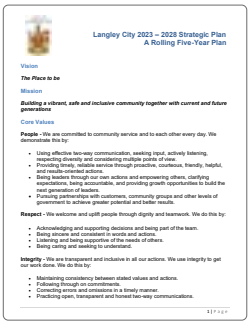
Parks, Recreation, and Culture Plan (2023)

- This document directly identifies the need to acquire new parkland within the identified 'New Parkland Acquisition Areas'. This includes a site along Logan Avenue, with an ideal minimum size of 0.6 hectare per park. It also identifies the implementation of a park or plaza on the corner of Glover Road and Logan Avenue, as identified in the OCP.



City of Langley Strategic Plan 2023-2028

- 'Focus Area 3: Support a Vibrant Economy' of this document supports an area plan for the Innovation District. The Strategic Plan identifies new and innovative employment-generating and research-based development and housing opportunities along Glover Road in partnership with KPU.



Economic Development Strategy Overview 2024

- Includes strategies to target foodtech as the functional catalyst for new forms of enterprise activity within the Innovation District. Technology and advanced manufacturing are additional target industry sectors.



Metro 2050 Regional Growth Strategy (2022)

Metro Vancouver Regional Food System Strategy

1.4 RATIONALE FOR AN AREA PLAN

FRAMEWORK FOR MANAGING CHANGE

Area plans set out a unique direction for a specified place, providing a framework for managing their change. They define a clear vision and explain the future intent of the area, often using key moves and goals. In order to ensure the long-term build-out is in accordance with the overarching community vision, they set out policies and guidelines that define how this vision will be achieved – providing the detail required to support land use, environment, density, infrastructure and implementation targets.

This area plan will serve as a comprehensive guide for managing future subdivision and development in the Innovation District. It is intended to supplement the OCP, providing additional refinement and detail to this area. It supports the City and landowners as they develop, providing the guidebook on how and where to grow.

Below is an analysis of what an area plan is and is not:

WHAT AN AREA PLAN IS

- ✔ Is a locally focused document produced by local government.
- ✔ Forms an appendix to a city's/town's Official Community Plan (OCP). An area plan aligns with and builds on an OCP for more specific places or districts.
- ✔ Sets out a unique vision or direction that is place centric for an area.
- ✔ Is a land-use planning tool.
- ✔ Designates new land uses where they aren't covered by the OCP.
- ✔ Defines policies for land use designations that are specific only to the area.
- ✔ Guides development and manages change in specific areas, ensuring that growth aligns with the community's vision and values.
- ✔ Often developed with extensive community consultation to ensure that the plan reflects the priorities and concerns of landowners, residents and businesses.

WHAT AN AREA PLAN IS NOT

- ✘ Is not a provincial or federal document.
- ✘ Is not an Official Community Plan on its own, which is the larger land use and policy document that outlines long-term goals and the direction of a City as a whole.
- ✘ Is not an independent plan - it will exist as a chapter or appendix within the larger OCP and is guided by the policies and objectives outlined in that document.
- ✘ Is not definitive or set in its design - the concept design is an example of the vision for the neighbourhood and how it could eventuate under the land use policies provided.
- ✘ Is not rigid or inflexible - allows for flexibility to adapt to changing circumstances in the future and new development proposals within the OCP.
- ✘ Is not a plan for a development application.
- ✘ Is not a plan for detailed design or construction.

GOALS FOR THE AREA PLAN

The three main goals for this area plan are to:

1. **Develop a detailed land use plan** that supports opportunities for research and technology facilities, vibrant creative industries, diverse housing options, and dynamic community spaces for a balanced, sustainable, and inclusive environment.
2. **Create a public space plan** that guides and enables future amenities like parks, plazas, and public art installations, for the use and enjoyment of all residents and visitors as well as new streets and paths for effective multi modal transport.
3. **Implement supportive policies and design guidelines** to ensure that the Innovation District meets a high standard of design in built form and the public realm.

1.5 INNOVATION DISTRICTS

WHAT IS AN INNOVATION DISTRICT

Innovation Districts are special city areas that promote new ideas and products. These areas attract startups and entrepreneurs, leading to economic and job growth. Innovation Districts are usually compact, close to public transportation, and have a mix of homes, offices, industry, shops, and community spaces. This makes them lively neighbourhoods where people can live, work, collaborate, and have fun all in one place.

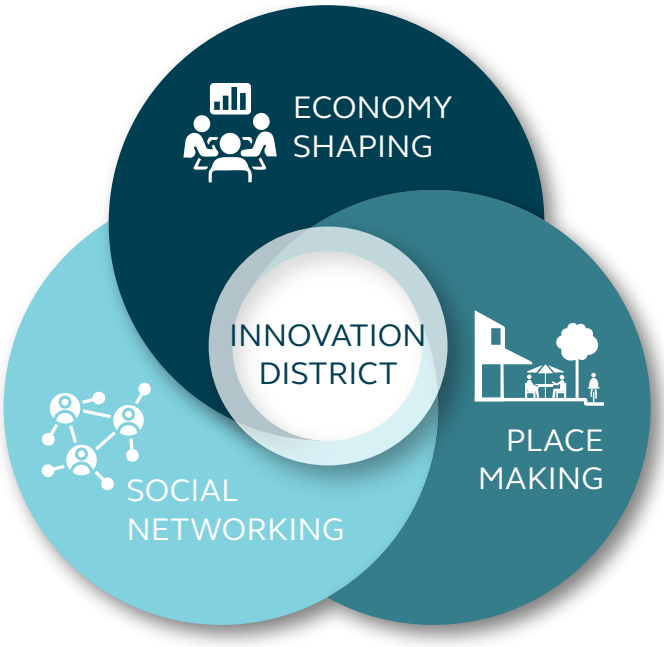
PURPOSE

An Innovation District is intended to supercharge the local economy by physically clustering diverse assets to spark creativity and growth. Rather than isolating industries, an Innovation District creates a high-energy ecosystem where ideas, people, and capital collide. They typically have the following uses within them:

- Places to learn and experiment, like universities and incubators.
- Creative companies, from small startups to big tech businesses.
- Public gathering spaces, like parks and plazas.
- A mix of homes, offices, and shops.

An innovation district works by fusing three critical engines:

1. **Economy Shaping:** It acts as an economic power plant, moving beyond traditional zoning to co-locate startups, established firms, and research institutions. This density accelerates commercialization and drives regional prosperity.
2. **Place Making:** It rejects the sterile office park model in favour of vibrant, walkable, and mixed-use neighbourhoods. By prioritizing high-quality public realms, housing, and amenities, it creates a magnetic environment where talent actually wants to live and stay.
3. **Social Networking:** It engineers serendipity. By weaving together physical spaces and social programming, it fosters deep networks between entrepreneurs, residents, and mentors, ensuring that knowledge flows freely and community bonds are strengthened.



In short, an Innovation District isn't just a place to work; it is a holistic, hyper-connected community designed to turn proximity into prosperity.

1.6 PUBLIC & STAKEHOLDER ENGAGEMENT

ENGAGEMENT SUMMARY

Involving stakeholders and the public on the planning process for the Innovation District was key to providing directions from high-level visioning to the development of the area plan.

Design Charrette & Stakeholder Workshop

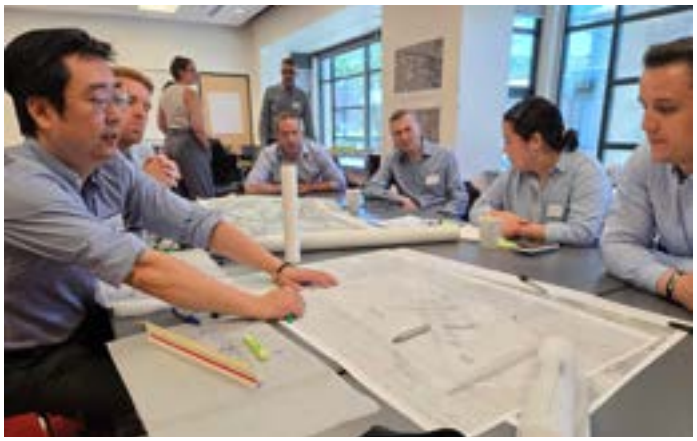
In July 2025, Langley City and key project partners, including the Socio-Cultural and Economic Development Advisory Committee (SCEDAC), came together in a design charrette to brainstorm the vision and develop early concepts for the Innovation District.

This included visioning exercises of 'what we want and don't want' as well as identifying opportunities and challenges. Additionally, CBRE presented early-stage market analysis engagement work, then initial sketches were created that reflected aspirations for the project.

In August 2025, the City met with landowners and developers within the Innovation District to help further guide these ideas.

Based on this early engagement work, draft themes and a design concept were developed.





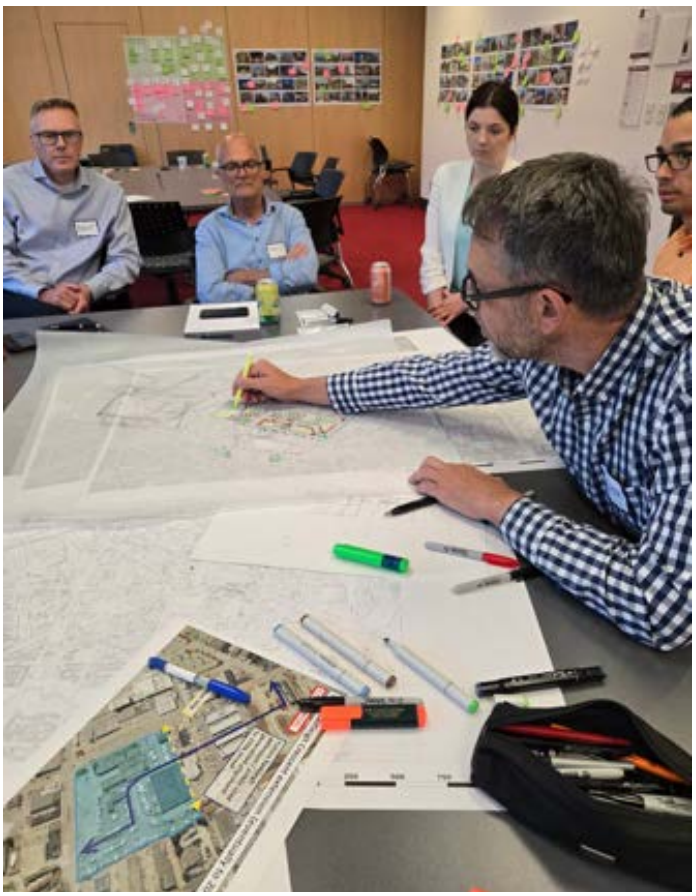


Figure 5 - Design Charrette with key stakeholders, staff, and City Council

Public Open Houses 1 & 2

In September 2025 and February 2026, open houses were hosted to share preliminary work and collect feedback from the community. Online surveys run in tandem allowed community members further opportunity to share their input.

In open house 1 presentation boards provided information on the project background including how the area is changing, and shared about the goals of an area plan and Innovation District.

The initial design concept was presented with opportunities for feedback centred on the overall vision and the top priorities of the project.

During open house 2 presentation boards showcased a refined concept and summarized content of the area plan. The final plan was broken down into land use, open space and transportation layers, along with the proposed policy direction shown in **Section 4.0**.

The open house also introduced the four Precincts, which provided unique place-based objectives for different areas of the plan. This is shown in **Section 5.0**.

Feedback from these events, and comparable online surveys on the Let's Chat Langley City platform, was used to help guide or confirm the direction of the area plan.







Figure 6 - Public open houses at KPU Langley

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2.0 DISTRICT CONTEXT

2.1 DISTRICT AREA

SITE CONTEXT

Existing Features

The Innovation District is focused on the Glover Road and Logan Avenue corridors and their adjacent properties. The boundary is defined by two pieces of significant infrastructure in the city – the 204 Street Overpass along Logan Avenue to the west, and the intersection with Langley Bypass along Glover Road to the north. The shape of the District has been informed by three key anchor points – forming a connection between the future SkyTrain Station along 203A Street, Downtown Langley, and the KPU Langley Campus.

Logan Avenue

The existing character of Logan Avenue has historically been a heavily industrial area, with several large lot parcels fronting the street at present day. The northern end of these parcels is bound by a rail spur, which serves IPEX Langley to the north, transporting large scale PVC & CPVC piping systems.

Glover Road

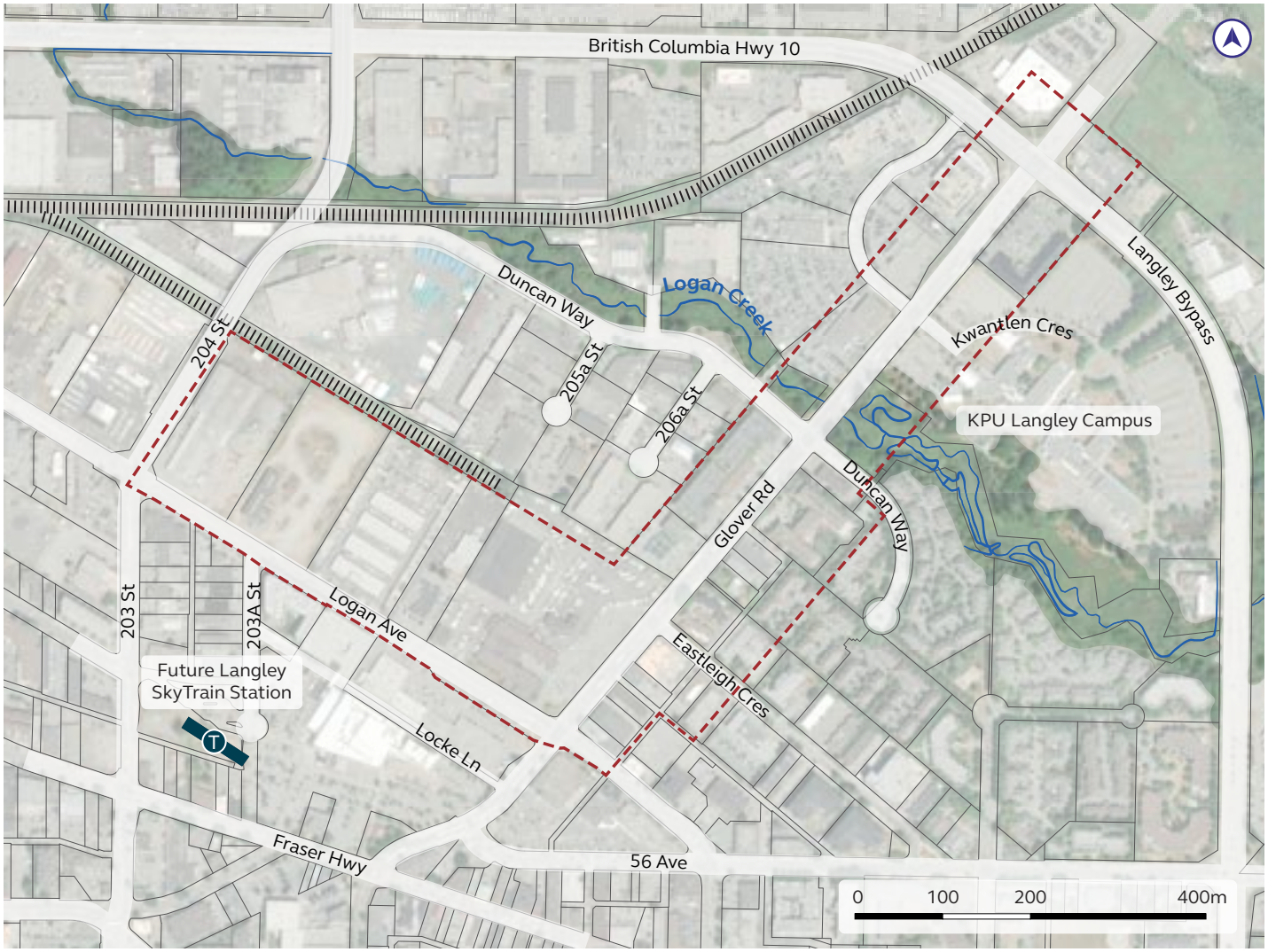
The Glover Road portion of the District has a more urban quality, including a combination of small businesses, medium density residential lots, commercial automotive, hotels, and the KPU Langley Campus. Many of the buildings are becoming dated, with some built in the 1960s. The newest developments are the automotive businesses which line the northern end of Glover Road, constructed between 2013-2015.

Logan Creek

The District's most prominent existing ecological feature is Logan Creek, a tributary of the Nicomekl River, which bisects the District from the east, being culverted under Glover Road, and running adjacent to Duncan Way to the west. The Logan Creek Riparian Area is important for regional ecosystem connectivity, and has been identified as a minor patch in the Regional Natural Infrastructure Network (RNIN).

Airspace Control

The nearby Langley Regional Airport puts federal controls, through an Airport Zoning Regulation (AZR), over development in this area which includes a maximum height of approximately 45 metres above the runway elevation – approximately 14-15 storeys. Any development nearing this height limit will need to go through the YNJ/NavCanada/Transport Canada consultation and approval process.



LEGEND

District Boundary

Rail Line

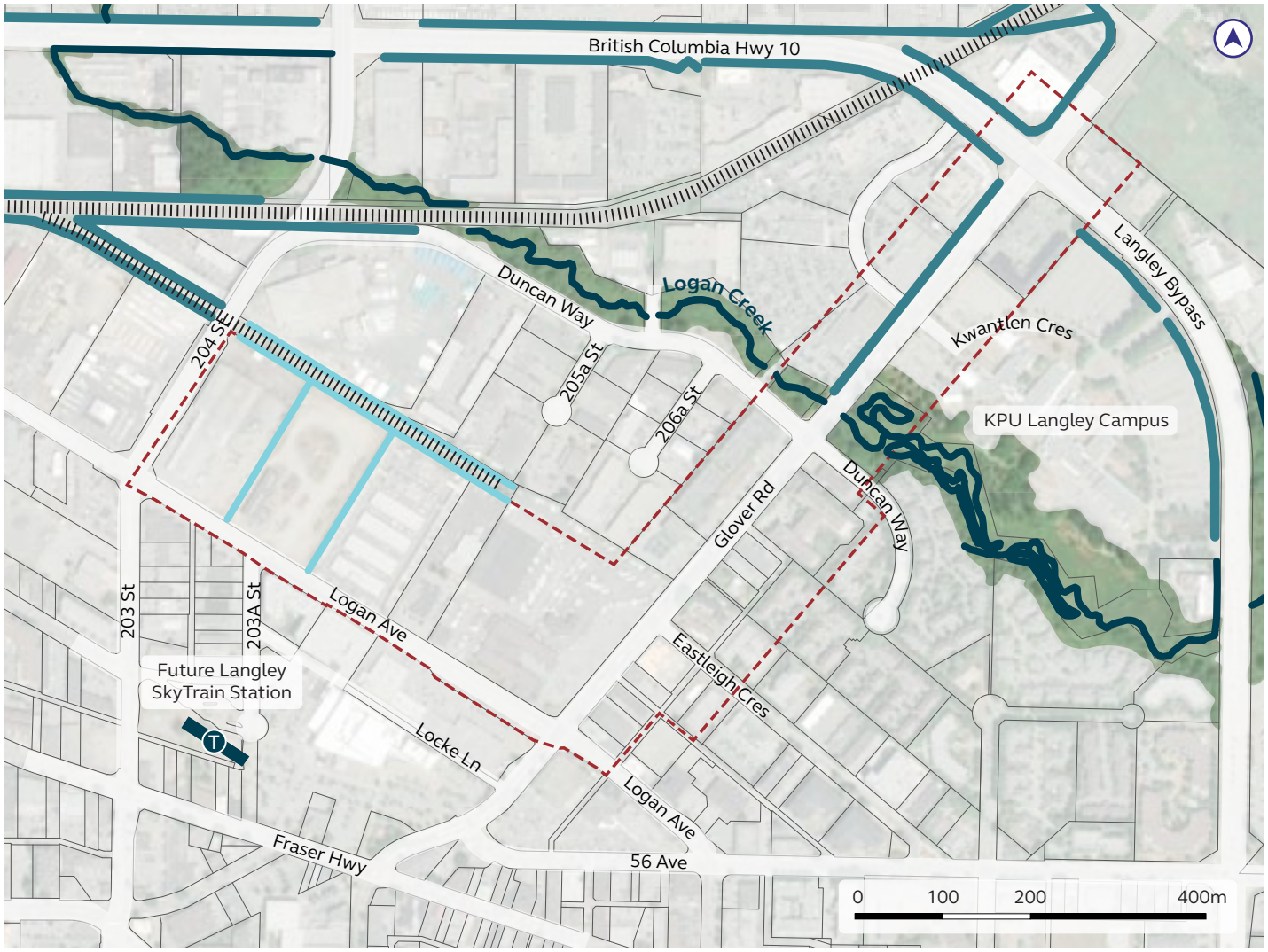
Figure 7 - Context Plan

2.2 EXISTING CONDITIONS

ENVIRONMENTAL SENSITIVITY

Watercourse classifications within the City of Langley follow generally accepted mapping standards for Metro Vancouver. Watercourses are categorized based on fish presence (or potential to have fish) and their relative value as fish habitat.

Logan Creek is classified as a Class A stream and falls under the City's Zoning Bylaw and Provincial Riparian Areas Regulation, with setbacks defined accordingly. Running along the northern end of Glover Road adjacent to the automotive businesses is an open swale that is partially vegetated and only carries water in the event of heavy rainfall.



LEGEND

Figure 8 - Environmental Sensitivity & Riparian Setbacks

- District Boundary
- Rail Line
- Future SkyTrain Station
- Class A - 30m Setback*
- Class B - 15m Setback
- Class C - 5m Setback

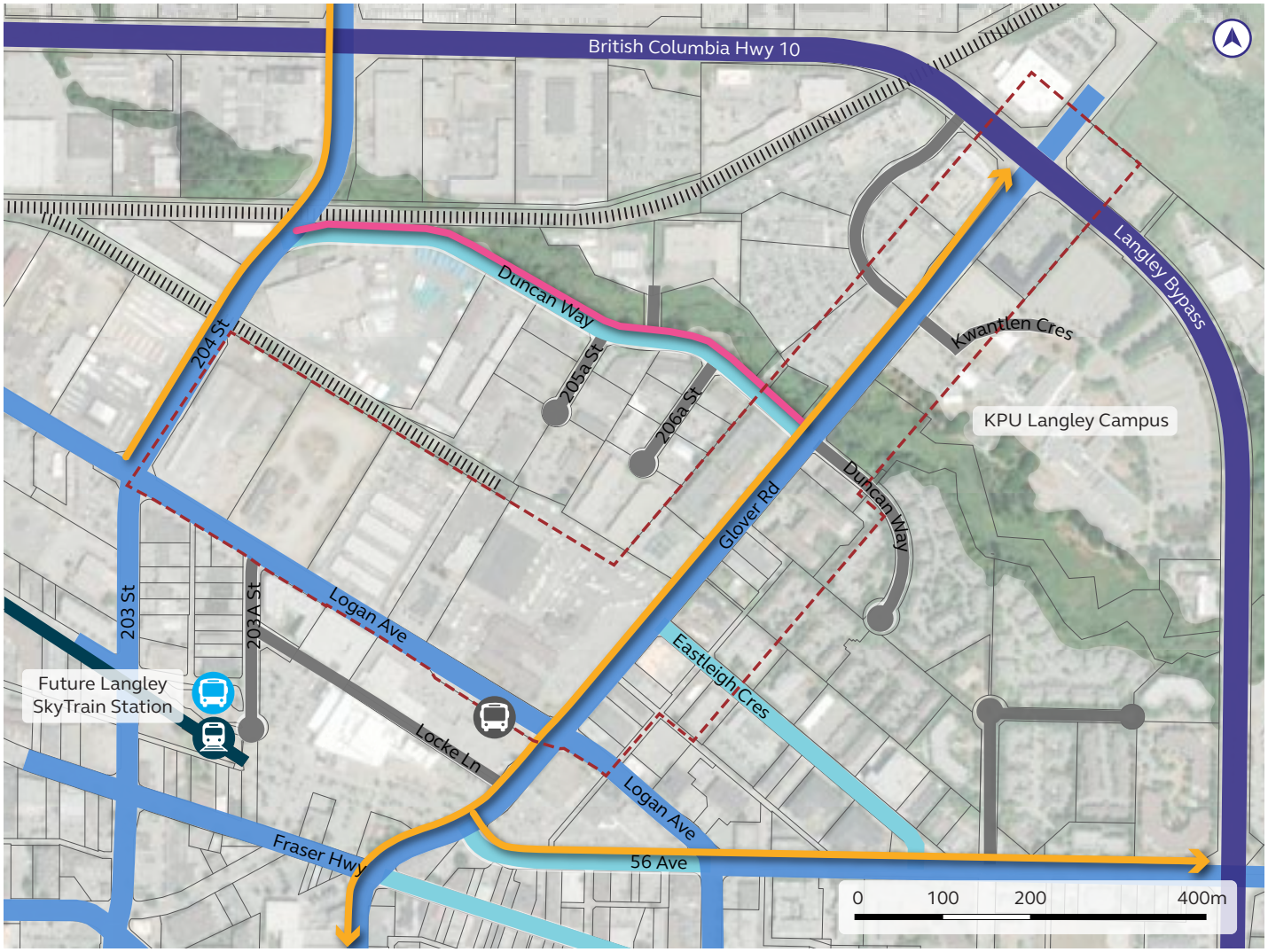
* or as determined by a Qualified Environmental Professional and accepted by the Province of BC"s Ministry of Water, Land and Resource Stewardship.

MOBILITY NETWORK

The Innovation District is defined by two existing arterial roads: Glover Road and Logan Avenue, which intersect near the downtown core. At the northern end of the site, Glover Road meets the Langley Bypass, which is classified as a provincial highway.

Glover Road currently has separated bike lanes running in both directions, with protection from temporary planter boxers spaced at regular intervals. On the northern side of Duncan Way there is an existing multi-use path.

The current bus exchange is located on the southern side of Logan Avenue near the intersection of Glover Road, however this will be relocated to be adjacent the Langley City Centre SkyTrain Station.



LEGEND

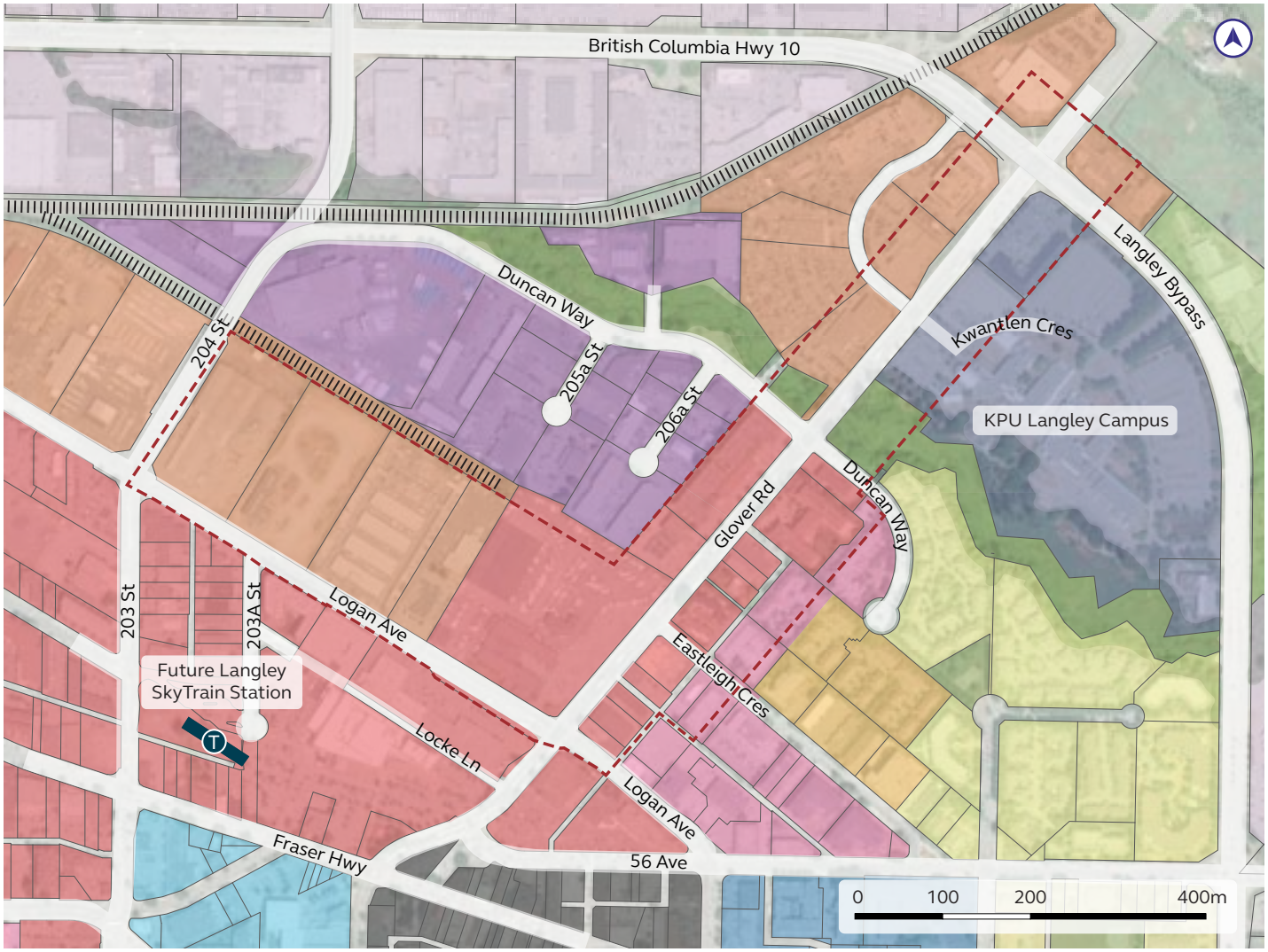
Figure 9 - Existing Mobility Network

- District Boundary
- Rail Line
- Provincial Highway
- Arterial Road
- Collector Road
- Local Road / Lane
- Future SkyTrain Line
- Future SkyTrain Station
- Bike Path
- Multi Use Path
- Future Bus Exchange
- Existing Bus Exchange

LAND USE DESIGNATIONS

The OCP assigns five Land Use Designations within the Innovation District:

- **Transit-Oriented Core** and **Transit-Oriented Residential** to create a vibrant transit-oriented area with high densities and a mix of commercial and residential uses up to 15 storeys. These areas are within close proximity to the future SkyTrain station or high-frequency transit.
- **Mixed Employment** to allow the greatest flexibility and diversity of employment uses, including office, industrial, research and post secondary educational uses up to 6 storeys.
- **University District** to enable a vibrant higher education and mixed-use campus with related residential, and commercial uses.
- **Parks and Open Space** to protect and enhance park spaces and environmentally sensitive areas.



LEGEND

Figure 10 - Existing Land Use Designations

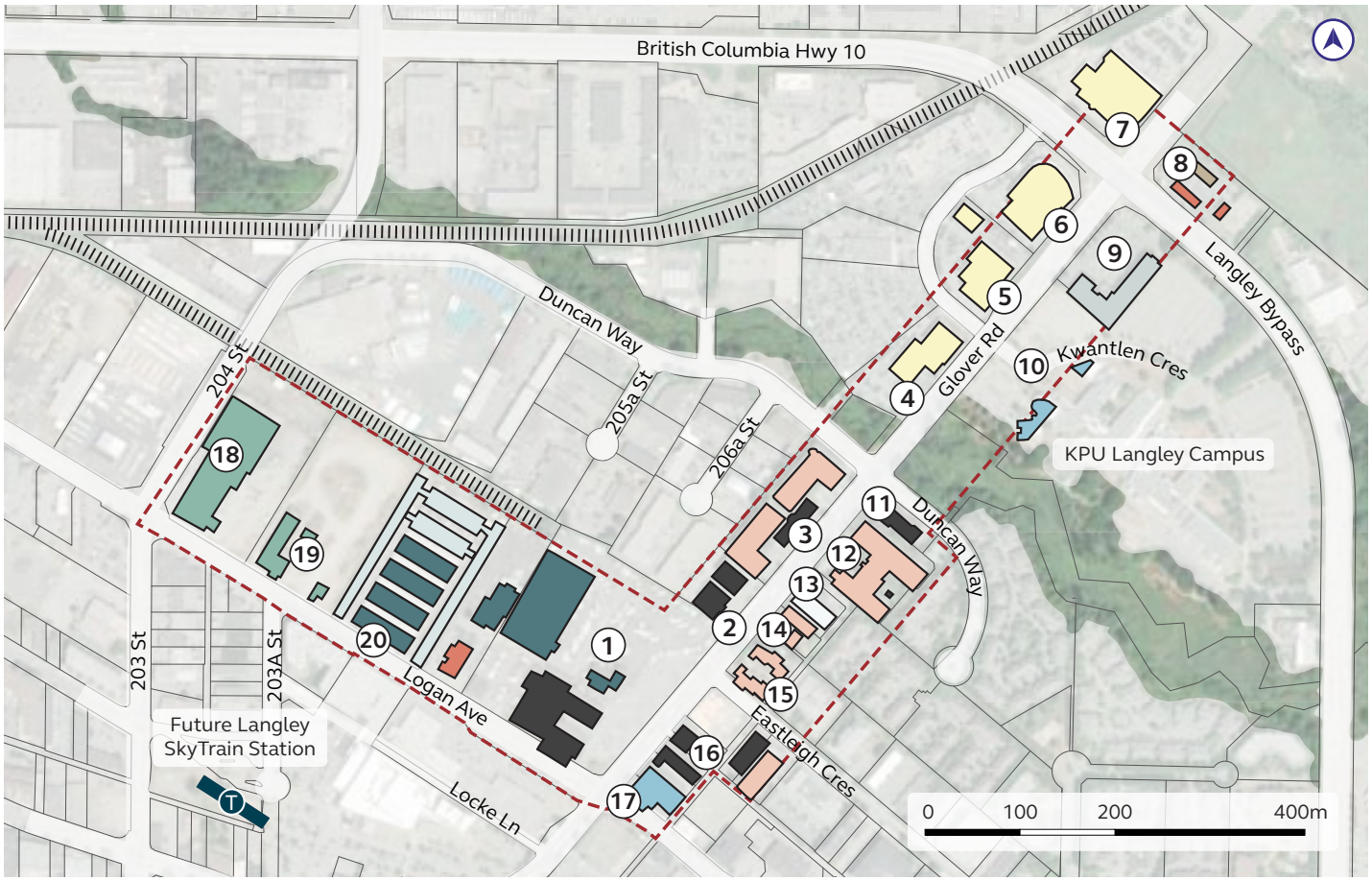
- District Boundary
- Rail Line
- Future SkyTrain Station
- Agriculture
- Civic Centre
- Historic Downtown Core
- Industrial
- Mixed Use
- Low Rise Residential
- Mixed Employment
- Parks & Open Space
- Service Commercial
- Mid Rise Residential
- Transit-Oriented Core
- Transit-Oriented Residential
- University District

EXISTING DEVELOPMENT INVENTORY

The development inventory across the Innovation District reflects a low-rise, auto-oriented landscape with a lot of space being used by surface parking.

Most buildings date from the 1960s to 1990s, with a concentration of car dealerships, industrial sheds, and institutional uses.

No.	Name	Year Built	Surface Parking	Application
1	-	1983	Yes	Warehouse
2	-	1994	Yes	Office
3	College Court	1996	Yes	Apartment
4	Audi	2015	Yes	Car Dealership
5	Jaguar/Land Rover	2014	Yes	Car Dealership
6	Porsche	2014	Yes	Car Dealership
7	Mercedes	2013	Yes	Car Dealership
8	Esso	2013	Yes	Service Station
9	Best Western	1984	Yes	Hotel
10	KPU Langley Campus	1992	Yes	University
11	-	1983	Yes	Office
12	Magnolia Garden	2001	Yes	Supportive Living
13	Glover Medical	1989	Yes	Medical
14	-	1967	Yes	Residence
15	-	1969	Yes	Strata Townhouse
16	-	1978	Yes	Retail
17	-	1980	Yes	Office
18	Global Mining	1967	Yes	Industrial
19	Langley Welding	1967	Yes	Industrial
20	Langley Mini Storage	1977	Yes	Warehouse



LEGEND

Figure 11 - Existing Mobility Network

- District Boundary
- Rail Line
- Future SkyTrain Station
- Commercial/Showroom
- Grocery/Shop
- Hotel/Recreation
- Hospital/Wellness
- Residential
- Institutional
- Industrial
- Parking
- Vehicle Maintanance
- Storage
- Mixed Use

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3.0 DISTRICT VISION

3.1 VISION FOR THE DISTRICT

The vision for the Innovation District is one of a complete, mixed-use community that specializes in providing the ideal conditions to incentivize innovative businesses that are forward-thinking, entrepreneurial, progressive, and creative. It is a vision that manages long-term growth with a focus on bringing economic vitality and market resiliency to Langley's commercial and business sectors.

The area plan creates a unique identity for the district within the City that will attract key businesses, tenants, and residents to live, work and play in this vibrant new neighbourhood.

Marking a gateway into the City, the Innovation District also proposes a socially diverse community, offering a variety of mixed-use, high density housing forms, retail space with active frontages, and public spaces and amenities for community enjoyment. The district will be connected by an active transportation network of liveable, pedestrian and cycle friendly streets and walkable greenways, with Glover Road and Logan Avenue reimagined and revitalized – all within a short walking distance of SkyTrain, bus exchange, downtown, and KPU Langley.

Enhancing the green network in part of the city that has minimal park spaces, the area plan seeks to identify a comprehensive public realm and open space strategy. Parks, plaza spaces, landscape buffers, and extended streetscape greening treatments are sought to contribute to a robust and interconnected network of parks and plazas for the enjoyment of the community.

The area plan will enable this part of Langley to grow in a way that is supported by transit – more compact, diverse and land efficient, while still balancing the need for vehicles in innovative commercial and industrial uses. This land use efficiency serves to be more sustainable, increase infrastructure effectiveness, support local economic development, and foster healthy communities.

Anchoring this district, high profile, attractive, and easily accessible activity hubs are also proposed. These serve as distinct places in which new innovation-based investment and economic activity can thrive, providing a place for people to work, gather and innovate.

LOOK AND FEEL

This area plan sets out an exciting new vision for the Innovation District. While this plan is important in defining key policies and objectives for the district, it is also important to show how this vision can come to life.

The following precedent images capture specific moments or features of what is imagined for the Innovation District, but developed with a uniquely Langley touch:



- Important to have public plazas and park spaces for people to gather, eat, meet, relax, collaborate, and recreate.
- Include spaces that raise the amenity value for people / businesses to invest, live and play.



- Provide variety and creativity in public shared use spaces that can be incorporated into employment settings.



- Maintain the character of industrial uses but in a way that is welcoming and attractive.



- Farming innovation, foodtech and food security as focus points and land uses.



- Support land uses in foodtech, new tech, research, and manufacturing in the Innovation District.
- Opportunities for KPU/local businesses to sell to others, like to local restaurants.



- Balance an industrial setting with welcoming environment.
- Create a scale that is the right fit for Langley, while increasing density.



- Create a welcoming street feeling that has active street frontages, mixed use buildings and is engaging to walk along.



- Activate street edges and corners and support entrances into the district through landscaping and parks/plazas.



- Prioritize higher-density mixed-use buildings with activated, commercial, ground-oriented uses and residential above to help establish a complete community.



- Create communal outdoor spaces to eat lunch in and for people to come together.

3.2 BIG MOVES

The overall concept of the area plan was developed through a series of eight "Big Moves" which define its key characteristics and achieve the vision.

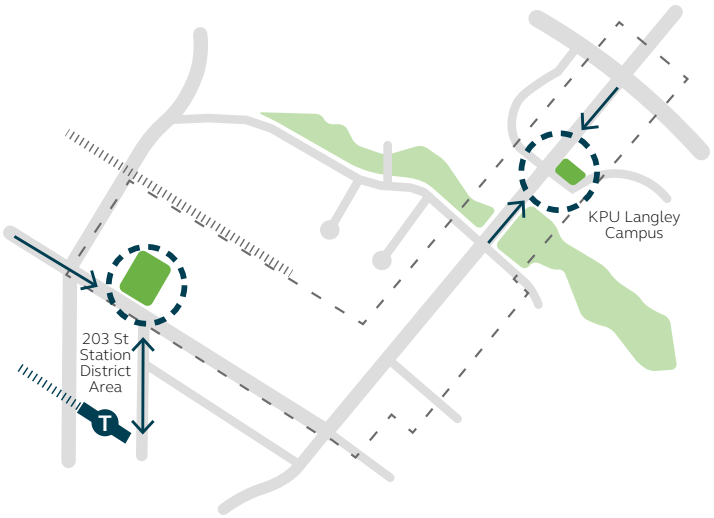
The big moves include:

1. GATEWAYS

Establish 'gateway' entrances to the Innovation District containing key plazas/parks, activated frontages, wayfinding and public art. These gateways will have special emphasis as key pedestrian-oriented places for social congregation and gathering; an important factor of Innovation Districts to catalyze new ideas.

The first gateway is near the new intersection with 203A street, creating a welcoming space on a clear desire line with the future SkyTrain station and the busy 204 Street intersection. It also forms a distinct connection with the 203 Street Station Area District (identified in the OCP District Policies), serving as a confluence for people to cross paths and linger as they travel between it and the Innovation District.

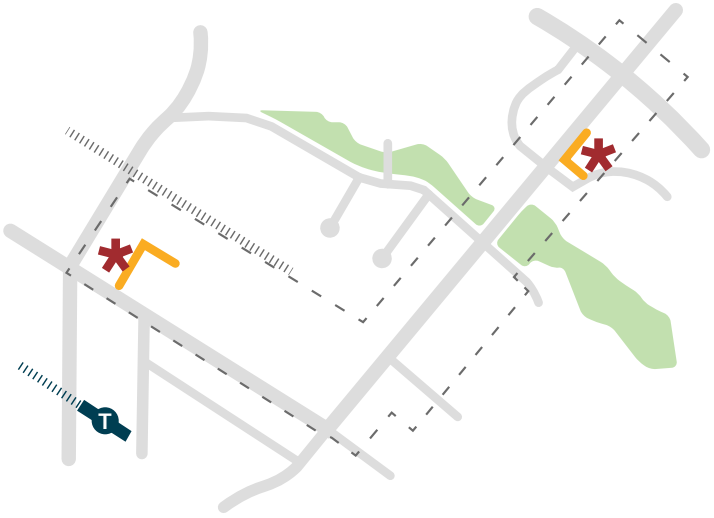
The second gateway is part of the KPU Langley Campus and is a transformational space at the entrance to their site, prominently positioned along Glover Road.



2. HUB BUILDINGS

Hub buildings are an integral component of energizing Innovation Districts and form the heart of the community as key people places. They are opportunities to host makerspaces, multiple tenants, and shared spaces for learning, research and social congregation. They are often landmark architectural buildings that help establish place identity and have a recognizable presence within the city.

Two Hub buildings are identified in key positions within the Innovation District to interface and overlook the gateway locations with adjacent open plazas, public amenities, and ground level commercial space.



3. GREEN STREETS

Create linear green streets that loop around the Innovation District and connect to the three key destinations – the future SkyTrain station (part of the 203 Street Station Area District), the Historic Downtown Core (forming part of the OCP's Downtown Langley District Area) and the KPU Langley Campus.

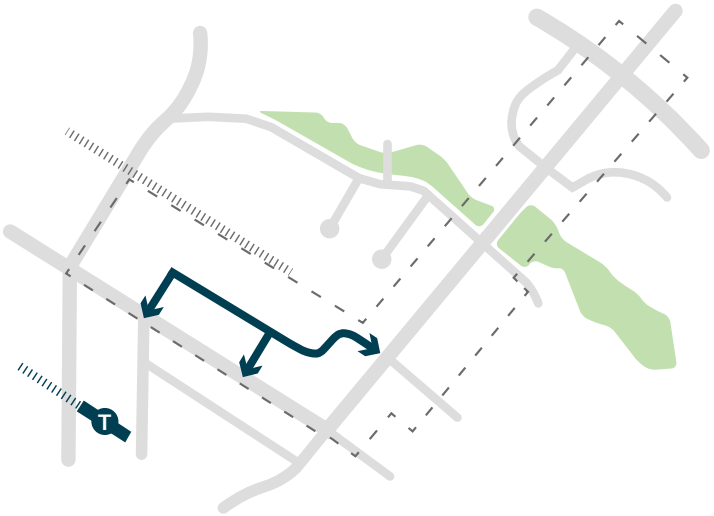
These should feature enhanced streetscape treatments with widened sections for street trees, frequent planting, multi-modal pathways and enhanced cross walks at key intersections that integrate and connect these three districts.



4. INTERNAL STREET

Locate the proposed central east-to-west internal street parallel to Logan Avenue. This internal street will align with Eastleigh Crescent and connect to 203A Street, breaking up the block to allow for a more urban, connected and permeable street grid with active frontages and a delineation of different land uses (Transit-Oriented Core and Mixed-Employment).

This new street extends the desire line from the future SkyTrain Station and aligns with existing intersections to create efficient and safer transportation routes. An additional mid-block connection also connects to Logan Avenue, further supporting permeability through the site.



5. NETWORK OF PARKS AND PLAZAS

Establish a series of proposed connected neighbourhood parks and plazas linking the green streets. These public places are positioned in strategic locations to align with key desire lines and support pedestrian movement within the District.

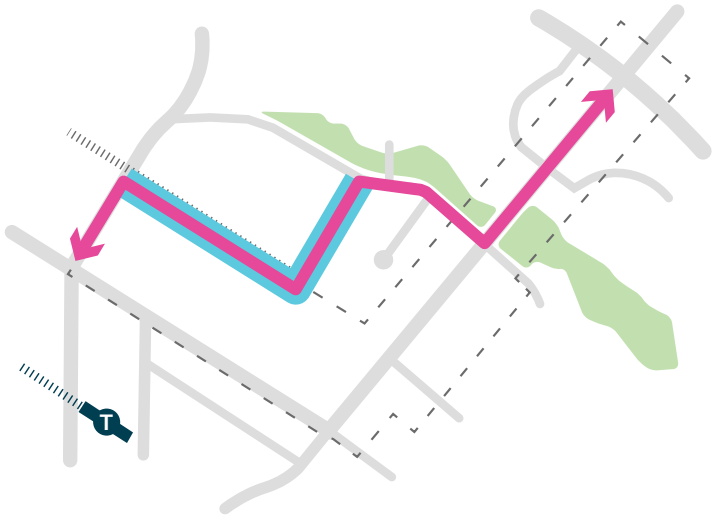
They also create inviting areas that draw people in from outside the District and create opportunities to connect with the adjacent 203 Street Station Area and Downtown Langley Districts at key junctions.



6. SERVICE LANE

Provide the proposed new service lane that connects from 204 Street, along the rail spur, and potentially north to Duncan Way via 205A Street. This will provide truck and pick-up/drop-off access, allowing servicing and loading at the back of properties, hidden from public view and away from pedestrian-oriented areas.

This removes pressure of heavy vehicles and vehicle movements from the current access points along Logan Avenue, preserving this frontage for active uses.



7. PARCEL SIZE GRADIENT

Ensure some flexible parcels are kept for possible light industrial, technology, and office uses on the western side of the Innovation District. This creates a transition from the heavy industrial edge to a more mixed employment-based zone. These sites should be serviceable from the rear along the proposed lane and should front onto the internal street and gateway area.

A finer grain of block size is applied along most of Logan Avenue and Glover Road as the District transitions into a more urban area with residential uses and connections to the Downtown core.



8. ACTIVE FRONTAGES

Create active commercial and mixed-use frontages with ground-oriented businesses and storefronts. These should line key pedestrian thoroughfares and spaces, making for an engaging, safe and inviting public realm.

Frontages should be primarily oriented toward Logan Avenue and Glover Road, with development forming a continuous street wall near the front of property lines. This will define the street edge, create a sense of enclosure and present the District's face to the surrounding area.

This street frontage will integrate with the Downtown Langley and 203 Steet Station Area Districts to form a continuous built-form interface that brackets key intersections and creates a consistent pedestrian-friendly experience.



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4.0 DISTRICT-WIDE POLICIES

Policies form the basis of intent for directing future decision making. They are the '**what**', establishing the key objectives and a framework for the Innovation District.

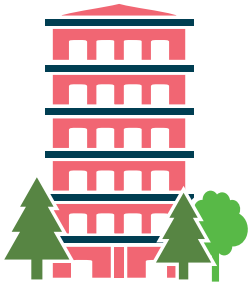
The policies set out in this section of the area plan provide requirements for the City and developers to observe as redevelopment occurs across the Innovation District.

4.1 LAND USE POLICIES

PROPOSED LAND USE

Each parcel in Langley City is assigned a land use designation as described in the OCP. This Innovation District area plan does not contemplate new land use designations. Instead, it provides policies that supplement those set out in the OCP as well as gives more specific policy guidance, based on the vision. The area plan does propose some land use changes (within existing designations) on key parcels within the Innovation District to better facilitate implementation of this vision.

Transit-Oriented Core



The area plan extends the Transit-Oriented Core designation in the Innovation District along the front of Logan Avenue (currently designated as Mixed Employment). This creates a continuous built-form interface along Logan Avenue with the same density and land use as the facing Downtown Langley District. The redesignation of these parcels encourages higher density residential development and prioritizes ground-level commercial spaces along key pedestrian corridors. Introducing residential units in the Innovation District will allow more people to live near their workplaces, increase the area's vibrancy and safety, and expand the local customer base. This will help local businesses remain open longer and thrive. This will be further discussed under **Section 5.2.**

Mixed Employment



This plan also supports the intensification of the employment lands for light industrial and commercial use for those parcels currently designated Mixed Employment within the Innovation District. Building heights of up to 15 storeys are proposed (currently designated for a maximum of six), to promote more intensive use of land, maximize the incentive for innovative design and businesses to thrive, and broaden the flexibility for development potential to respond to changing market conditions.

Parks and Open Space



The existing Parks and Open Space designation is also introduced into the Innovation District through the addition of publicly accessible spaces created to enhance livability (which will be outlined further in **Section 4.2**).

University District



The University District designation supports KPU Langley's educational programs and promotes the intensification of the campus with higher density development that fronts onto the northern end of Glover Road, in accordance with its established KPU 2050 Official Campus Plan.

KEY OBJECTIVES

- Establish and grow the Innovation District with a strategic focus on businesses that support innovation, and leverage proximity to KPU Langley to foster research, entrepreneurship, and talent retention.
- Encourage development that supports both residential and employment opportunities.
- Enhance the public realm to facilitate active transportation, design excellence and community gathering.
- Protect natural features and encourage sustainable, resilient development.

GENERAL LAND USE POLICIES

POLICY 4.1.1 REDEVELOPMENT

Support the redevelopment of the Innovation District according to **Section 4.4 - Land Use Strategy**.

POLICY 4.1.2 LAND USE DESIGNATION

Accommodate higher densities and a broader range of commercial and residential uses close to SkyTrain. Redesignate key parcels in Precinct 1 from Mixed Employment to Transit-Oriented Core, as indicated in **Section 4.4 - Land Use Strategy**.

POLICY 4.1.3 MIXED EMPLOYMENT

Encourage building heights over 4 storeys and allow up to 15 storeys for Mixed Employment sites as indicated in **Section 4.4 - Land Use Strategy**, to support their intensive use, maximize employment opportunities and accommodate emerging industries and sectors.

POLICY 4.1.4 IMPLEMENTATION

Support innovative industries with new permitted uses, as described further under Precinct policies in **Section 5.0**.

POLICY 4.1.5 INCENTIVIZE

Consider incentive-based measures to encourage landowners and developers to realize the maximum permitted density of each site and deliver projects that support the vision and key objectives of the Innovation District, as outlined in this plan.

POLICY 4.1.6 DISCOURAGED USES

Discourage or restrict uses that do not align with the overall vision of the Innovation District and support the growth of innovative industries, including, but not limited to:

- large-format warehousing;
- storage units;
- large yard spaces;
- drive-thrus;
- car yards or storage with surface parking;
- large scale outdoor machinery; and
- stand-alone/single use data centres.

POLICY 4.1.7 CO-LOCATION

Facilitate sector-based clustering to encourage compatible uses through land use incentives, collaboration spaces, and flexible zoning.

POLICY 4.1.8 COLLABORATION

Encourage the inclusion of collaborative spaces (such as maker spaces, shared use facilities, incubators, accelerators, and co-working hubs) to support the growth of industry clusters and foster innovation partnerships.

POLICY 4.1.9 HOUSING DIVERSITY

Support the development of housing types, tenures and higher densities to accommodate a growing and diverse population.

POLICY 4.1.10 BUSINESS STRATEGY

Work with KPU and the business community to attract innovative companies and support public and private sector investment.

POLICY 4.1.11 NETWORK SUPPORT

Work with providers to ensure the Innovation District has a robust high-speed digital infrastructure network to support the technological needs of businesses.

POLICY 4.1.12 SUSTAINABILITY & RESILIENCE

Encourage leadership in sustainable and equitable design through exploration of innovative approaches such as mass timber, renewable energy systems, healthy building standards, or advanced accessibility design.

POLICY 4.1.13 FIRST NATION ENGAGEMENT

Seek to engage local First Nations in land use planning opportunities, particularly those around collaboration and business strategy, to incorporate First Nations businesses in the district where possible.

POLICY 4.1.14 AIRPORT ZONING REGULATION

Observe the requirements as set out under the Airport Zoning Regulation (AZR) in place for the Langley Regional Airport (YNJ), which limits maximum building heights within most of the City, including the Innovation District area.

4.2 OPEN SPACE POLICIES

PARKS, PLAZAS, AND GREEN SPACE NETWORK

Public Realm

Pivotal to the concept of an Innovation District is a healthy balance of parks, plazas and recreational features that contribute to an exciting public realm.



Variety of Spaces

This parks and green space strategy seeks to support a diverse range of community needs across the Innovation District. Several parks and plazas are proposed, strategically located to align with key desire lines, and enhance adjacent development. They are envisaged to support both large gatherings and intimate groups, with a mix of hardscape and greenery, and active and passive uses for residents and workers in the area.



Streetscape Landscaping

Also proposed are purposeful landscape treatments along streetscapes which provide a green edge that softens the transition between different land uses, especially where more industrial uses border on residential. These landscape treatments would also support active transportation routes.



Ecological Protection

Protection and enhancement of existing ecological features is important, specifically Logan Creek, while stormwater management features are also implemented to assist the long-term resilience of the area.



Urban Forest

The Langley City Urban Forest Management Strategy establishes that area of the city where the Innovation District is lacks tree canopy coverage and has the lowest tree equity score within the city. It therefore has the highest need to prioritize tree planting. Through the provision of green streets and network of parks and plazas, this plan supports the need for wide scale tree planting and landscaping in this underserved area of the city.

KEY OBJECTIVES

- Provide a variety of plazas, parks, greenways and natural areas to meet a diversity of community needs.
- Contribute to an attractive public realm by greening with trees and planting and creating spaces that are safe and accessible.
- Support active transportation through the provision of greenways, and an interconnected network of parks and plazas.
- Contribute to the tree canopy targets set out under the Langley City Urban Forest Management Strategy.
- Protect and enhance existing ecological features and contribute to stormwater management.

GENERAL PARKS & OPEN SPACE POLICIES

POLICY 4.2.1 PARKS & GREEN SPACE STRATEGY

Create a neighbourhood network of parks and plazas to support community needs and enjoyment that generally aligns with **Section 4.5 - Parks & Green Space Strategy** and are further described in Precinct policies in **Section 5.0**.

POLICY 4.2.2 OWNERSHIP & ACCESS

Secure public access to key parks and plazas, pedestrian connections and greenways identified within **Section 4.5 - Parks & Green Space Strategy** that are on private property through legal agreement.

POLICY 4.2.3 SECURE AMENITY

Seek opportunities to secure the features and amenities described in this plan through new development applications.

POLICY 4.2.4 ACTIVATION

Work with landowners and businesses to activate parks and plazas with public art installations, gatherings, markets, music, and other events.

POLICY 4.2.5 URBAN FOREST

Require substantial tree planting in parks and plazas to enhance the urban forest, provide weather protection, minimize heat island effects and soften building facades. Support the goals and strategies set out under the Langley City Urban Forest Management Strategy, in particular Strategy 3: Grow the urban forest with a focus on tree resilience and equity across neighbourhoods.

POLICY 4.2.6 CHARACTER

Explore approaches to develop a distinct visual identity for the Innovation District through a consistent palette of street furniture and lighting standards.

POLICY 4.2.7 STREET FURNITURE

Support pedestrian-oriented streets with frequent places to rest.

POLICY 4.2.8 STORMWATER MANAGEMENT

Encourage the implementation of innovative approaches to manage rainwater to reduce runoff, filter pollutants, and lessen impacts on the wastewater system.

POLICY 4.2.9 CONNECTIVITY

Ensure connectivity of pathways between parks and plazas and the wider pedestrian network that lead to residential areas.

POLICY 4.2.10 FIRST NATION ENGAGEMENT - OPEN SPACE

Seek to engage local First Nations in the design of key city-led development and parks and plazas to incorporate indigenous art, wayfinding, and other interpretive elements.

POLICY 4.2.11 LANDSCAPE BUFFER

Provide landscape buffers as identified in **Section 4.5 - Parks & Green Space Strategy** that define development edges, soften the transition between land uses, connect park/plaza spaces, support key pedestrian routes and positively interface with the 203 Street Station Area and Downtown Langley Districts. Require sufficient dedication through redevelopment to support the right-of-ways identified in the cross sections shown in **Figure 12** and **Figure 13**.

4.3 TRANSPORTATION & MOBILITY POLICIES

PROPOSED TRANSPORTATION NETWORK

A Stronger Transportation Network



The arrival of SkyTrain, opportunities for more intensive land uses, and the vision for the Innovation District call for a stronger transportation network – one that improves connectivity for everyone, whether they walk, cycle, drive, or use public transit.

Glover Road & Logan Avenue



Glover Road and Logan Avenue will serve as the primary arterials linking the future SkyTrain station, Downtown Langley, and the KPU Langley Campus with the Innovation District. This transportation and mobility strategy proposes comprehensive upgrades to these corridors, ensuring not only safe and efficient multi-modal transit, but also enhanced connectivity for pedestrians and cyclists. Improvements will support the redevelopment of the Innovation District, creating vibrant, active frontages as parcels transition to higher-density and innovative uses.

Additional Connectivity



Additional transportation design measures are proposed to amplify connectivity throughout the district. These include the introduction of new streets, active transportation pathways, and enhanced landscaped setbacks, all aimed at improving permeability and encouraging active travel modes. The network will be designed to strengthen direct connections between key destinations and unlock safe, comfortable, and convenient travel for people on foot, bicycle, and transit.

Balancing Traffic Flow



A central priority in implementing this comprehensive mobility network will be maintaining efficient traffic flows for vehicles and transit, while minimizing disruption to existing landowners and those who rely on these routes for daily travel through Langley. By balancing the needs of all users, the district's transportation strategy will foster a truly connected, accessible, and inclusive urban environment.

KEY OBJECTIVES

- Provide a well-connected, convenient and safe mobility network that balances the needs of pedestrians, cyclists, transit, goods movement and motor vehicles.
- Support increased levels of transit service.
- Support effective truck and vehicle access for servicing and loading requirements to development.
- Maintain appropriate traffic flows enhancing the network to meet growing pressures as more intensive redevelopment occurs.

GENERAL TRANSPORTATION & MOBILITY POLICIES

POLICY 4.3.1 TRANSPORTATION & MOBILITY STRATEGY

Implement the transportation and mobility measures outlined in this plan to support the coordinated development of the Innovation District that generally align with **Section 4.6 - Transportation and Mobility Strategy**.

POLICY 4.3.2 GLOVER ROAD & LOGAN AVENUE

Pursue the incremental upgrade of Glover Road and Logan Avenue as development occurs, to generally align with the cross section shown in **Figure 12**. Ensure these upgrades support the vision of green streets that are pedestrian-oriented, with active frontages and connect the Innovation District with KPU, Downtown Langley and the SkyTrain Station. They should also continue to support the through movement of trucks as part of the truck route network to support economic activity throughout Langley.

POLICY 4.3.3 LANGLEY CITY TRANSPORTATION PLAN

Follow the guidance within the Langley City Transportation Plan to ensure the coordinated approach to citywide transportation networks and require ongoing monitoring to assess the incremental impacts of development.

POLICY 4.3.4 COMPATIBILITY WITH INDUSTRIAL USES

Ensure changes to the road network and active transportation infrastructure continue to support existing distribution activities and new commercial/industrial businesses. This includes maintaining adequate truck lane widths and turning radii and avoiding conflicts with pedestrian routes through careful street and path design.

POLICY 4.3.5 STREETSCAPE

Create safe multi-modal supportive streets that include sidewalks, cycle paths, transit stops and facilities, trees and landscaping, crossings and traffic calming measures, street furniture, and lighting.

POLICY 4.3.6 TRANSIT

Establish a public transit service that supports the Innovation District with adequate frequency and transit stop amenities and accessibility.

POLICY 4.3.7 PARKING

Avoid surface level parking lots wherever possible, to support the intensification and efficient use of land. Short term on-street parking should be provided at select locations to support the effective running of adjacent businesses.

POLICY 4.3.8 LIGHTING STANDARDS

Explore alternative street lighting standards to promote energy efficiency and limit light pollution in support of dark sky lighting principles.

POLICY 4.3.9 ACCESSIBILITY

Ensure the design of sidewalks and other pedestrian facilities address the needs of individuals with mobility challenges.

POLICY 4.3.10 BIKE FACILITIES

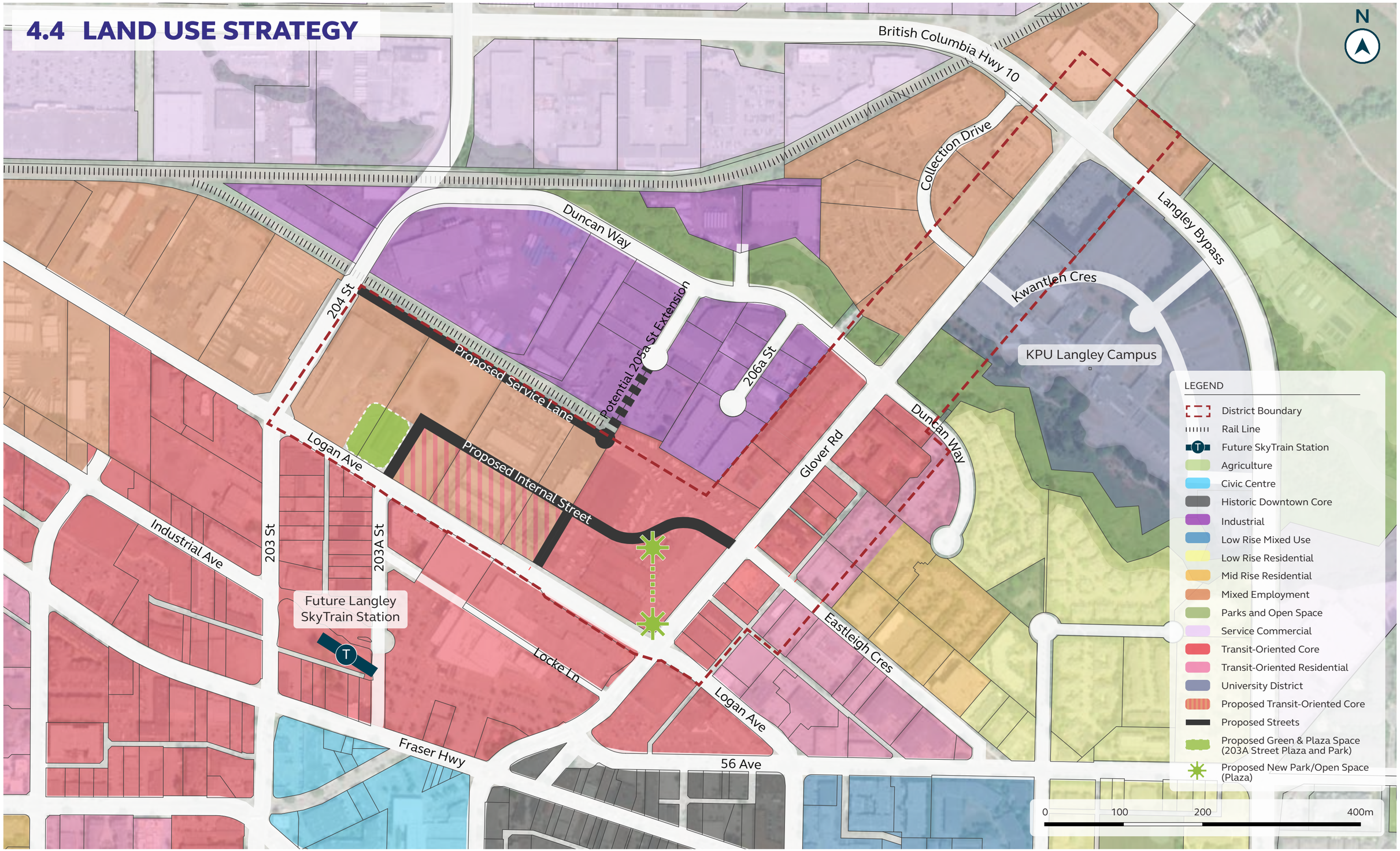
Encourage new development to include end-of-trip-facilities to support active modes of transportation to and from places of employment.

POLICY 4.3.11 WAYFINDING

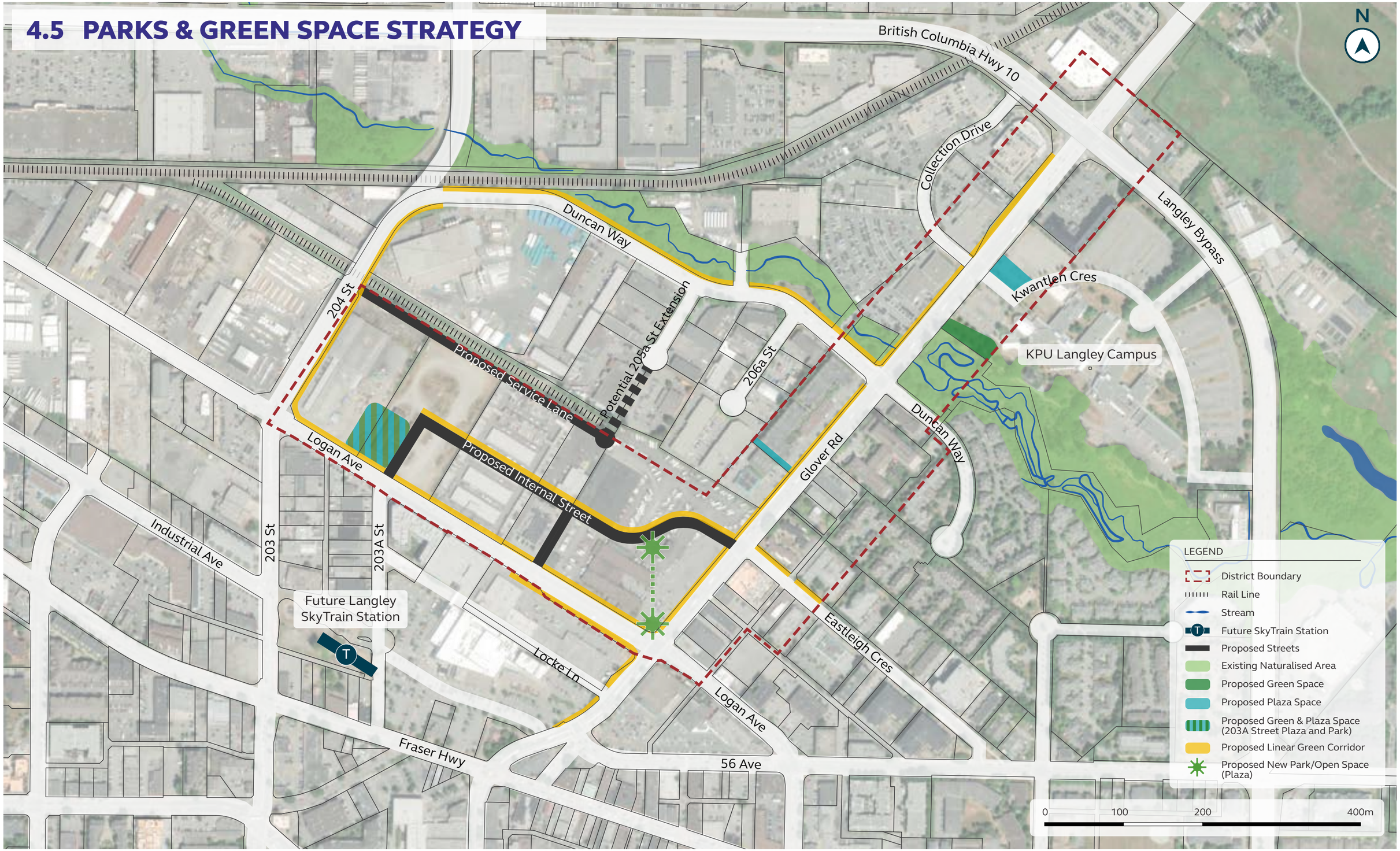
Develop a wayfinding program for the Innovation District to identify connections between KPU, SkyTrain and key destinations in the Innovation District.

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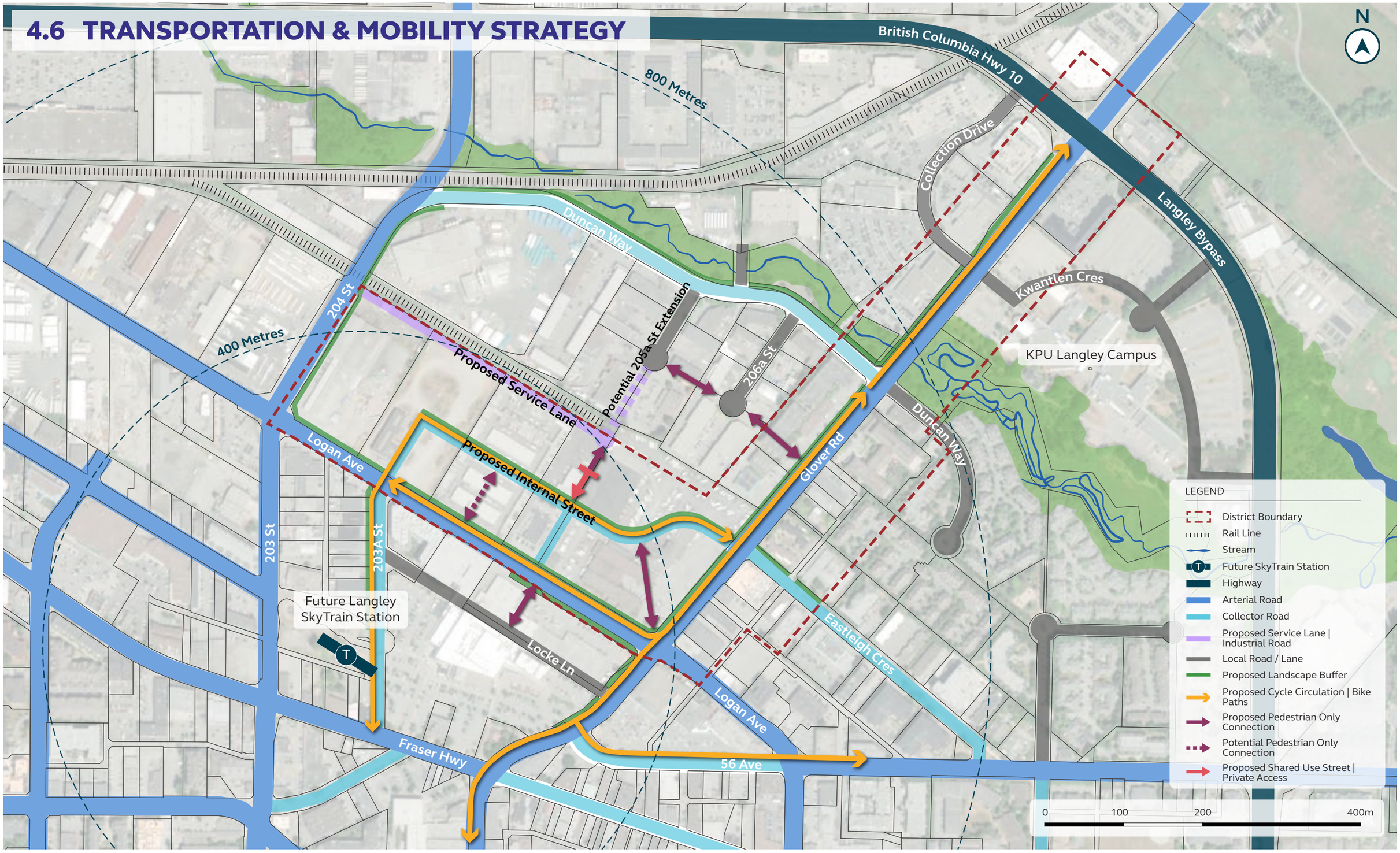
4.4 LAND USE STRATEGY



4.5 PARKS & GREEN SPACE STRATEGY



4.6 TRANSPORTATION & MOBILITY STRATEGY



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Glover Road & Logan Avenue Proposed Cross Section

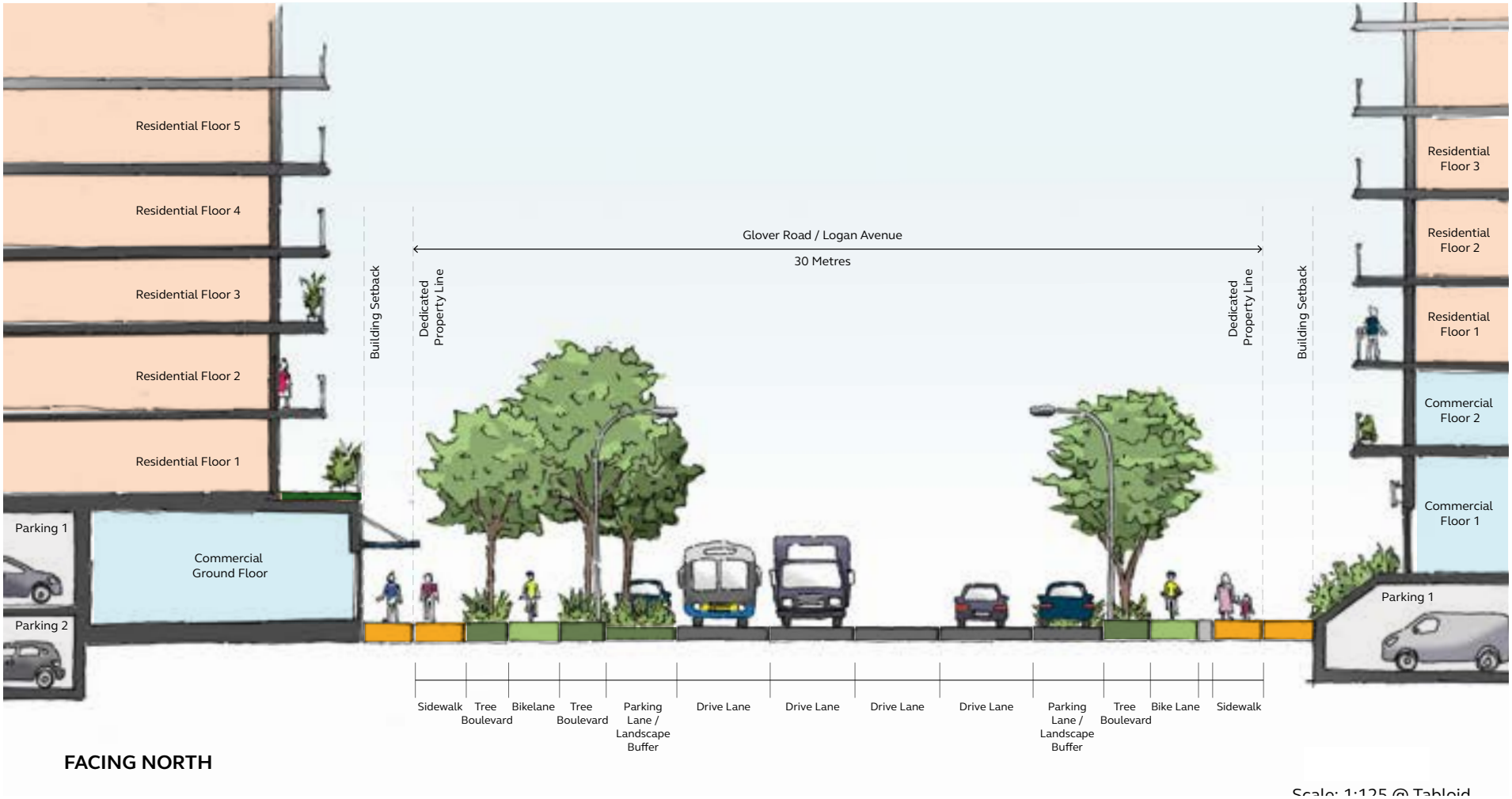
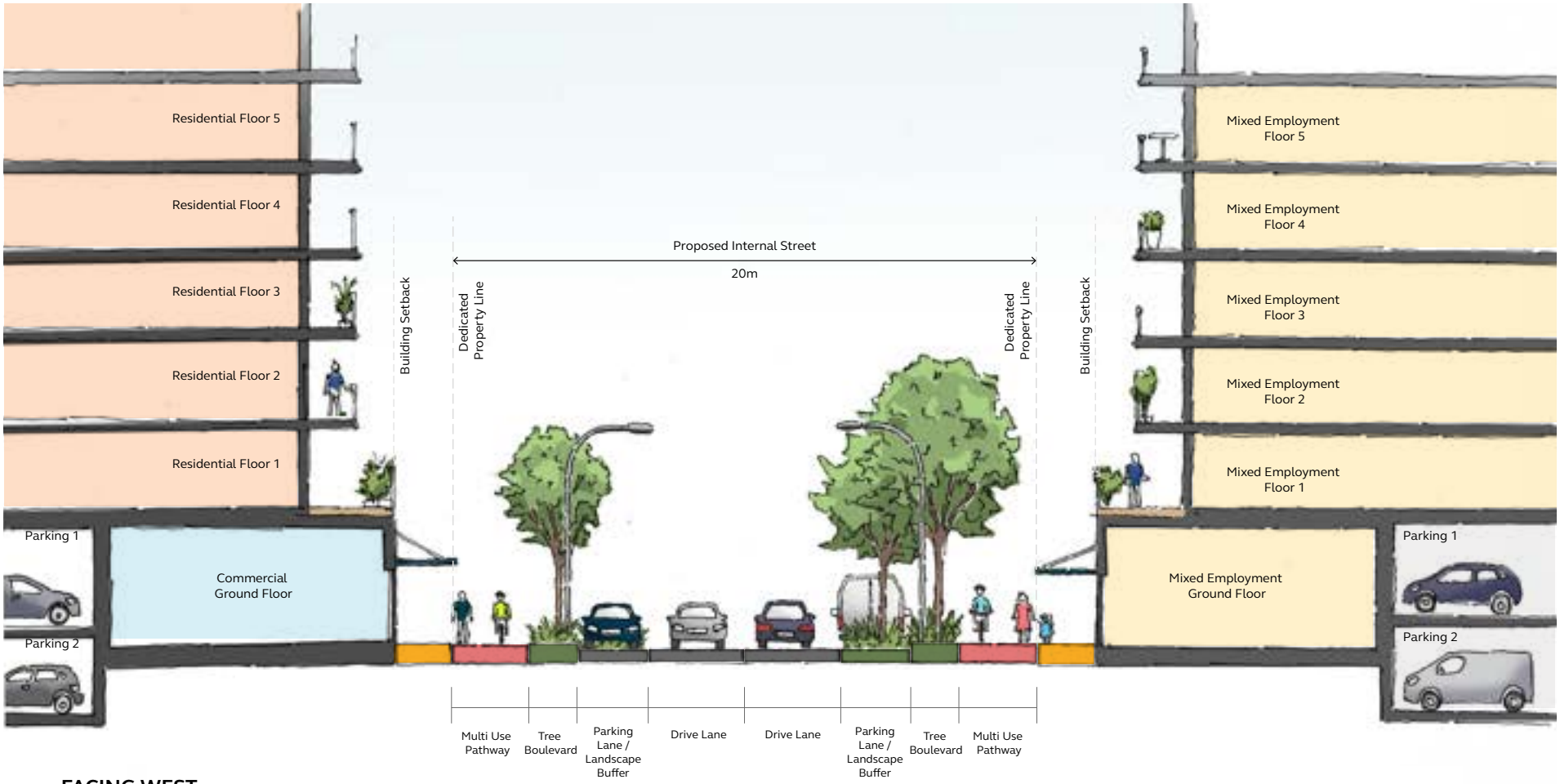


Figure 12 - Glover Road & Logan Avenue Proposed Cross Section

Internal Street Proposed Cross Section



FACING WEST

Figure 13 - Internal Street Proposed Cross Section

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5.0 PRECINCT POLICIES

5.1 INNOVATION DISTRICT PRECINCTS

INTRODUCTION

Precincts within the Innovation District have been developed to provide more detail to the development of that sub-area of the plan. The intention is to create unique place-based visions and objectives for each, which align with the unique land use designations in each precinct to maximize their potential.

Within each Precinct there are both specific Policies and Guidelines; providing direction for how each precinct should be developed in the future – while providing enough flexibility to accommodate a range of uses and design possibilities.

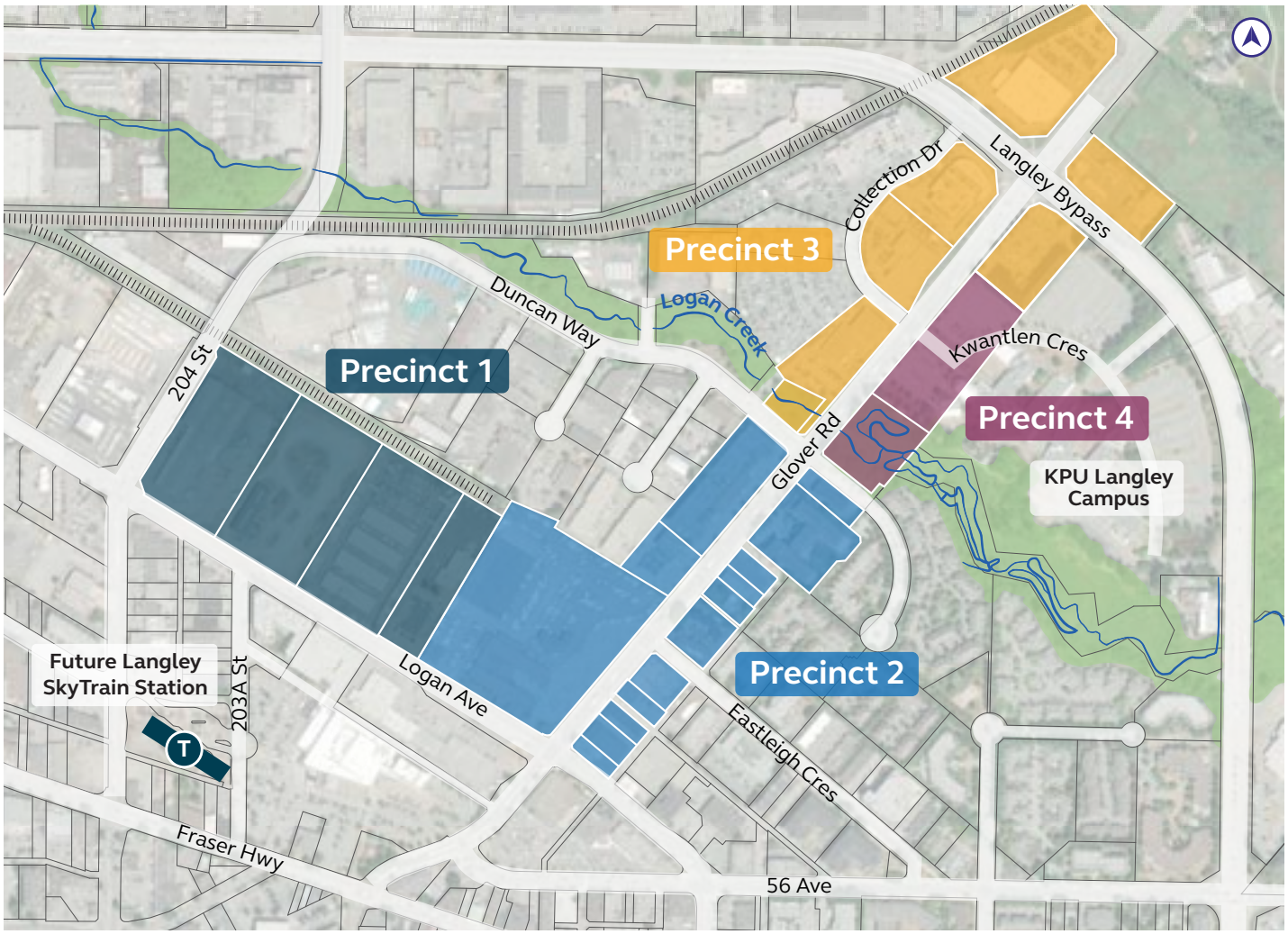


Figure 14 - Innovation District Precincts

5.2 PRECINCT 1 POLICIES

DESCRIPTION

Gateway Role

Precinct 1 defines the western end of the Innovation District with 204 Street, Logan Avenue, and the existing rail line serving as boundaries. To support land efficiency and intensification, while also increasing permeability, it is proposed that 203A Street be extended into the precinct, connecting to a pedestrian-oriented internal street. An adjoining new mid-block connection and pedestrian greenway form the eastern edge of the precinct.

Precinct 1 is envisioned as the gateway to the Innovation District from the Langley City Centre SkyTrain Station. 203A Street forms a clear desire line and visual connection to and from the station, just 200m away, which will open into a generous publicly accessible plaza north of Logan Avenue. This multi-functional space aims to serve as a key destination and place for workers and residents to relax and socialize.

Employment Focus

Precinct 1 will be characterized as a strong employment node within the city, with the majority of the existing Mixed Employment designation maintained to support intensified light industrial, commercial and office uses. The Transit-Oriented Core further supports employment space with ground floor commercial, as well as above-ground office space encouraged. Innovative businesses are proposed with target industries in the cultivation of agriculture, handling of food and beverage, entrepreneurship, creative arts and industries, research, sustainability, and compact and advanced manufacturing.

Hub Building

Innovative uses and employment will be anchored by a hub building, envisioned as a destination and catalyst site designed to host innovative businesses and incorporate community spaces that foster ideas and encourage gathering. This building is imagined as an architectural landmark containing opportunities for multiple tenants and functions.

The hub building will interface with the adjacent open plaza space and walkable streets to create a campus style environment at the heart of the precinct.

Mixed-Use Activation

The Transit-Oriented Core OCP land use designation is extended into this Precinct to draw in a mixed-use frontage along Logan Avenue and create ground-oriented opportunities for small businesses and retail storefronts – to help cater to the growing population of workers and residents in this area. This also supports bringing residential uses within closer proximity to rapid transit and unlocking land value to support features like new streets and combination plaza and green space identified within the plan.

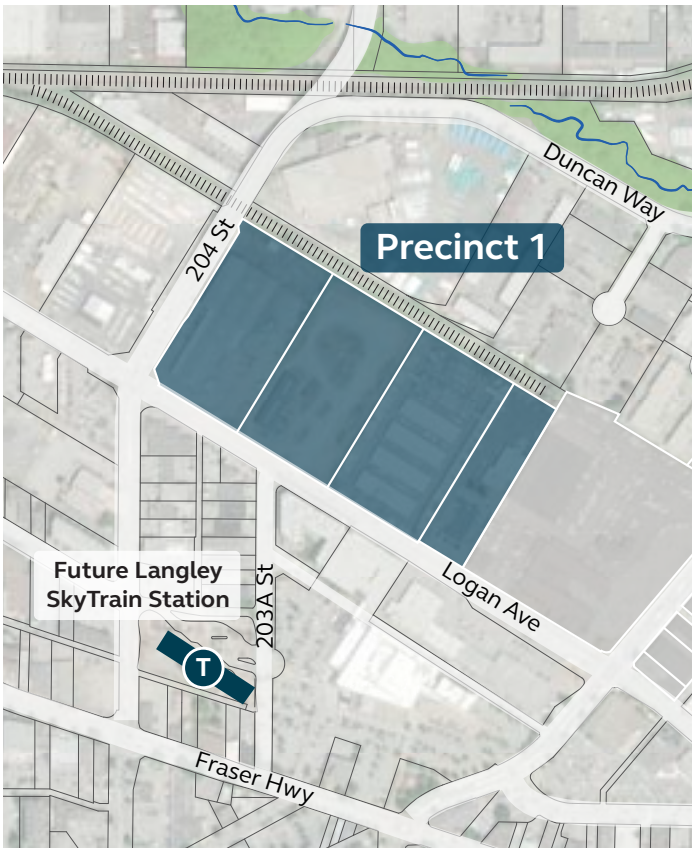


Figure 15 - Precinct 1 Properties

PRECINCT 1 LAND USE POLICIES

POLICY 5.2.1 DESIGNATION

Extend the Transit-Oriented Core land use designation into Precinct 1 along Logan Avenue according to **Section 4.4 - Land Use Strategy**.

POLICY 5.2.2 LOT CONSOLIDATION

Encourage lot consolidation as part of a comprehensive and coordinated development strategy to provide flexibility and support the widest variety of forms and uses.

POLICY 5.2.3 EMPLOYMENT

Encourage a variety of high employment-generating uses, including encouraging stacked office on top of light industrial uses within the in the Mixed Employment area and upper-floor office within the Transit-Oriented Core area.

POLICY 5.2.4 INNOVATION-RELATED USES

Prioritize development that provides opportunities for innovative industries and businesses. Industries and businesses that align with the vision of Precinct 1 could include, but are not limited to:

- agri-tech/food tech industries (such as farming innovation);
- food & beverage manufacturing (such as distilleries, commissary kitchens, and co-pack spaces);
- large business and commerce consultancies;
- film post-production (such as post-processing, visual effects, and complementary services to support Langley's significant presence of existing film studios);
- entrepreneurial and start-up companies;
- laboratory and research-based uses;
- creative arts and industries;
- advanced technology or robotics; and
- companies with a focus on sustainability or green energy technology.

POLICY 5.2.5 HUB BUILDING

Provide a hub building generally located at the corner of Logan Avenue and 204 Street that contains innovative uses and shared or community spaces/amenities that are supportive of gathering and the exchange of ideas. Explore opportunities to incorporate development programs, and common or rentable spaces that could service community-based programming and education. Encouraged uses include makerspaces, shared use facilities and services, space for multiple tenants with various sized businesses, and spaces for learning, research, and co-working.

Require development opportunities to support the provision of the 203A Street plaza and park, providing a coordinated design approach between the building and public realm that includes an active ground floor frontage and park/plaza programming.

Explore incentives to support the development of the hub building, including options for it to be delivered as a community amenity or potential City partnership.

POLICY 5.2.6 SITE PLANNING

Consider a single mid-block pedestrian only connection that splits the proposed extended Transit-Oriented Core designation that could support pedestrian permeability and commercial frontage offering.

POLICY 5.2.7 INTENSIFICATION

Encourage the stacking of upper floor light industrial within the Mixed Employment area to promote the intensive and efficient use of land. On top of this, office uses are encouraged and supported through the proposed changes to the Mixed Employment areas under **Policy 4.1.3**.

PRECINCT 1 TRANSPORTATION POLICIES

POLICY 5.2.8 INTERNAL STREET

Introduce the proposed Internal Street parallel to Logan Avenue with connections that intersect with Logan Avenue at 203A Street on the west and at the east end of Precinct 1. This is to guide redevelopment through providing pedestrian and vehicular (including loading) circulation, enabling subdivision of large lots into redevelopment parcels, and supporting land use efficiency. The internal street should generally align with the cross section shown in **Figure 13**.

New development within the Transit-Oriented Core land use area is to obtain vehicular access from the Internal Street and avoid access off Logan Avenue, and new developments in the Mixed Employment area can obtain vehicular access from the Internal Street and Service Lane, including shared driveways across private property.

POLICY 5.2.9 203A STREET EXTENSION

Extend 203A Street and enhance the intersection with Logan Avenue to create a direct connection from the SkyTrain Station and the 203 Street Station Area District into the Innovation District ensuring easy multimodal travel between key destinations. The extension of 203A Street should generally align with the internal street and the cross section shown in **Figure 13**.

POLICY 5.2.10 WALKABLE STREETS

Require the street condition of the Internal Street and 203A Street Extension to support a safe, multi-modal oriented streetscape, with generous active transportation paths and widened strips for landscaping and tree planting.

POLICY 5.2.11 SERVICE LANE

Introduce the proposed service lane that connects to 204 Street and extends north to 205A Street for servicing and loading requirements to all mixed employment parcels. This should support efficient access for servicing, loading and truck movements. Shorten the rail spur as required to accommodate truck turning movements and create direct alignment with 205A Street.

POLICY 5.2.12 SHARED USE STREET

Create a shared use street connection at the east end of the precinct between the Internal Street and Service Lane, incorporating a wide pedestrian greenway to encourage walkability to businesses and ensure no dead ends for pedestrians. Include vehicle access and driveways where necessary, to the adjacent properties connected to the Internal Street, but prevent through access to/from the Service Lane for vehicles.

Consider using shared use streets elsewhere in the precinct to provide additional access to new development in Mixed Employment areas.

PRECINCT 1 OPEN SPACE POLICIES

POLICY 5.2.13 203A STREET PLAZA AND PARK

Locate the proposed combined plaza and park area near the intersection of 203A Street and Logan Avenue through parkland dedication, land acquisition by the City and/or negotiated amenity contribution(s) from landowners. This contributes to the city's parks and open space network, and creates a public realm feature that enhances pedestrian connectivity for people as they travel between the 203 Street Station Area District and the Innovation District.

- **Size** | The 203A Street plaza and park should be approximately 0.4 hectares / 1 acre.
- **Access** | The 203A Street plaza and park is to be secured for public access as a dedicated park/plaza.
- **Location** | The 203A Street plaza and park is to be located directly adjacent to new buildings on at least one side and west of 203A Street, and adjacent to the hub building and entrances and active use ground floors.
- **Design with Amenities** | Following OCP Development Permit Area Guidelines 69 to 74.12 and Precinct 1 Guidelines in this Plan, design the 203A Street plaza and park to be an inviting public gathering place, with a general 50-50 split between hardscaped plaza surfaces that accommodate flexible seating areas (i.e. for movable tables and chairs) and programming (outdoor concerts/performance) adjacent to buildings and their active ground floors, and a flat grassed area or 'green' for light recreation, picnicking, and relaxation.

  These spaces are to be bracketed with significant tree plantings along their perimeter and within concentrated tree bosques to provide shade, space definition, and interest, and focus key amenities such as a splash feature, fountain, and/or playground and public art installation(s) that create a unique identity and emphasize reconciliatory partnership.

  A pavilion building can also be considered along the north end, to bracket in the plaza/park on two sides - this pavilion could have its own cafe space or additional hub/meeting/innovation/exhibition space. Avoid expansive and tall landscaped areas and features that block sightlines to businesses from Logan Avenue and 203A Street and across the plaza/park area.



1. Extend Transit-Oriented Core Designation. See **Policy 5.2.1**
2. Encourage lot consolidation as part of development strategy. See **Policy 5.2.2**
3. Provide an innovation hub building generally located at the corner of Logan Ave and 204 St. See **Policy 5.2.5**
4. Consider a mid-block pedestrian connection in TOC Designation. See **Policy 5.2.6**
5. Introduce an Internal Street that connects to Logan Ave to improve pedestrian and vehicular circulation. See **Policy 5.2.8**
6. Extend 203A St and enhance the intersection with Logan Ave. See **Policy 5.2.9**
7. Introduce a service lane that connects to 204 St and extends north to 205A St. See **Policy 5.2.11**
8. Provide a shared use street that connects Internal St and Service Ln with access to properties. See **Policy 5.2.12**
9. Acquire and create a 0.4ha/1ac park/plaza near 203A Street and hub building for public use and enjoyment. See **Policy 5.2.13**

Figure 16 - Precinct 1 Summary Map

Precinct 1 Visualization: Plaza Along Logan Avenue & 203A Street Connection



Figure 17 - Precinct 1 Visualization

5.3 PRECINCT 2 POLICIES

DESCRIPTION

Transit-Oriented Core

Precinct 2 sits at the convergence of Glover Road and Logan Avenue closely connected to Downtown. All land within Precinct 2 is identified as Transit-Oriented Core within the OCP, the most intensive form of proposed development within the city. This high-density land use capitalizes on proximity to the SkyTrain, and further extends the land use north, up to Duncan Way.

Due to its designation, this Precinct is envisaged as supporting high-density, mixed-use built forms with a ground-oriented retail base and residential units and/or commercial office above.

A Complete Community

This development typology satisfies the goal for a complete community, with diverse housing options, retail space focused on active frontages, and various commercial unit sizes to suit a spectrum of business needs. It puts housing where it counts, next to transit, allowing people to live and work within the Innovation District – encouraging short commutes, campus style living, and supporting new businesses with a customer base.

Innovative Uses

Ground-oriented units with the option for smaller footprints offer different kinds of innovative uses than those of the Mixed Employment areas. Creative studios, start-ups with only a few people, specialized consultants or satellite offices for larger businesses, clinics, and local food and beverage options, could be some of the uses well suited within this Precinct.

Public Realm & Connectivity

A corner plaza at the edge of the Glover Road and Logan Avenue is proposed to welcome people into the Innovation District following from a pivotal desire line from the downtown area. This corner plaza is connected, via a pedestrian greenway, to a park that could provide an area of green respite to residents. The proposed Internal Street sits at the core of the precinct, which extends from Precinct 1 and will connect to Eastleigh Crescent.

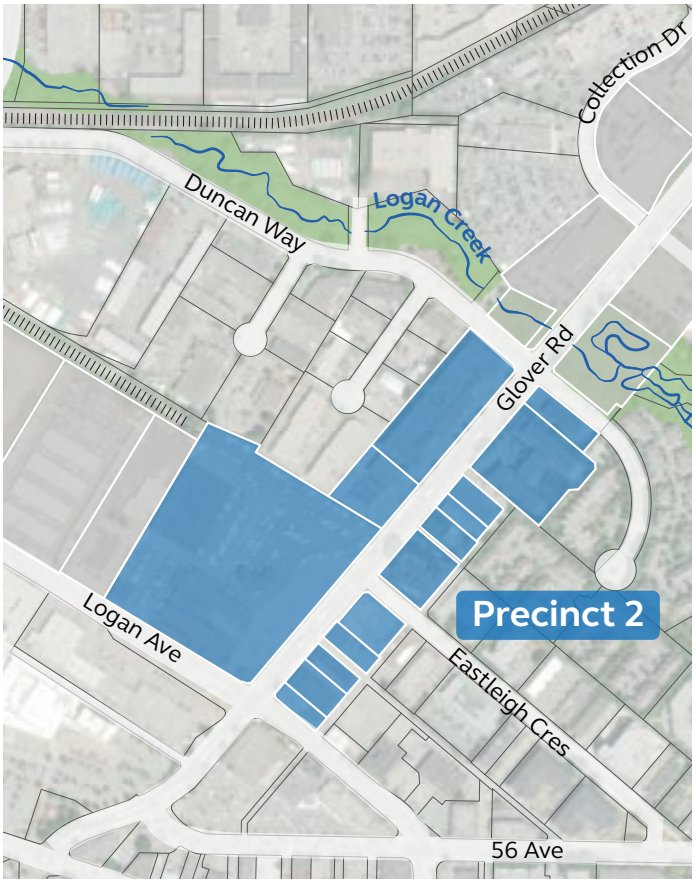


Figure 18 - Precinct 2 Properties

PRECINCT 2 LAND USE POLICIES

POLICY 5.3.1 EMPLOYMENT

Provide a variety of ground-oriented retail and commercial uses oriented towards Glover Road and Logan Avenue.

POLICY 5.3.2 INNOVATION-RELATED USES

Prioritize development that provides opportunities for innovative industries and businesses. Industries and businesses that align with the vision of Precinct 2 could include, but are not limited to:

- small scale entrepreneurial and start-up companies;
- creative and fine arts studios;
- design-related firms and consultancies;
- marketing, film, and social media industries;
- medical industry uses, including clinics, research, and small laboratories;
- heath and wellness industry; and
- aviation-related and advanced transportation technology and manufacturing.

POLICY 5.3.3 UNIT SIZES

Provide a variety of commercial unit sizes to give opportunities for businesses of various scales to locate in the Innovation District.

POLICY 5.3.4 INTENSIFICATION

Support, where viable, the stacking of some commercial office floors above a retail-oriented ground floor within the Transit-Oriented Core to promote the intensive provision of employment uses.

PRECINCT 2 TRANSPORTATION POLICIES

POLICY 5.3.5 INTERNAL STREET

Introduce the proposed Internal Street that is generally parallel to Logan Avenue and aligns with Eastleigh Crescent and connects to properties in Precinct 1. This is to guide redevelopment through providing pedestrian and vehicular (including loading) circulation, enabling subdivision, and supporting land use efficiency. New development within the Transit-Oriented Core land use area is to obtain vehicular access from the Internal Street and avoid access off Logan Avenue. The internal street should generally align with the cross section shown in **Figure 13**.

POLICY 5.3.6 EASTLEIGH CRESCENT INTERSECTION

Enhance the intersection of Glover Road and Eastleigh Cresent into a four-way intersection to connect to the Internal Street and into the Innovation District.

POLICY 5.3.7 WALKABLE STREETS

Require the street condition of the Internal Street to support a safe, multi-modal oriented streetscape, with generous active transportation paths and widened strips for landscaping and tree planting.

POLICY 5.3.8 CORNER PEDESTRIAN CONNECTION

Introduce a generously sized, publicly accessible, pedestrian only connection between the corner of Logan Avenue and Glover Road and the Internal Street, which supports pedestrian movement between the Innovation District and the Downtown Langley District while providing additional commercial frontage space.

PRECINCT 2 OPEN SPACE POLICIES

POLICY 5.3.9 PLAZA AND PARK SPACE

Locate the proposed publicly accessible plaza near the intersection of Glover Road and Logan Avenue that is bounded by active ground floor commercial uses and has a pedestrian connection, as described in Policy 5.3.8. This is to encourage walkability into the Innovation District, enhance the desire line from the Downtown Langley District and improve visibility. As identified in the OCP, the plaza should have a minimum width of 25m.

Connect this plaza to a proposed publicly accessible plaza or pocket park located within the interior of the Precinct alongside or directly connected to the Internal Street, which provides sufficient amenity space for surrounding residents.

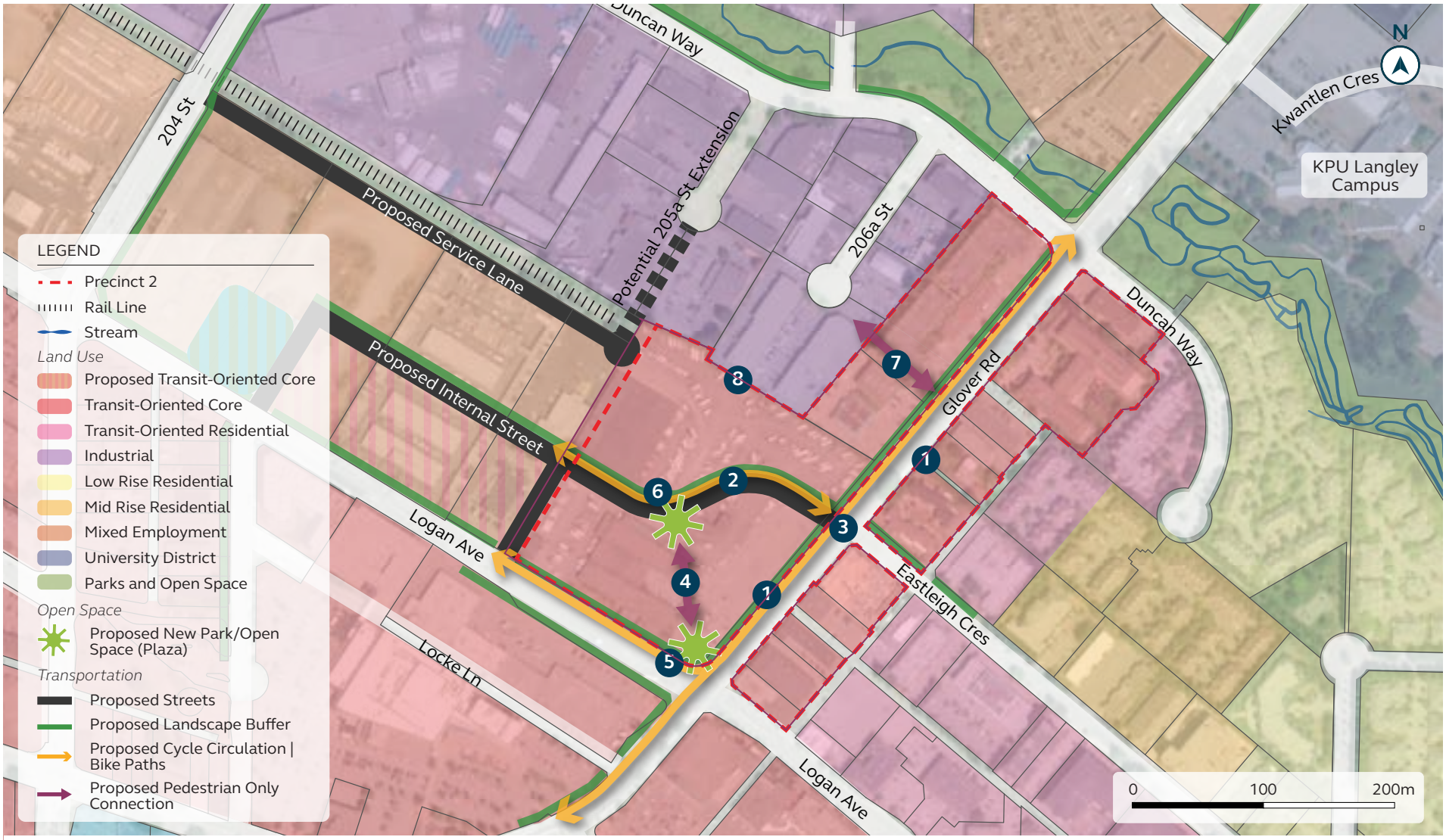
POLICY 5.3.10 GLOVER ROAD POCKET PARK/GREENWAY

Require new development to incorporate a publicly accessible park space along the west side of Glover Road, that is generally in line with the 206A Street cul-de-sac bulb and could support a direct pedestrian connection between the two streets.

POLICY 5.3.11 LAND USE BUFFER

Establish or enhance the buffer area along the boundary line between the Transit-Oriented Core and Industrial designations that exceeds the requirements within Zoning Bylaw 2025 No. 3300, to manage the interface between residential and industrial uses.

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1. Support a variety of ground-oriented retail uses and above-ground office uses in the Transit-Oriented Core. See **Policy 5.3.1**
2. Introduce an Internal St to improve pedestrian and vehicular circulation. See **Policy 5.3.5**
3. Enhance the intersection of Glover Rd and Eastleigh Cres to connect to Internal St. See **Policy 5.3.6**
4. Provide a generously sized, publicly accessible, pedestrian only connection between corner of Logan Ave and Glover Rd and the Internal St. See **Policy 5.3.8**
5. Provide a publicly accessible corner plaza adjacent to the intersection of Logan Ave and Glover Rd. See **Policy 5.3.9**
6. Incorporate a publicly accessible park space alongside the Internal St. See **Policy 5.3.9**
7. Incorporate a park/greenway along the west side of Glover Rd that could be used as a pedestrian connection tc 206A St. See **Policy 5.3.10**
8. Establish / enhance the landscape buffer along the boundary line between Transit-Oriented Core and Industrial uses. See **Policy 5.3.11**

Figure 19 - Precinct 2 Summary Map

Precinct 2 Visualization: Glover Road & Logan Avenue Intersection



Figure 20 - Precinct 2 Visualization

5.4 PRECINCT 3 POLICIES

DESCRIPTION

City Entrance

Precinct 3 is at the north end of the Innovation District, defined largely by the Mixed Employment designation along Glover Road and around the Langley Bypass. This provides an entrance function into the Innovation District as people drive into the city.

Corner Definition

The corner sites that front the Langley Bypass and Glover Road intersection are supportive of businesses that can take advantage of the high visibility. Future redevelopment on these sites is encouraged to establish landmark buildings that define this sense of entrance into the Innovation District. Well defined edges with reduced building setbacks and increased landscaping are supported here to help shift the perception to a more walkable neighbourhood and support the intensification of the adjacent KPU Langley Campus.

Employment Node

The properties under the Mixed Employment designation in this precinct are envisioned as a productive employment node within the city – one that is supported by transit accessibility, but can also capitalize on its direct connection to the highway, providing easy access for trucks as well as passenger pick-up and drop-off.

The same opportunities for future innovation-related uses exist here as they do in Precinct 1. However, due to the location context of this area, these sites are potentially more conducive to industrial use and less geared to office-based uses.

Corner University District Site

The corner property on the southeast corner of the Langley Bypass and Glover Road intersection is designated University District. Therefore, future uses will not be light industrial focused as they are in the Mixed Employment area. Instead it should support the functions and character of the KPU Langley Campus adjacent in addition to the described entrance function.

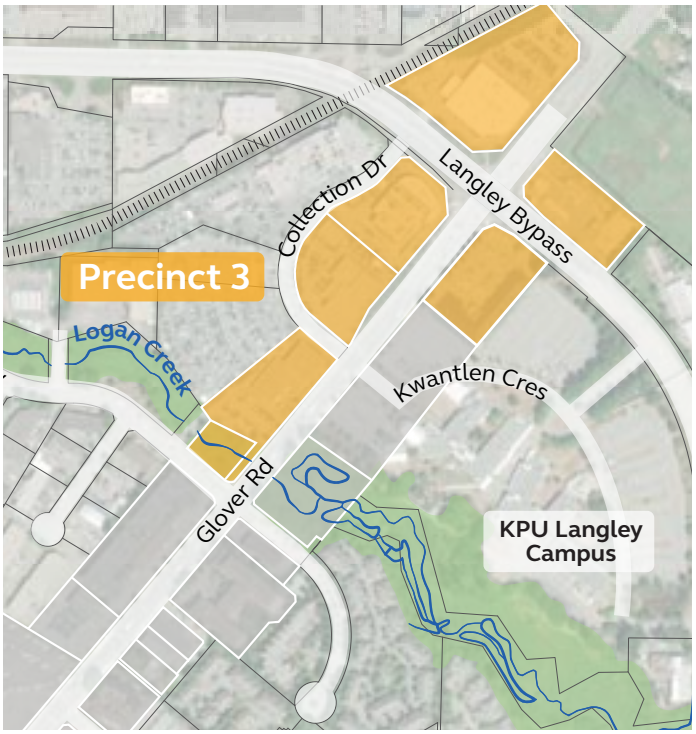


Figure 21 - Precinct 3 Properties

EXISTING AUTOMOTIVE CHARACTER

Recent Development and Long-Range Potential

Recent improvements in Precinct 3 are considerably newer than much of the building inventory within the Innovation District. Given that significant investment was made in the auto mall approximately 10-15 years ago, and with an average expected economic lifespan of 40-50 years, it can be expected that the automotive businesses along Glover Road could stay in situ for a long period of time and will integrate into the fabric of the Innovation District as it develops in the short-medium term. However, the larger suburban formats of these dealerships are now intersecting with a new transit-oriented growth area pursued under this plan. This may eventually accelerate their desire to intensify or redevelop, as the surrounding context urbanizes.

Future Transition or Intensification Opportunity

This area plan supports a wide range of land uses and development flexibility to enable these properties to react as business requirements evolve over time. This could be both the transition to new uses, should it be market viable in the future, or the gradual intensification of the auto dealership lands, without requiring full site redevelopment.

For instance, extensive surface parking lots currently utilized for inventory storage are seen as an underutilized land use, particularly given their proximity to new transit infrastructure and surrounding urbanization. A pathway for growth and increased density could be the utilization of these spaces for infill development. This could enable a gradual transition toward higher-density mixed-employment or mixed-use formats supported elsewhere within the Innovation District without prohibiting the continued operation of existing dealerships.

Vehicle Servicing Function

Vehicle servicing is an automotive function which is transitioning from traditional mechanical repair toward highly sophisticated and technology-driven maintenance, in particular at high end dealerships like those present here. These modern service facilities, along with services that relate to finance, insurance, and automotive customization represent a high skilled employment sector that is increasingly compatible with a variety of potential nearby uses supported through this area plan, including residential and mixed-employment developments.

These functions are more aligned with the objectives of the Innovation District and are therefore supported to allow the automotive dealerships to play a meaningful and sustainable role in their current environment as it grows and urbanises.

PRECINCT 3 LAND USE POLICIES

POLICY 5.4.1 EMPLOYMENT

Encourage high employment generating uses in the Mixed Employment area.

POLICY 5.4.2 INNOVATION-RELATED USES

Prioritize redevelopment that provides opportunities for innovative industries and businesses. This could be through the the transition to new uses when viable, or through the intensification of the automotive dealership lands. Industries and businesses that align with the vision of Precinct 3 could include, but are not limited to:

- advanced technology (such as technology-driven vehicle maintenance and servicing) or robotics;
- large business and commerce consultancies;
- film post-production (such as post-processing, visual effects, and complementary services to support Langley's significant presence of existing film studios);
- entrepreneurial and start-up companies;
- laboratory and research-based uses;
- creative arts and industries;
- companies with a focus on sustainability or green energy technology; and
- aviation-related and advanced transportation technology and manufacturing.

Within the automotive dealership lands existing functions that relate to automotive servicing, finance, insurance, and automotive customization are also supported as contributing to a high skilled employment sector.

POLICY 5.4.3 INTENSIFICATION

Encourage the intensification of the automotive dealership lands through gradual densification or infill development.

The stacking of office floors above ground floor industrial space is also encouraged and supported through the proposed changes to the Mixed Employment areas under **Policy 4.1.3**.

POLICY 5.4.4 KPU PARTNERSHIP OPPORTUNITIES

Encourage business development, partnerships and educational links with KPU programs and services, including research and innovation in agriculture, advanced manufacturing, clean energy/transportation technologies, environmental technology and green initiatives.

POLICY 5.4.5 LANDMARK BUILDINGS

Encourage the creation of architectural landmark buildings that front the intersection of the Langley Bypass and Glover Road with minimized building setbacks to provide a welcoming entrance to the Innovation District and the city.

PRECINCT 3 TRANSPORTATION POLICIES

POLICY 5.4.6 COLLECTION DRIVE

Support the enhancement of Collection Drive and its intersection with Glover Road as redevelopment occurs to promote green streets, active transportation measures and new access points as required.

PRECINCT 3 OPEN SPACE POLICIES

POLICY 5.4.7 LOGAN CREEK

Maintain protection of Logan Creek, in accordance with City bylaw and the Riparian Areas Protection Regulation. Look for enhancement opportunities which could include but are not limited to landscaping, removing invasive species, upgrading the culverted area and barrier, and installing wayfinding or placemaking features.

POLICY 5.4.8 GLOVER ROAD SWALE

Protect the Class B classified open swale along the northern end of Glover Road to support stormwater infiltration and filtration on site. Look for enhancement opportunities such as vegetating and adjusting soil mix to become a bioswale, removing invasive species, and integrating it as part of a wider stormwater management strategy.

POLICY 5.4.9 PUBLIC ART

Provide a gateway entrance art feature on Glover Road creating a welcoming entrance into the Innovation District and the city as well as bringing vibrancy to the streetscape.



1. Establish architectural landmark buildings that front the intersection of the Langley Bypass and Glover Rd. See **Policy 5.4.4**
2. Enhance Collection Dr and its intersection with Glover Rd to support green streets and active transportation measures. See **Policy 5.4.5**
3. Protect and enhance Logan Creek including removing invasive species and upgrading the culverted area and barrier. See **Policy 5.4.6**
4. Protect and enhance the Glover Rd swale including landscaping, and integrating as part of stormwater management strategy. See **Policy 5.4.7**

Figure 22 - Precinct 3 Summary Map

Precinct 3 Visualization: Glover Road & Langley Bypass Intersection



Figure 23 - Precinct 3 Visualization

5.5 PRECINCT 4 POLICIES

DESCRIPTION

Precinct 4 is defined by lands in the OCP University District designation and the new U1 zone in Zoning Bylaw No. 3300 located at the northeastern end of the Innovation District. This includes the KPU Langley Campus between the Langley Bypass and Duncan Way. The positioning of existing roads and parcel structure isn't proposed to change under this area plan.

Destination Point

KPU is a key destination point and an active transportation connection between the campus and the other key destinations (SkyTrain and Downtown) and is prioritized through the upgrade of Glover Road and Logan Avenue. The revitalization of Kwantlen Crescent, under the proposed KPU 2050 Official Campus Plan, forms a celebrated entry point, that accommodates all modes of travel, and builds campus identity with landmark buildings, frontages and parks/plazas.

Hub Building & Plaza

A key feature here is the proposed establishment of a second hub. This landmark building, as well as other redevelopment along Glover Road, is envisaged to form a distinct sense of place when entering Langley City.

The hub building will also contribute to innovative uses and hosts shared or community spaces that are supportive of gathering. The adjoining plaza aims to welcome people into the university and reinforces the Innovation District philosophy of activated shared spaces fronted by busy employment rich development. This gateway area is purposeful to encourage unplanned encounters and creative collisions with a strong diversity of people, uses and ideas.

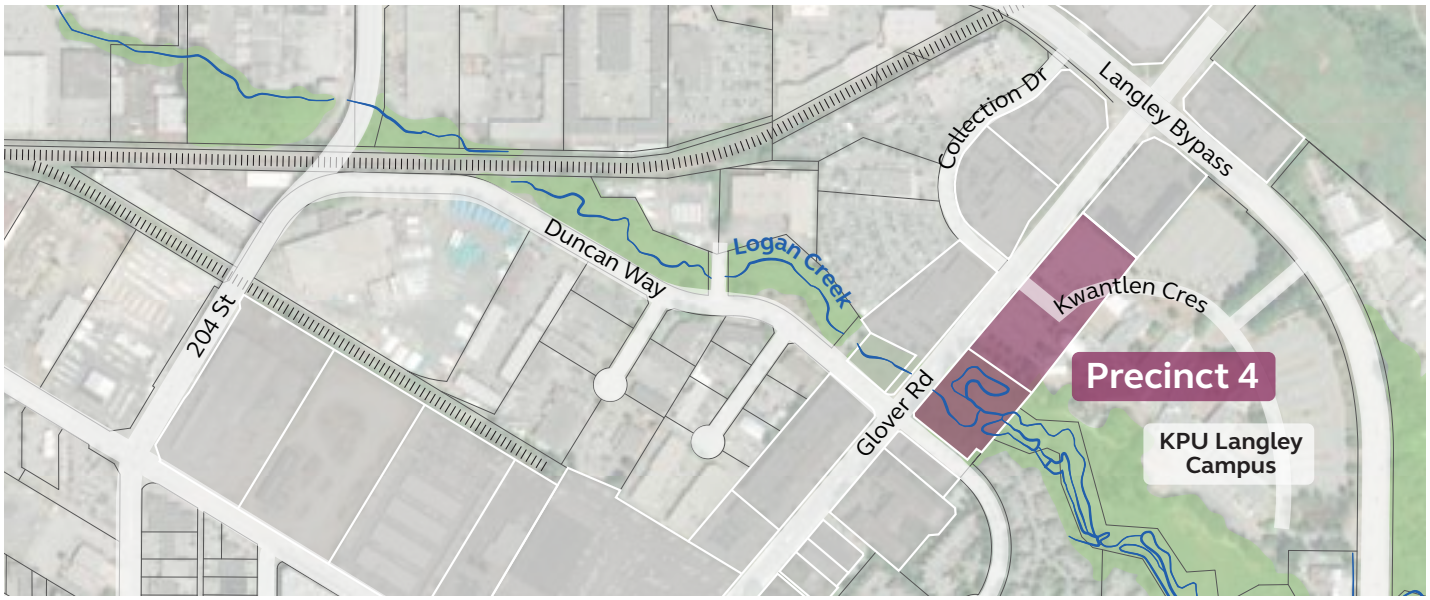


Figure 24 - Precinct 4 Properties

PRECINCT 4 LAND USE POLICIES

POLICY 5.5.1 KPU LANGLEY CAMPUS PLAN

Enable and implement the KPU 2050 Official Campus Plan, or any subsequent version that supports the vision of the Innovation District, including the following key land use related items:

- Replace existing surface level parking into compact development and avoiding impact to ecologically sensitive areas.
- Position the physical structure of the campus to increase campus identity in the city and respond to intensification within the Innovation District.
- Create a welcoming frontage along Glover Road by positioning buildings to address the street.
- Seek opportunities for identity building and activity generating uses in buildings adjacent to Glover Road.
- Create opportunities to represent Indigenous Peoples in a physical campus context through building design.

POLICY 5.5.2 INNOVATION-RELATED USES

Prioritize development that supports university functions and provides opportunities for innovative industries and businesses. Require a commercial frontage along Glover Road to address and animate the streetscape. Industries and businesses that align with the vision of Precinct 4 could include, but are not limited to:

- agri-tech/food tech industries (such as farming innovation);
- food & beverage manufacturing (such as breweries, distilleries and co-pack spaces); and
- locally based food and beverage uses, including breweries, cafes, and restaurants.

POLICY 5.5.3 HUB BUILDING

Provide a hub building at the northern corner of Glover Road and Kwantlen Avenue that contains innovative uses and shared or community spaces that are supportive of gathering and the exchange of ideas. Explore opportunities to incorporate development programs, and common or rentable spaces that could service community-based programming and education. Encouraged uses include makerspaces, shared use facilities and services, space for multiple tenants with various sized businesses, and spaces for learning, research, and co-working.

Require development opportunities to support the provision of the proposed KPU Langley Campus Plaza, providing a coordinated design approach between the building and plaza space that includes an active ground floor frontage, and park/plaza programming.

Explore incentives to support the development of the hub building, including options for it to be delivered as a community amenity or potential City partnership.

PRECINCT 4 TRANSPORTATION POLICIES

POLICY 5.5.4 KPU LANGLEY CAMPUS PLAN

Enable and implement the KPU 2050 Official Campus Plan, or any subsequent version that supports the vision of the Innovation District, including the following key transportation related items:

- Redesign Kwantlen Crescent to prioritize pedestrians and cyclists and connect to all campus buildings.
- Improve campus circulation, access, and recreation with a path and trail loop that connects the entire campus.
- Provide a gateway entrance on Glover Road which frames Kwantlen Crescent and brings vibrancy to the streetscape.
- Create a new parking strategy and encourage alternative modes of transportation to reduce vehicular dependence on the campus.

POLICY 5.5.5 CYCLE CENTRE

Ensure that new development contributes a cycle centre that provides end-of-trip facilities such as bike storage, bike tools, e-bike charging, and lockers at KPU Langley Campus as a destination point.

PRECINCT 4 OPEN SPACE POLICIES

POLICY 5.5.6 KPU LANGLEY CAMPUS PLAN

Enable and implement the KPU 2050 Official Campus Plan, or any subsequent version that supports the vision of the Innovation District, including the following key open space related items:

- Protect natural ecosystems along the Parks and Open Space designation and Logan Creek.
- Increase the biodiversity of the campus environment and maximize the enhancement of the natural unique ecosystems in which the campus resides.
- Visually connect Logan Creek with landscape improvements across both portions of the campus.
- Creating opportunities to represent Indigenous Peoples in a physical campus context through landscape design, art, and signage and nomenclature on campus.

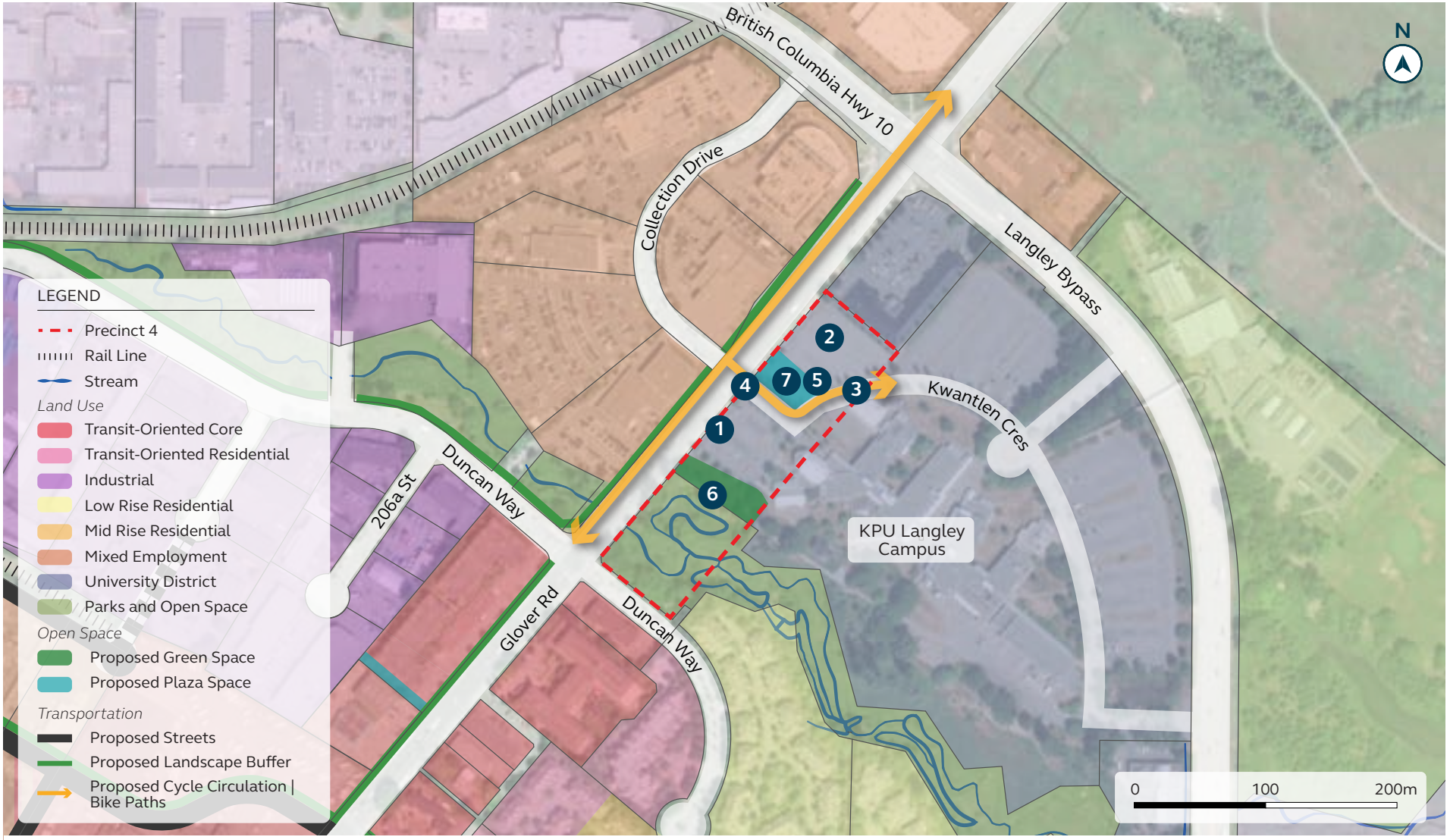
POLICY 5.5.7 KPU LANGLEY CAMPUS PLAZA

Locate the proposed publicly accessible campus plaza adjacent to the intersection of Glover Road and Kwantlen Avenue. This should provide shared community enjoyment, contribute to the city's parks and open space network and enhance pedestrian connectivity through the Innovation District and KPU Langley Campus.

- **Access** | The KPU plaza should be secured for public access through legal agreement.
- **Location** | The KPU plaza should be adjacent to the hub building and share a direct interface and coordinated site design.
- **Amenity** | Include amenities within KPU plaza that make it an inviting public gathering place. Look for opportunities to create a unique identity and reconciliatory partnership in its design.

POLICY 5.5.8 LOGAN CREEK

Maintain protection of Logan Creek, including meeting Provincial requirements for minimum offset of development as determined by a Qualified Environmental Professional (QEP). Look for enhancement opportunities which could include but are not limited to landscaping, removing invasive species, upgrading the culverted area and barrier, and installing wayfinding or placemaking features.



1. Replace existing surface level parking with compact development that addresses Glover Rd and creates a welcoming frontage. See **Policy 5.5.1**
2. Provide an innovation hub building generally located at the corner of Glover Rd and Kwantlen Ave. See **Policy 5.5.3**
3. Redesign Kwantlen Cres to prioritize pedestrians and cyclists and connect to all campus buildings. See **Policy 5.5.4**
4. Provide a gateway entrance on Glover Rd which frames Kwantlen Cres. See **Policy 5.5.4**
5. Provide a cycle centre that provides end-of-trip facilities such as bike storage. See **Policy 5.5.5**
6. Protect and enhance Logan Creek with landscape improvements and increase biodiversity. See **Policy 5.5.6** and **Policy 5.5.8**
7. Create an open space plaza adjacent to the intersection of Glover Rd and Kwantlen Ave and next to the hub building for shared community enjoyment. See **Policy 5.5.7**

Figure 25 - Precinct 4 Summary Map

Precinct 4 Visualization: Glover Road & KPU Entrance



Figure 26 - Precinct 4 Visualization

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6.0 DESIGN GUIDELINES

Guidelines provide more detailed direction on '**how**' to implement policies in practice. They provide council approved guidance on best practice standards and urban design principles to help developers make decisions and understand requirements.

Guidelines set the standard for the desired form and character of new development, guiding **how it should look and what it should include.**

6.1 GENERAL DISTRICT WIDE GUIDELINES

BUILDING DESIGN

a) **Orientation |** Buildings should be oriented to directly address primary frontages, increasing 'eyes on the street' with main internal spaces like lobbies and offices overlooking the public realm, while productive activities are 'back-of-house' at the rear of buildings.

b) **Lobby Entrances |** Support the prominence of key employment uses with well-defined and clearly visible entrances at ground level, integrating public seating, lighting, landscaping or artwork in the forecourt areas, where setbacks permit.

c) **Rooftop Spaces |** Rooftops should be utilized for business amenities, shared-use amenity space, or to provide sustainability features such as green roofs or renewable energy.

d) **Building Corners |** Incorporate setbacks in the corners of buildings or rounded edges to allow for better sightlines, and to create opportunity for well-defined corner entrances. Encourage enhancing these spaces to create an activated frontage, like installing a small corner plaza or seating area. Where setbacks are not provided, multiple entrances and transparent frontages should be provided near the corner to address both sides.



Figure 28 - Incorporate building corner setbacks that support sightlines, entrances and small corner plaza spaces.



Figure 27 - Orientation of buildings to address primary street frontages.

e) **Floor-to-Floor Heights |** Incorporate generous floor to floor heights for flexible industrial and commercial uses. This is to allow for greater flexibility for future changes of use and accommodating servicing and loading functionality at the back of the building.

- At ground floor level there should be at least 4.5m for a consistent commercial frontage.

f) **Commercial Unit Size |** A minimum ground floor unit depth of approximately 10m is recommended to accommodate a range of commercial uses.

- Smaller commercial units should be placed along the periphery of building envelopes, with frequent entries that contribute to activated frontages and reduce blank wall space.
- Larger format commercial units should be located on upper floors, below grade, or wrapped with smaller units to minimize impacts to street activation.

FRONTAGES

a) Street Edge Definition | Primary building facades should be along setback lines to form a continuous street wall and support pedestrian-oriented streets by creating a sense of safety and enclosure. However, small setbacks within building facades (1-3m in depth) are encouraged along street walls to support activation by providing space for entryways or seating, planting, and visual interest in the façade.

b) Multiple Frontages | Corner development that addresses multiple pedestrian-oriented streets should be designed with dual frontages that wrap-around the building to address both sides. This could be through signage, transparent glazing, and corner/multiple entrances.

- » Upper storey balconies and fenestration should also wrap around building frontages wherever there are adjacent publicly accessible routes/spaces, especially pedestrian only connections, for safety and surveillance.

c) Interface | Ensure that buildings with a commercial or retail offering have active and transparent frontages at grade. This should aim to minimize blank wall space to no more than 5m, provide a visual connection between the public and private realm and support transit-oriented design.

d) Walkability | Provide a well-maintained clear public street path along commercial and mixed-use street frontages, in addition to setbacks and entrance/seating zones, where applicable. Pathways should follow straight and continuous desire lines and be free from street furniture and signage.

e) Bicycle Parking | Outdoor bike parking should be placed in highly visible locations, like near a lobby entrance or alongside a commercial frontage, and raised on top of a parkade podium if applicable.

f) Land Use Buffer | Large tree species should be provided between different land uses that soften this transition by helping to provide privacy, screening and absorbing noise.



Figure 29 - Establish a continuous street wall with small setbacks that support an active building frontage, like space for entrances and bicycle parking.



Figure 30 - Commercial and retail ground floor interface that is transparent and well articulated to minimize blank wall space.

SERVICING AND UTILITIES

a) **Utility, Loading & Servicing |** Avoid utility, loading and servicing areas (such as loading docks, parking/garage access, garbage collection, and servicing meters) on primary frontages. These should be located at the rear of buildings accessed off side streets, service lanes (e.g., the service lane within Precinct 1) or private driveways. This is to support safe pedestrian separation, avoid impacting the street wall and pedestrian realm, and create a more visually appealing public street edge.

b) **Truck Movements |** Separate truck, car, and pedestrian circulation. Ensure truck turning radii are contained within the site and do not interrupt pedestrian areas.

c) **Mechanical & Utility Equipment |** Exterior mechanical equipment and servicing features like elevators, air conditioning units, utility kiosks, electrical transformers, and plumbing systems, should be well integrated into the cohesive design of the building and hidden from primary frontages (including Glover Road, Logan Avenue, 203A Street Extension and the Internal Street). These should be clad or screened with high quality materials that form part of a 'family of elements' within the building façade.



Figure 31 - Ensure exterior mechanical equipment is well integrated and screened with high quality materials.
Source: ZinCo. Roof Garden. https://www.zinco.ca/intensive-roof-garden



Figure 32 - Locate loading docks and utility areas at the rear of buildings away from pedestrian areas.
Source: Ventana. Ironworks (2019). https://www.ventanaconstruction.com/commercial-industrial/ironworks

BUILDING ARTICULATION & MATERIALITY

a) Modulation | Include frequent modulation intervals vertically within the building façade, ideally at least every 15m along key pedestrian streets, to break up the bulk of continuous exterior walls. This could be achieved through variations in the vertical articulation, materials or treatments and recesses or projections in the facade.

b) Blank Walls | Avoid blank walls of more than 5m along primary frontages to ensure facades are active and visually interesting, by providing architectural detailing that fits into the overall composition of the building. Screening, public art, landscaping (e.g. trellis, planter, green wall) or special façade materials/treatments should be used to improve blank walls where unavoidable.

c) Corner Definition | Provide an architectural composition and articulation that defines key site corners and at street intersections. Design strategies for this include building close to the property line, creating a prominent street wall interface, generous glazing and overlooking fenestration, differentiation of materials, and sculptural architectural features. Placing main entrances and customer facing functions at corners is encouraged to help support this.

d) Materiality | Within Mixed Employment areas encourage the use of materials consistent within a light industrial and office-based area. Select long lasting, low maintenance materials such as masonry, high performance glazing and curtain walls, and high-quality metal or fiber-cement panels.

- » Avoid a design aesthetic typical of heavy industrial areas such as unpainted tilt-up panels (precast concrete) and large blank 'shed-like' corrugated panelling. Also avoid low quality finishes or materials typical of low-rise residential applications such as vinyl, stucco, or untreated wood.

e) Signage & Branding | Business branding, including signage, images, colours, or lighting should remain consistent and be well-integrated within a building's design, function and composition. A restrained colour palette should be used, while large decals, garish building colours, standalone signs, and excessively large signs or logos on the side or at the tops of buildings should be avoided.

f) Building Lighting | Use innovative lighting fixtures and effects to activate and accentuate street facing and/or significant Innovation District building facades at night.



Figure 33 - Incorporate frequent modulation intervals within the building façades, that create visual interest and break up massing.

STREETSCAPE & PUBLIC REALM

a) District Branding | Explore opportunities for a unique branding strategy of the Innovation District to advertise its prominence as a special district within the city.

b) Connectivity | Provide continuous, accessible and direct pedestrian routes from public sidewalks and key open spaces to building entrances.

c) Street Furniture | Street furniture should be appropriately placed to support safety, enhancement of the public realm, and activation in front of businesses. This should include:

- » concentrations around key public realm spaces and transit stops;
- » placement within the planting zone between spaced apart trees and ideally reinforced with planting along the back or off to the side; and
- » orientation towards the pathway, or where space allows perpendicular to the street.

d) Fencing | Fencing should be avoided to minimize the effects to pedestrian movement and user experience through the Innovation District, particularly along primary frontages (including Glover Road, Logan Avenue, 203A Street Extension and the Internal Street). Where necessary (e.g., around a private rear yard, or as screening for servicing areas), fencing should be built with high quality materials (aluminum preferred) and ideally include adjacent planting to soften surfaces, while wood, chain-link, and barbed wire fencing is prohibited.

e) Pedestrian Connections | Pedestrian only mid-block connections are encouraged to support permeability and should be:

- » at least 6m wide with at least 9m between adjacent building sides;
- » well-lit with pedestrian-scaled lighting;
- » overlooked with active frontages through fenestration and building entrances; and
- » planted with ample coverage and a mix of species.



Figure 34 - District branding should be explored to market the area as a special district within Langley, using artwork and street banners.



Figure 35 - Place street furniture at key public spaces, oriented towards the path or perpendicular to the street, and reinforced with landscaping. *Source: Jasper Avenue New Vision. Al-Terra. https://al-terra.com/projects-archive/jasper-avenue-new-vision/*

f) **Greenways |** Where parks are between or enclosed by buildings, integrate mid-block connections or greenways with clear visibility and a direct desire line from the adjacent street(s).

g) **Public Art |** Consider opportunities for implementation of public art at key intersections to contribute to place identity of the Innovation District. Key locations include 204 St and Logan Ave, 203A St & Logan Ave, Duncan Way & Glover Rd, Glover Rd and Langley Bypass.

» A reconcilliatory approach with First Nations in the creation of public art and identity placemaking features should be prioritized.

h) **Vehicle Access Points |** Vehicle access points (like entrances to garages and parking) shall be provided from the lowest-order road available and not directly off Glover Road or Logan Avenue wherever possible. Where access is only available from an arterial street, consolidate driveways and entrances to minimize curb cuts and impact to the public realm, while supporting the continuity of street frontages.



Figure 36 - On-street parking should be provided at select locations to support ground-floor retail and commercial uses along with ample planting.
Source: Hewitt. University Village. https://hewittseattle.com/project/universityvillage/

i) **Off-Street Parking |** Wherever possible, off-street parking should be accommodated underground or at least, partially underground (i.e., a half-storey down) without impacting frontage activation.

» Where off-street parking cannot be located underground, it should be integrated within or along the rear facing side of the building, including on upper floors if necessary. Active frontages should be maintained by including units or living spaces in front of internal garages to face public streets or spaces.

j) **On-Street Parking |** Short-term on-street parking should be provided at select locations to support ground-floor retail and commercial uses and allow for efficient pick up/drop off for businesses. Parking strips should be broken up with generously planted sidewalks and landscaped build outs to slow traffic, break up the amount of asphalt and enhance the streetscape.

k) **Amenities |** Parks and plazas should include a variety of well-designed amenities integrated into the space that make them attractive and enhance their usability. These could include, but are not limited to, signage (for wayfinding and interpretation), benches, garbage receptacles, bicycle racks, pedestrian scaled lighting, built-in furniture, landscaped elevation changes, areas of play, playground facilities, and gardens.

l) **Accessibility |** Parks and plazas should be accessible from multiple sides. Avoid open spaces that are dead ends, or barriers (i.e., fencing) around spaces that limit accessibility.

m) **Street Facing |** Ensure park and plaza spaces are positioned adjacent to public streets to ensure physical access and support public safety by providing overlook.



Figure 37 - Incorporate a variety of well-designed amenities into plazas that make them attractive spaces for gathering.
Source: Nemesis Coffee.

SUSTAINABLE LANDSCAPING

a) Planting Strategy | Include a variety of plants and trees within parks/plazas that are appropriate for the City of Langley area that support visual amenity, shade and stormwater infiltration.

- » Prioritize the planting of drought-tolerant and Indigenous species of the BC Lower Mainland.
- » Consider species durability, climate and soil suitability, and compatibility with the site conditions in public and private landscape design.
- » Utilize Metro Vancouver's Tree Guide for guidance on appropriate species selection including climate change resilient options.
- » Avoid planting vegetation that drops large amounts of leaves, flowers or seeds next to pathways to minimize maintenance.

b) Stormwater Management | Consideration should be given to the following stormwater integration features:

- » Include suitable stormwater design features such as permeable paving, wetlands, rain gardens, bioswales, detention systems/ponds.
- » Include frequent planted islands and berms within large impermeable surfaces such as streets/laneways, parking areas, or within hardscape plaza spaces to break up opportunities for water pooling and increase infiltration.
- » Other than in parks, avoid large flat areas of mown grass, which is poor at providing rainwater infiltration, with preference for planting or longer grass species.



Figure 38 - Incorporate planted islands and gardens to break up impermeable surfaces.



Figure 39 - Bioswales and rainwater gardens are encouraged for stormwater management.
Source: Cherie Xiao, City of Vancouver

SAFETY

a) CPTED | Ensure parks, plazas, greenways and streets incorporate CPTED principles to reinforce personal safety in open spaces and limit as much as possible the impacts of anti-social behaviour. Design strategies should include the following:

- » Access with well-defined routes to allow convenient and safe movement.
- » Ample surveillance ensuring spaces are overlooked by streets, businesses and, where possible, residential units.
- » Visual connections with clear sightlines and ample lighting to provide maximum visibility.
- » Open space placement adjacent to busy areas and high-density development with a frequent user base.
- » Quality design, active management and regular maintenance to provide a sense of ownership and show that spaces are monitored and cared for.



Figure 41 - Ensure open spaces have ample surveillance with overlooking businesses and residential units.
Source: Runberg Architectural Group. https://runberg.com/



Figure 40 - Provide pedestrian scale lighting that keeps throughfares well-lit during the evening.
Source: Meteor Electrical. https://www.meteorelectrical.com

6.2 PRECINCT 1 GUIDELINES

BUILDING DESIGN

a) **Orientation |** Ground floor commercial uses and main internal spaces (like lobbies and offices) should prioritize orientation towards Logan Avenue and the 203A Street plaza and park where applicable.

FRONTAGES

a) **Frequent Entrances |** Prioritize smaller businesses and frequent entrances ideally every 15m or less. These should be prioritized along Logan Avenue (instead of the Internal Street), to support activation along the arterial road.

b) **Hub Building |** The hub building should form an active pedestrian interface and frontage with the 203A Street plaza and park. This should include a cohesive and integrated site layout and architectural and landscape features that connect the two.

BUILDING ARTICULATION & MATERIALITY

a) **Hub Building |** The establishment of a hub building should display a unique architectural identity that conveys permanence and civic qualities, as a prominent built form feature in Langley City. High quality materials, modern detailing, and clear structural expression are encouraged. Use innovative lighting, signage, and on-building public art to create/accentuate the hub building's unique character and significance at this gateway to the Innovation District.

b) **Differentiation of Uses |** Distinguish between employment uses such as flexible industrial, offices and production areas, through building articulation including glazing, material changes or colour differentiation.





Figure 42 - Create a unique architectural identity with high quality design and materials for the Hub building which includes an active frontage to the 203A Street plaza and park.
Source: Kwantlen Polytechnic University. https://www.kpu.ca/international/us

c) **Focal Point Definition |** Architecturally define the building corners adjacent to the intersections of Logan Avenue and 204 Street and the 203A Street Extension as significant focal points. Design strategies are included under general guidelines.

STREETSCAPE & PUBLIC REALM

a) **203A Street Plaza and Park Amenity |** The 203A Street plaza and park should provide a variety of design amenity treatments, which could include programmable hardscape areas, trees, and green areas, accessible pathways (that meet universal design principles), furniture, weather protection, lighting, electrical outlets (for event-based uses) and areas of play.

The design of the 203A Street plaza and park should also be consistent with the OCP DPA guidelines for Public Open Space and this Plan's policies.

b) **Shared Use Street |** The shared use street should be publicly accessible, provide pathways for pedestrians and cyclists, and be generously planted, including a range of appropriately sized tree species.



Figure 43 - Clearly distinguish between different uses within mixed use buildings, for instance through changes in materiality, glazing and structural elements.
Source: Cressy. Format. https://cressey.com/commercial/format/



Figure 44 - Provide a variety of design treatments at the 203A Street Plaza and Park with a combination of landscaped areas and hardscapes to create an inviting public gathering place.
Source: Mosaic. https://mosaicdistrict.com/

6.3 PRECINCT 2 GUIDELINES

BUILDING DESIGN

a) **Orientation |** Buildings should be oriented towards Glover Road and the Internal Street and away from the existing heavy industrial area. Avoid placing living rooms or balconies overlooking the industrial use to the north wherever possible, to limit noise exposure and maximize sun exposure.



Figure 45 - Place frequent entrances to small businesses to animate street fronts and pedestrian throughfares.
Source: Slabtown-Marketplace. GBD Architects. https://gbdarchitects.com/portfolio-item/block-296/slabtown-marketplace-3/

FRONTAGES

a) **Frequent Entrances |** Prioritize smaller businesses and frequent entrances ideally every 15m or less, wherever possible, along Logan Avenue, Glover Road and the Corner Pedestrian Connection, over the Internal Street. This is to support activation along arterial roads and create a welcoming entrance into the District.

b) **Lobbies |** Lobby entrances (for both residential and commercial uses) should be positioned along Glover Road and Logan Avenue to give them visual prominence and be clearly visible. Where possible, these should be aligned with, or close to transit stops to support ease of access.

c) **Land Use Buffer |** Implement design strategies that establish an appropriate buffer area between the Transit-Oriented Core and Industrial designations. This should include the incorporation of large tree species that soften the transition from residential to industrial use to help provide privacy, screening and absorb noise. Maximize the setback of buildings from the industrial area with dimensions decided in the Development Permit process.

SERVICING AND UTILITIES

a) **Servicing and Garages |** Prioritize access to parking, loading and servicing areas off the Internal Street or private side lanes where possible, over Glover Road or Logan Avenue.

BUILDING ARTICULATION & MATERIALITY

a) **Differentiation of Uses |** Distinguish between uses in mixed-use buildings with architectural articulation, detailing and materiality. For example, prioritizing contemporary, durable materials like high-performance curtainwalls and metal panels in commercial office facades, or horizontal sliding and heavy masonry cladding in residential facades.

b) Focal Point Definition | Architecturally define the building corners at the Glover Road and Logan Avenue intersection as a significant focal point. Design strategies are included under **Section 6.1 General Guidelines - Corner Definition**.

STREETSCAPE & PUBLIC REALM

a) Corner Plaza | The proposed corner plaza should provide a variety of design amenities to support its role as a key pedestrian throughfare and prominent corner site in the Innovation District. Amenities could include, but are not limited to, featured pieces of public art, wayfinding signage, branding for the Innovation District, landscaping, water features, and street furniture. The corner plaza should also be generally level to enable accessibility, and free of obstructions like infrastructure kiosks and exit stairs.

The design of the corner plaza should also be consistent with the OCP DPA guidelines for Public Open Space.



Figure 46 - Incorporate overlooking fenestration, shop entrances, seating areas, lighting, and generous planting through the corner pedestrian connection which links the Corner Plaza and Internal Street.

b) Corner Pedestrian Connection | The proposed corner pedestrian connection should be designed to be an activated pedestrian only lane following a straight and clear desire line. Design features should include overlooking fenestration, shop entrances, pedestrian scale lighting, seating areas, and a generous amount of planting with appropriately sized trees. Where appropriate, it should also provide room for spill-over space from fronting shops or lobbies.



Figure 47 - Provide a variety of design amenities within the corner plaza to support its role as a key pedestrian throughfare and prominent corner site in the Innovation District.
Source: Discovery Point. https://thepointofdiscovery.com/

6.4 PRECINCT 3 GUIDELINES

BUILDING DESIGN

a) **Orientation |** Buildings should be placed and oriented to directly front onto Glover Road and the Langley Bypass, with the rear of buildings (including drive aisles or parking) facing Collection Drive or potential internal driveway/ courtyard.

FRONTAGES

a) **Interface |** Ground-oriented units, or customer facing functions should interface or be directly visible from Glover Road.

b) **Edge Treatment |** Use low planting, decorative fencing, and integrated stormwater treatment features like rain gardens to buffer light industrial buildings while maintaining visibility.

SERVICING AND UTILITIES

a) **Utility, Loading & Servicing |** Utility, loading and servicing areas, should be accessed along the rear of buildings facing Collection Drive or potentially an internal loading courtyard.

BUILDING ARTICULATION & MATERIALITY

a) **Differentiation of Uses |** Distinguish office portions, entrances, and visitor spaces, from production or manufacturing areas through glazing (minimum 40% on office façades), material change, or colour differentiation. Generally, more building transparency should be fronting Glover Road.



Figure 48 - Building corners on intersections should be distinguished, for example through structural elements and the use of glazing. *Source: Central Okanagan Economic Development Commission. https://www.investkelowna.com/key-sectors/digital-tech/*

b) **Corner Definition |** Distinguish the corner of sites and buildings at the intersections of Glover Road with Collection Drive and Langley Bypass. Use design strategies identified in General Guidelines to define the prominence of these street corners and break up the boxy look of industrial and manufacturing based buildings. Building up to the setback line is encouraged to provide definition and enclosure to the already expansive intersections.

STREETSCAPE & PUBLIC REALM

a) **Circulation |** Separate truck, car, and pedestrian circulation. Ensure truck turning movements are along Collection Drive or contained within a potential internal courtyard and do not interrupt pedestrian movement along Glover Road.

6.5 PRECINCT 4 GUIDELINES

The design guidelines for Precinct 4 should generally reflect the recommendations set out under the KPU 2050 Official Campus Plan, or any subsequent version that supports the vision of the Innovation District and its Design Guidelines, which are provided within:

- L3 – Built Form Framework
- L4 – Open Space Framework
- L5 – Movement Framework

The design of the KPU Langley Campus Plaza should also be consistent with the OCP DPA guidelines for Public Open Space.



7.0 IMPLEMENTATION

7.1 IMPLEMENTATION STRATEGY

In addition to the policies outlined in this area plan, an implementation strategy with a set of action items has been developed. While the policies set requirements to be observed in future development planning, many also require a proactive next step for the City of Langley to prepare for that development. This list establishes those next steps to help realize the policies and put the plan into effect.

The Innovation District has no fixed completion date; it is a long-term vision anticipated to be carried out over many years as redevelopment occurs incrementally. Each action is assigned a priority - short, medium or long term - to guide the order of implementation. A suggested departmental lead within the City of Langley is also assigned.

Funding has not been allocated to these action items, as these should be considered through the City's annual strategic planning and budget processes. Implementation must be balanced with the availability of resources and with other city priorities.

These action items are intended to be referred to by City of Langley departments in the development of their work plans and reviewed periodically by Planning to confirm completion, priority levels and consider changes to community circumstances and needs.

ACTION	POLICY	LEAD	PRIORITY
SECTION 4: LAND USE			
Amendment – Regional Growth Strategy Request a Metro 2050 land use designation amendment to change the designation of parcels in Precinct 1 from Employment to General Urban to accommodate higher densities and a broader range of commercial and residential uses close to the Langley SkyTrain Station. This is indicated in **Section 4.4 - Land Use Strategy** through the extension of the Transit-Oriented Core designation. Ensure that amendment results in no net loss of Mixed Employment land.	4.1.2 – Land Use Designation 5.2.1 – Designation	Planning	Short
Redesignation – OCP Amend the Langley City OCP land use map and Regional Context Statement, as needed, to align with the redesignation of Mixed Employment to Transit-Oriented Core for the parcels within Precinct 1, as indicated in **Section 4.4 - Land Use Strategy**. Ensure that amendment results in no net loss of Mixed Employment land.	4.1.2 – Land Use Designation 5.2.1 – Designation	Planning	Short

ACTION	POLICY	LEAD	PRIORITY
Mixed Employment Designation Update the definition of the Mixed Employment land use designation within the Langley City OCP to provide specific requirements for parcels designated Mixed Employment within the Innovation District. This should allow for increased building heights of up to 15 storeys (as permitted by the Langley Regional Airport (YNJ) Approach Surface, according to the AZR) and an FAR of 5.5.	4.1.3 – Mixed Employment	Planning	Short
Zoning Bylaw Undertake a review of the Zoning Bylaw 2025, No. 3300 and update, as needed, to facilitate development of the vision for a high-employment, innovation-driven district. This should consider the following: • Ensure innovation related uses identified within this plan are permitted within the Mixed Employment, Transit-Oriented Core and University District areas. • Permit the building heights and densities proposed within this plan. • Limit or prohibit the discouraged uses identified within the plan.	4.1.4 – Implementation 4.1.6 – Discouraged Uses 5.2.3 – Employment 5.2.4 – Innovation Related Uses 5.2.7 – Intensification 5.3.2 – Innovation Related Uses 5.4.2 – Innovation Related Uses 5.4.3 – Intensification 5.5.2 – Innovation Related Uses	Planning	Short
Marketing Continue to develop a program to market the Innovation District. Work with KPU and the business community to secure buy in.	4.1.10 – Business Strategy	Economic Development / SCEDAC / Communications	Ongoing
Network Upgrades Where necessary, work with providers to upgrade the digital infrastructure network that connects to the district, to ensure high-speed network capabilities, which will support the high tech land uses in the area. Consider this as a Development Cost Charge (DCC) item.	4.1.11 – Network Support	Engineering	Medium - Long

ACTION	POLICY	LEAD	PRIORITY
First Nations Engagement Consult with the ḳiċəy̓ (Katzie), qw̓ ɑ:nx̌ ə n̓ (Kwantlen), Mathxwí (Matsqui), and SEMYOME (Semiahmoo) First Nations to understand opportunities to participate in the implementation of this plan.	4.1.13 – First Nations Engagement 4.2.10 – First Nations Engagement - Open Space	Planning / Economic Development / SCEDAC	Short
First Nations Partnerships Establish opportunities to partner within hub buildings or other key city-led development with interested local First Nations, as established in First Nations Engagement.	4.1.13 – First Nations Engagement	Planning / Economic Development / SCEDAC	Long
First Nations Integration with District Character Explore opportunities to integrate First Nations art, wayfinding, and other elements into the District Character developed for the Innovation District.	4.1.13 – First Nations Engagement	Planning/ Recreation, Culture, & Community Services	Medium
Airport Zoning Regulation Review The City is currently reviewing the Airport Zoning Regulation (AZR) in place for the Langley Regional Airport (YNJ) and which limits maximum building heights to 46 m or 150 feet within most of the City, including the Innovation District area. Given the close proximity of the Innovation District to YNJ it is unlikely that taller buildings will be possible in the future, but the results of the AZR review should be considered with future planning and development possibilities and initiatives. This includes the possibility of permitting minor building height increases and density transfers from the Innovation District to areas that permit taller buildings through future rezoning and development permit applications.	4.1.14 – Airport Zoning Regulation	Planning	Short

ACTION	POLICY	LEAD	PRIORITY
SECTION 4: OPEN SPACE			
Parks & Green Space Strategy Update the OCP and Parks, Recreation, and Culture (PRC) Plan to identify proposed plazas, parks, and green spaces as described in **Section 4.2 - Open Space Policies** and identified in **Section 4.5 - Parks & Green Space Strategy**.	4.2.1 – Parks & Green Space Strategy	Planning / Parks	Short
Parks & Green Space Strategy Create the proposed publicly-accessible plazas, parks, and greenspaces as guided by the Innovation District Plan, OCP, and PRC Plan, through negotiations with landowners and the following approaches or combination thereof: a) Parkland dedication (City-owned land) as part of subdivision). b) Land acquisitions (City-owned land) funded by parkland reserve and parkland DCC fund, and/or voluntary developer amenity contributions. c) Plazas and park areas on private land that are publicly accessible through legal agreement with landowners.	4.2.1 – Parks & Green Space Strategy 4.2.2 – Ownership & Access	Planning / Parks	Ongoing
Amenity Cost Charge Bylaw As part of the development of an Amenity Cost Charge (ACC) bylaw, identify and implement mechanisms to enable the City of Langley to achieve the amenities and open spaces identified as part of this plan.	4.2.3 – Secure Amenity	Planning	Medium (align with ACC process)
District Character Explore the opportunity to create a distinct identity for landscape treatments within the Innovation District including street furniture and lighting standards. If enacted update the City of Langley Design Criteria Manual document to reflect this.	4.2.6 – Character	Planning / Parks / Engineering / Marketing	Medium

ACTION	POLICY	LEAD	PRIORITY
SECTION 4: TRANSPORTATION & MOBILITY			
Cross Section Standards – Glover Road & Logan Avenue Develop an engineering standard that aligns with the proposed cross section shown in **Figure 12** for the upgrade of Glover Road and Logan Avenue. Update the Engineering Design Criteria Manual as needed to incorporate this. These should consider adequate space for the provision of sidewalks, cycle paths, transit stops and facilities, street furniture, pedestrian scale lighting, on-street parking as may be appropriate, and generous strips for tree planting and landscaping (as indicated as 'landscape buffers' within **Section 4.6 - Transportation and Mobility Strategy**).	4.3.2 – Glover Road & Logan Avenue	Planning / Engineering	Short-Medium
Master Transportation Plan Review and update the City of Langley Master Transportation Plan to incorporate or align with the proposed transportation and mobility measures outlined in this plan to support the coordinated development of the Innovation District, as generally indicated in **Section 4.6 - Transportation and Mobility Strategy**.	4.3.3 – City of Langley Transportation Plan	Planning / Engineering	Medium
Public Transit Strategy Work with TransLink to prepare a strategy to enhance public transit services within the Innovation District and incorporate this within the implementation of the South of Fraser East Area Transport Plan. This should look at the need for transit stops and facilities, how bus routes can connect to the Langley SkyTrain through the Innovation District, and support for new cycling paths. Review and update the City of Langley Master Transportation Plan to align with this strategy.	4.3.6 – Transit	Planning / Engineering	Short / Medium
Wayfinding Strategy Develop a wayfinding and signage strategy that connects KPU, the Langley Centre SkyTrain Station and key destinations within the Innovation District.	4.3.11 - Wayfinding	Planning / Engineering	Medium / Long

ACTION	POLICY	LEAD	PRIORITY
ADDITONAL DISTRICT-WIDE ACTIONS			
Development Cost Charges Review the Development Cost Charges (DCC) Bylaw for opportunities to support and implement the plan. Consider adding upgrades to Glover Road, Logan Avenue, parkland acquisition, and other infrastructure and servicing upgrades as necessary, as DCC items.	4.1.11 – Network Support 4.2.2 – Ownership & Access 4.2.3 – Secure Amenity 4.3.2 – Glover Road & Logan Avenue	Planning / Engineering	Medium (align with corporate finance timelines)
Servicing Study/Strategy Consider undertaking a servicing study to identify potential sewer and water servicing upgrades that benefit large sections of the Plan and identify strategies to fund these upgrades, including DCCs, the potential for latecomer agreements, local area improvements, and/or a special DCC area.	n / a	Engineering	Short
Performance Monitoring Conduct an implementation review after 10 years to measure and report on progress achieved toward key objectives identified within the area plan. A key measure of success should be securing buy in and investment from private sector, post-secondary education and (senior) government sources.	n / a	Planning	Long

ACTION	POLICY	LEAD	PRIORITY
SECTION 5: PRECINCTS			
Cross Section Standards – Proposed Streets Develop an engineering standard that aligns with the proposed cross section shown in **Figure 13** for the proposed Internal Street and 203A Street Extension. Update the Engineering Design Criteria Manual as needed to incorporate this. These should consider safe, multi-modal oriented streetscapes, with generous sidewalks, separated cycleways and widened strips for landscaping and tree planting.	5.2.8 – Internal Street 5.2.9 – 203A Street Extension 5.2.10 – Walkable Streets 5.3.5 – Internal Street 5.3.7 – Walkable Streets	Engineering	Medium
Cross Section Standards – Service Lane Develop an engineering standard cross-section as necessary for the proposed Service Lane. Update the Engineering Design Criteria Manual as needed to incorporate this. This should consider efficient access for servicing, loading and truck movements.	5.2.11 – Service Lane	Engineering	Medium

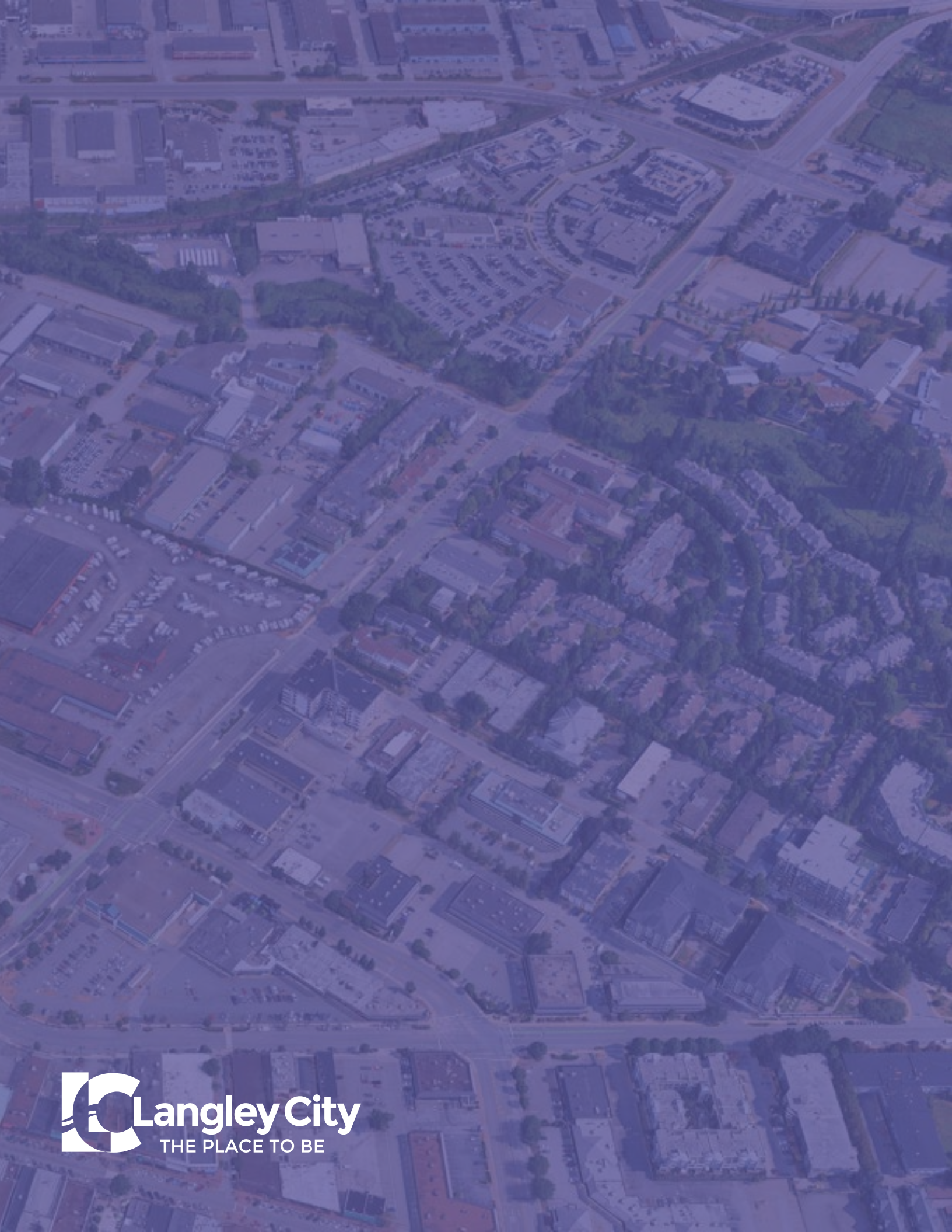
DEVELOPMENT VIABILITY AND INCENTIVES

Given current economic conditions, significant new development in the Innovation District will largely require the prioritization of long-term flexibility, acknowledging that the shifting economic landscape has created challenges to project viability, particularly for high-density, mixed-use buildings. While high-density formats like second-storey commercial are encouraged, they are not mandatory, ensuring the framework remains adaptable until market conditions allow the realization of more complex built forms and uses. This approach recognizes that some mixed-use concepts are not currently viable under current market conditions, such as multi-storey industrial mixed-use, and allows the City to support projects when a viable market need is identified, and market conditions support new development.

Supporting the flexibility to react to different needs and shifting market demand ensures that these lands can transition gradually as business requirements evolve over time. Implementing financial incentives, such as property tax waivers or development cost charge credits, can improve the financial viability of these projects, serving as a catalyst for intensification and ensuring the district remains responsive to future needs.

Also key to the success of development within the Innovation District will be the ongoing collaborative effort and buy-in from a combination of sources. To achieve the vision outlined in this area plan, attracting a mix of private sector, post-secondary education and (senior) government investment will be needed.

ACTION	POLICY	LEAD	PRIORITY
Development Incentives Develop and implement a suite of market-responsive incentives to improve the viability of high-density mixed-employment and residential projects. Measures to be explored could include process related incentives, property tax incentives, and density transfers to other sites in the City that may have the ability to accommodate more density and height depending on the Airport Zoning Regulation (AZR) in place at the time.	4.1.5 – Incentivize	Planning	Short / Medium
Flexible Parking Guidelines Develop a set of market-driven parking guidelines that allow for reduced ratios for industrial and commercial floor area, where supported by market demand, which recognizes that developers are inherently incentivized to provide sufficient parking to ensure the long-term marketability of their buildings while managing total project costs.	4.3.7 – Parking	Planning	Short / Medium


Langley City
THE PLACE TO BE