Emily Carr | Lagoon *at Albert Head* | c. 1936 | oil on paper | 51.5 cm x 72.5 cm
The Thomas Gardiner Keir Bequest | Collection of the Art Gallery of Greater Victoria

Copies of this Bylaw may be viewed on our website at www.colwood.ca or at:

Colwood City Hall
3300 Wishart Road
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V9C 1R1

This OCP was prepared by the Holland Barrs Planning Group in 2008 with staff from the Cities of Colwood & Langford.

Other contributors included Lees & Associates Landscape Architects, Eberle Planning & Research, Stevens Engineering, EcoPlan International, MVH Design & Planning, Frank Ducote Urban Design, and D'Ambrosio Architecture + Urbanism.

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Part I – OCP Overview

1.0 Introduction

The people of Colwood are passionate about their community, and for good reason. Special places like the Royal Roads Campus, the lagoon and shoreline, the relative and convenient access to a wide range of green spaces and the strong family-orientation of the community are assets that have few parallels. It's no surprise there is strong interest in moving to the community from all parts of the province, country, and indeed, the world. However, most people feel there is room for improving on an already great community. Like many Canadians and British Columbians, climate protection and sustainability are at the forefront of many people's minds. More specifically, citizens are also keenly interested in increasing options for how they get around while others feel the time has come to develop a vibrant arts and culture scene. Other desires have been expressed. Many have expressed a strong interest in promoting a viable local food system. Increasing local jobs, improving housing diversity and affordability and preserving open spaces are top priorities for many.

Meanwhile, Colwood is poised for significant growth and change. Large intact sites such as Royal Bay, Colwood Corners, and many other similar sites, are actively being developed and/or are under discussion for changes in land use. Colwood citizens generally understand that growth and change is inevitable, but have strong feelings about the types and locations of development under consideration and what benefits come back to the community. Ultimately, it's very important for residents that proposed developments have a rationale and logic in terms of form and intensity relative to their location and function in the community. Development must also be a benefit to the broader community and address community objectives.

This Official Community Plan (OCP) provides the rationale and logic for how and where development and land use changes occur. It also addresses community concerns that were expressed during the review process and embraces sustainability as a framework for community planning and development.

This OCP was developed together with the City of Langford.

Both communities make up the urban core of the West Shore and have a strong track record of collaboration.

→ What is an Official Community Plan?

An Official Community Plan is a land use plan and policy document for a community. An OCP vision reflects the ideas and input of our residents, stakeholders, professionals and staff who participated in the preparation of the Plan. The OCP integrates land use, economy, environment, transportation, community facilities and services, and creates a broad strategy to direct growth and development. When focused on sustainability, an OCP is an essential means to assist communities in considering and organizing responses to global, regional and local challenges such as climate change and ecosystem health, social development, and the increasingly changing patterns of economic stability.

An effective OCP provides clear direction but does not preclude amendments to the plan based on changing circumstances.

OCP's are strategic plans and are mainly intended to guide decision-making and dialogue about choices and directions. Conditions and opinions change frequently in the same way that opportunities or new challenges emerge without notice. For this reason, the *Local Government Act* states that an OCP does not commit or authorize a municipality to implement policies specified in the Plan, however, all bylaws enacted or works undertaken by a Council after the adoption of an OCP must be consistent with the Plan as enacted or amended.

Futures Forum (June 2007) attendees locate new neighbourhoods on a map of the community.

→ How was this OCP developed and who was involved?

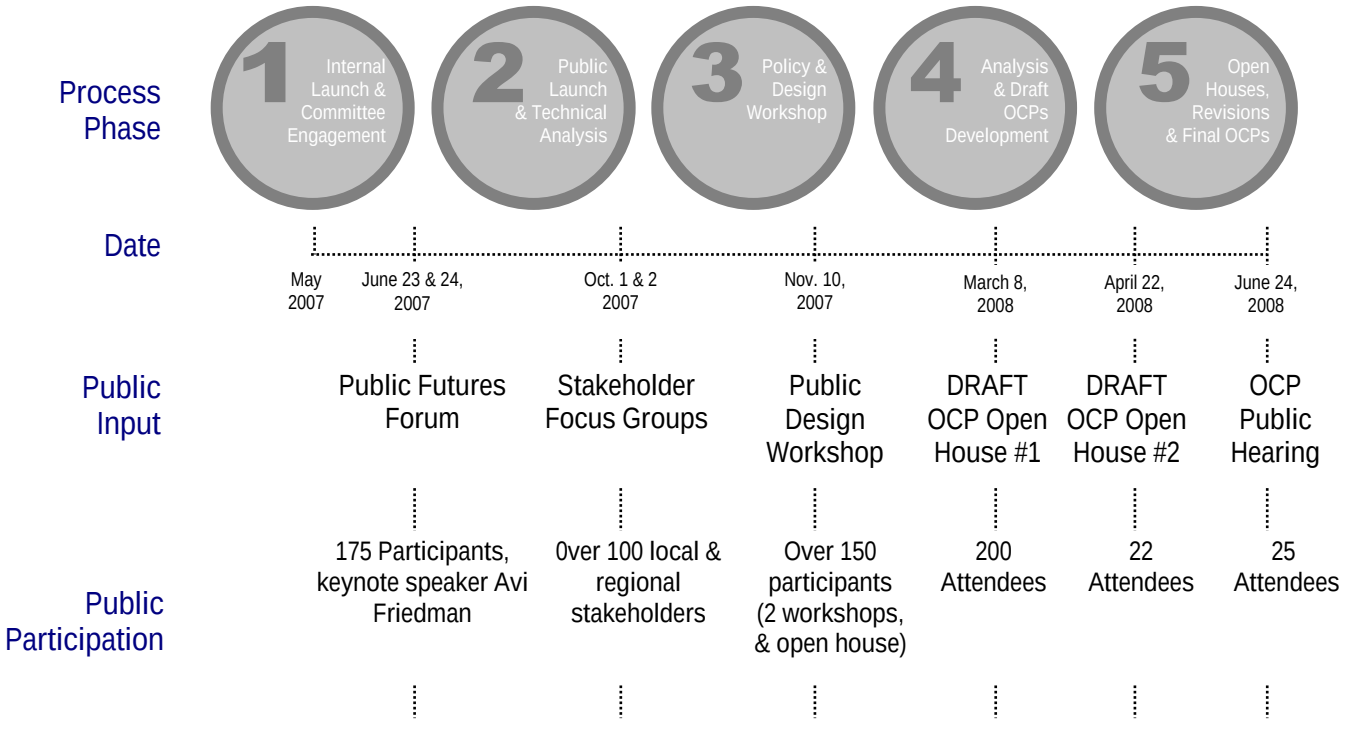
The cities of Colwood and Langford initiated an innovative joint review of their respective Official Community Plans (OCP) with the objective of creating an integrated and sustainable future for both communities. The process for reviewing the OCPs combined opportunities for community and stakeholder feedback, technical analysis and policy and design development. The diagram below shows the main phases and key events of the OCP review process.

The OCP review process benefited from the oversight of an OCP Steering Committee made up of citizens who are passionate about their community. The Colwood and Langford OCP Steering Committees met separately and together to guide the OCP Review team at key stages. The OCP Review team was made up of staff from communities and professional planners, architects, landscape architects, transportation engineers, and housing and economic development experts.

For a list of stakeholder groups who provided input into the process, please see Section 15, Community Profile – Public and Stakeholder Involvement.

A Futures Forum (June 2007) attendee shares highlights from a group discussion about community priorities.

OCP Review Process Overview



→ Why are we planning?

Our community is facing an uncertain future. Climate change will likely not only compromise quality of life and cause environmental change, but could also undermine local and global economies and ecosystems if not kept in check. The Province of BC has committed to reducing GHG emissions by 33% by 2020. The active involvement of cities will be critically important. Other changes are anticipated. Wetter winters, dryer summers, severe weather events, rising sea levels will increase infrastructure demand. Worse yet, despite concerns about climate change, most energy analysts agree that we are fast approaching "peak oil". Peak oil refers to the predicted peaking of world oil production in the coming decades. Anticipated results include dwindling supplies and increasing cost of fuels that we rely on for everything from heating buildings to powering cars to producing food. In the face of these changes and many others, the imperative to develop in a more sustainable manner is clearer than ever.

Colwood's imperative for this OCP is to harness development forces to contribute to sustainable and positive change.

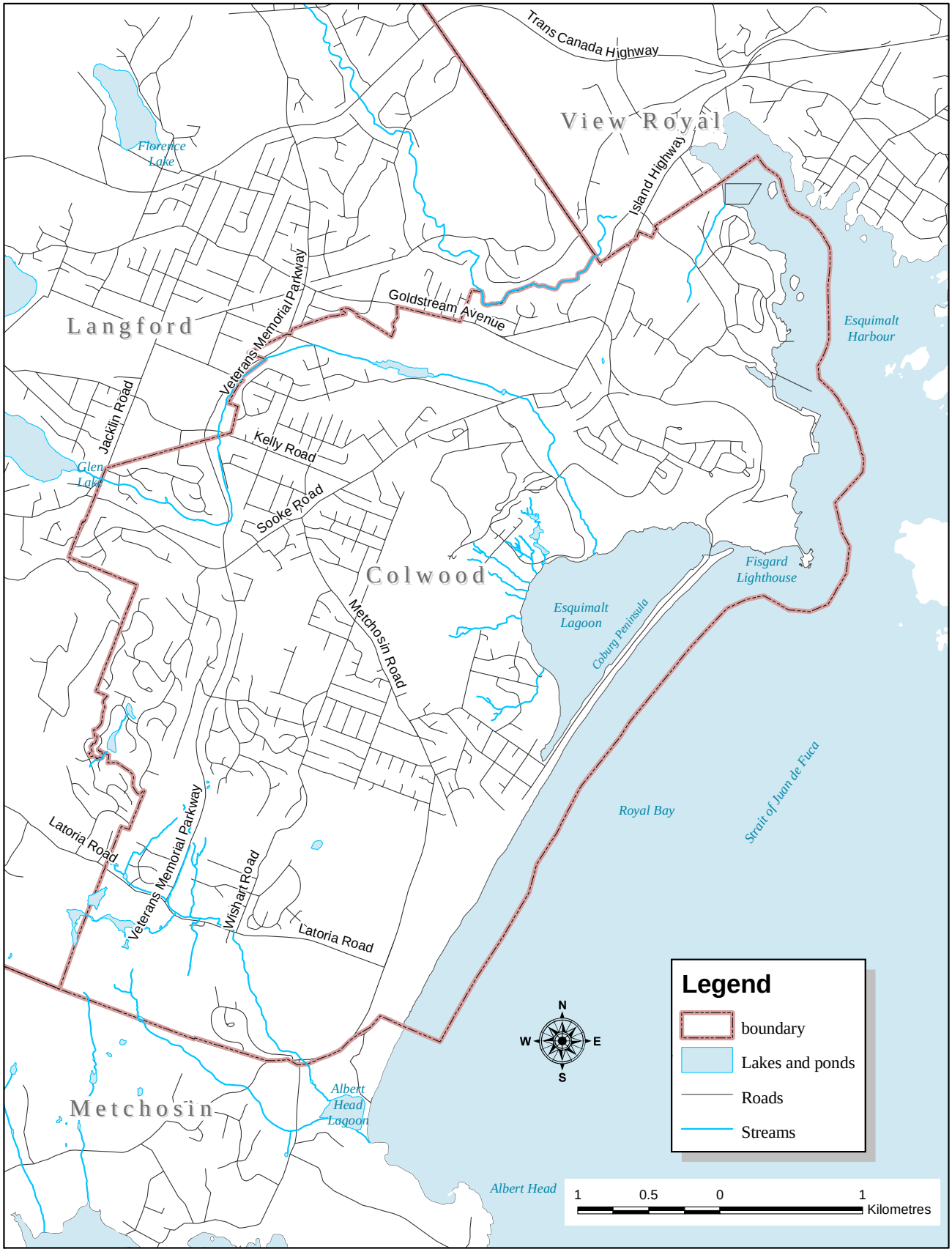
The population in the Capital Regional District (CRD) is anticipated to grow from 353,441 (2006 statistic) to 421,820 in 2028. As a key growth area in the region, the RGS has planned for Colwood to absorb 17,000 new people in approximately 8,032 new homes in the same period. This translates to a population of over 32,000 by 2028. In 2008, approximately 5,900 new units, or 73% of long term housing forecasts, were in various stages of approval (OCP amendment, rezoned, development or building permits) and capacity for new housing still remains in abundance throughout the community. Given the strong demand for housing and the draw to the West Shore, it is likely that the community will absorb more newcomers to the CRD making the possibility of a population much greater than the current projection in the coming decades.

	City of Colwood		CRD
	Population	Dwellings	Population*
2006	15,527	5,501	353,441
2028	32,480	13,533	421,820
Increase	16953	8,032	68,379
Annual Increase	771		3,108
Annual % Increase	5.0%		0.9%

Notes: 2006 dwellings occupied by usual residents, CRD RGS average household size projections based on BC Stats People 32 population projections for CRD August 2007, with share apportioned to Colwood as per CRD Regional Planning Dept. & Eberle Planning & Research Inc.

Map 1-1: Colwood Regional Context

Map 1-2: Planning Area



2.0 Our Sustainability Goals

→ The Sustainability Imperative

"Sustainable development" emerged from the United Nations Brundtland Report in 1987, in recognition that societies need to create prosperous economies and communities, but not irreversibly damage the planet in the process. The report was important because it not only considered the long term implications of environmental and social health that would result from economic growth, but it also predicted the opposite as well: the impacts that degraded ecosystems would have on economic growth into the future. The report concluded that to sustain economic growth, the approach to economic development that would lead to long term prosperity must be transformed from one that generally ignores the environmental and social impacts on the planet, to one that integrated those concerns into everyday business and political decisions and activities.

The insight that this approach has led to, that differentiates it fundamentally from others, was that it offered *a framework for thinking about development that enabled social, environmental and economic concerns to be addressed proactively so that synergistic solutions can be implemented.*

This OCP is our community's sustainability roadmap.

→ Community Sustainability Goals

To make progress on community sustainability, it is imperative to address the fundamental aspects of life and living that will enable the community and its residents to function healthily and sustainably over the long term. The following fundamental sustainability goals will be applied to all aspects of community planning and development:

Ecosystems & Biodiversity	1. *Maximize the ecological value of natural areas. Where development occurs, maintain ecosystem values.*
Community Health	2. *Develop or enhance environments that enable healthy choices in all areas of living that are safe, secure and welcoming for all.*
Basic Needs	3. *Ensure healthy housing and food is available for all.*
Personal Health	4. *Ensure healthy recreational, educational, emotional, spiritual, artistic and cultural opportunities for all.*
Sense of Place	5. *Ensure community planning and design celebrates the community's unique history and natural setting and embraces diversity.*
Vibrant Local Economy	6. *Enhance economic vitality and opportunity. Ensure local employment and business opportunities.*
Energy, Climate Protection & Adaptation	7. *Promote energy-use choices that reduce greenhouse gas emissions and contribute to clean air. Plan for climate change adaptation.*
Water, Resources & Wastes	8. *Promote efficient use and re-use of water and other resources. Reduce the consumption of non-renewable resources in favour of renewable resources.*

→ Climate Action Commitment

The City of Colwood became a Signatory of the British Columbia Climate Action Charter in 2007 and is committed to taking action on climate change, including planning liveable, sustainable communities, encouraging green developments and transit-oriented developments, and implementing innovative infrastructure technologies including production of clean energy.

The adoption of this sustainability-focused OCP as a bylaw demonstrates, *in the most meaningful way*, the city's commitment to ensuring its role in addressing issues related to climate change. Our city also recognizes that reducing emissions will generate social, environmental, economic and health benefits for individuals, families, and businesses throughout the community.

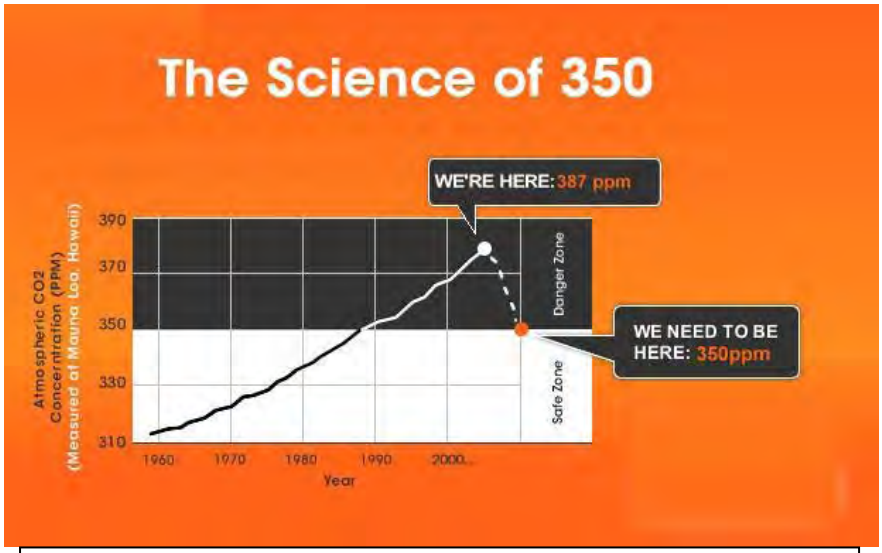
Through this OCP, our city is demonstrating its commitment to implementing actions outlined in the Charter that include:

- Aiming to reduce GHG emissions, including emissions from government buildings and operations, and those created by members of the community;
- Amending legislative, regulatory, policy, or other barriers to taking action on climate change;
- Implementing programs, policies, or legislative actions, within the City's jurisdiction, that facilitates reduced GHG emissions, where appropriate;
- Encouraging centres that are complete and compact and socially responsive; and
- Encouraging infrastructure and a built environment that supports the economic and social needs of the community while minimizing its environmental impact.

As a planned growth area, reducing GHG emissions will be a challenge. Sustainable development in our community will facilitate lower GHG emissions in the region on a per capita basis.

This is an opportunity for our community to be a leader in sustainability.

Our efforts will benefit the region, the Province and the planet.



Global carbon dioxide (CO_2) levels in parts per million (ppm). From: www.350.org

3.0 Our Sustainable City

Our buildings, streets, and open spaces contribute to the community's overall 'look and feel' and largely determines activity patterns *(e.g. how we get around, how we interact with neighbours, how we play)*. Evidently, our community's design and layout are critical for setting the stage for sustainable development. Development often involves changing or modifying natural ecosystems and regardless of location, development has an impact on life sustaining elements such as air, water and soil. Development should therefore maintain the values of natural ecosystems and minimize other impacts when and where feasible. Thoughtful urban design is one of our community's most powerful tools to advance the quality of life of our residents, as well the competitive advantage and attractiveness of the community, which is so critical for attracting business investment and jobs. Breathtaking natural features such as mountains, lakes and the sea will shape future developments as will our city's unique history and people.

.

Colwood will use its regulatory and non-regulatory powers to implement our vision.

→ Our Vision

Our sustainable community, nestled in a rich network of hills, creeks, lakes and the sea, is defined by attractive, compact and complete centres connected by multi-modal transportation corridors.

Our sustainable community is welcoming and inclusive for all and is planned and designed to support the needs of a diverse and changing population.

→ Growth Management & Land Use Strategy

Our growth management strategy defines centres where growth will be focused as wells as areas where development will be controlled. Unique conditions must be addressed, and corresponding development intensities and patterns will emerge.

The following key growth management and land use designations will guide planning and decisions about development intensity. Within this context, site-specific land use and density will be determined at the time of re-zoning. *Map 3.1* details the general configuration of land use designations.

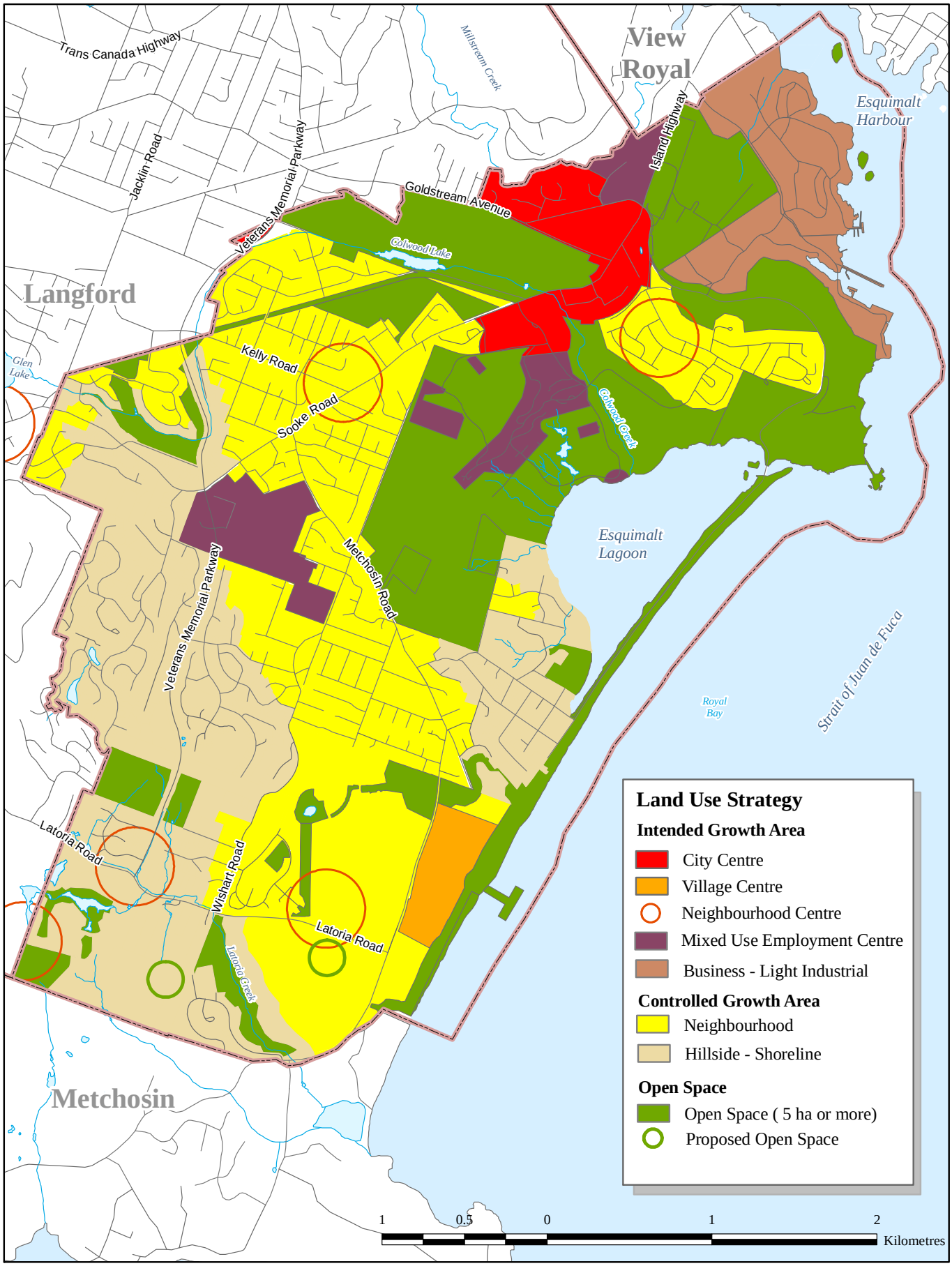
The Growth Management & Land Use Strategy is a key tool to ensure our vision is implemented.

Land Use Designations & Growth Management Strategy Brief Overview:

	Land Use Designation	Area
Growth Management Strategy	**Intended Growth Area**	
	City Centre	Colwood Corners
	Village Centre	Royal Bay Village Centre
	Mixed-Use Employment Centre	Allandale Pit, Portions of Island Highway & Royal Roads University Lease Lands
	Business or Light Industrial Centre	CFB Esquimalt Lands
	Neighbourhood Centre	4 Neighbourhood Growth Areas
	Controlled Growth Area	
	Neighbourhood	Existing Settled Areas
	Hillside - Shoreline	Undeveloped or Existing Low Intensity Hillside or Shoreline Areas
	Preserved Open Space	
	Open Space	Public and Private Open Spaces

A detailed overview of the Land Use Designations (Map 3.1) as well as a detailed overview of each land use designation follows. A brief of overview of the strategy in this OCP to ensure centres are walkable is provided as well.

Map 3-1: Land Use Designations



A Walkable City

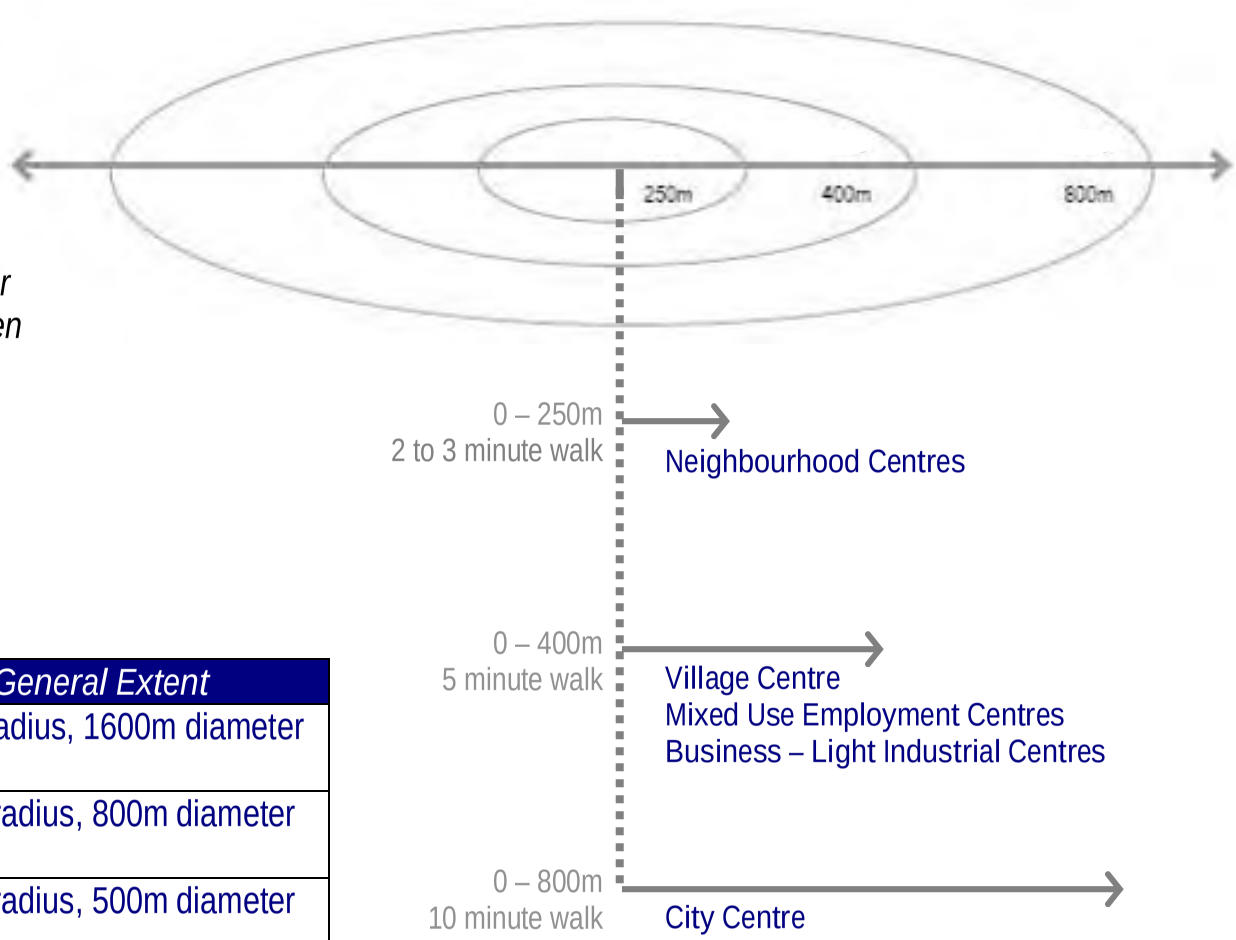
Land use designations for all centres in this OCP are based on the concept of walkability.

A healthy person can comfortably walk 400m in about 5 minutes. It has been shown that provided with an attractive pedestrian environment complemented by a range of uses, most people will walk this distance rather than drive. The 10 minute walk, or 800m, is also important to consider since many people will also walk this distance given the right conditions as well.

The scale and extent of the following land use designations will ensure that all centres are walkable:

Centre	*General Extent*
City Centre	800m radius, 1600m diameter
Village Centre	400m radius, 800m diameter
Neighbourhood Centre	250m radius, 500m diameter
Mixed Use Employment Centre	400m radius, 800m diameter
Business – Light Industrial Centre	400m radius, 800m diameter

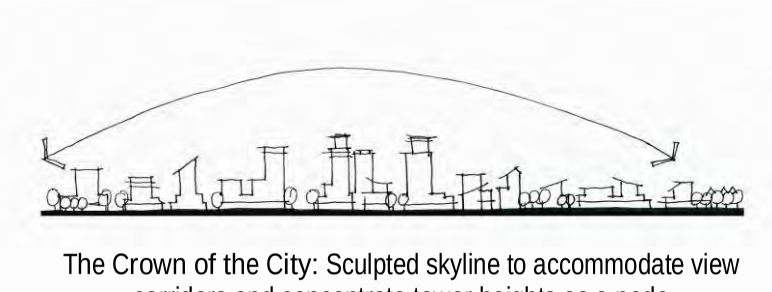
Relative Scale & Extent
of Colwood's *Walkable* Centres



Note: The following land use designations were informed by this concept. Land use designations follow parcel lines and therefore do not appear as circles on the map. The neighbourhood centre designation is the only exception.

City Centre

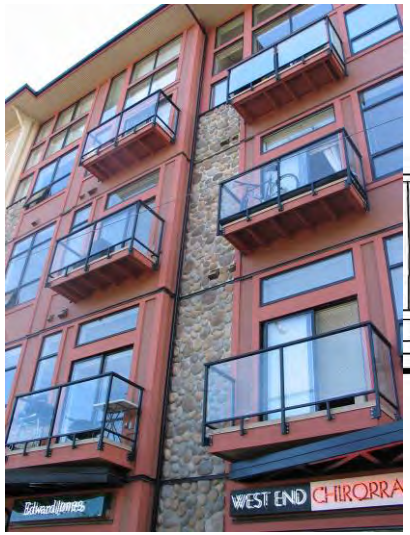
- A major regional growth centre that supports a wide range of high density housing, including affordable and rental housing
- A major employment area for institutional, office, commercial, light industrial uses
- Major civic uses and public buildings are key landmarks
- A major place of community gathering and celebration
- A wide range of public squares, parks and open spaces are integrated throughout
- The City's major entertainment and/or cultural precinct
- Inter-city and/or inter-regional transit hub connect residents



The Crown of the City: Sculpted skyline to accommodate view corridors and concentrate tower heights as a node

A Concept for the City Centre

Possibilities for our City Centre



Contextual design directions

Government & business offices

Mid-rise mixed use buildings

Attractive hi-rise residential buildings

Integrated rail- and/or road-based rapid transit

General Extent of Centre = 800m (10 minute walk) from centre to edge or 1600m (diameter) from edge to edge

Density Guideline = >250 dwelling units per hectare (100 units per acre) for the centre core area (0-400m (radius))

Density Guideline = 150 – 200 dwelling units per hectare (60-80 units per acre) for the edge of the centre (400 - 800m (radius))

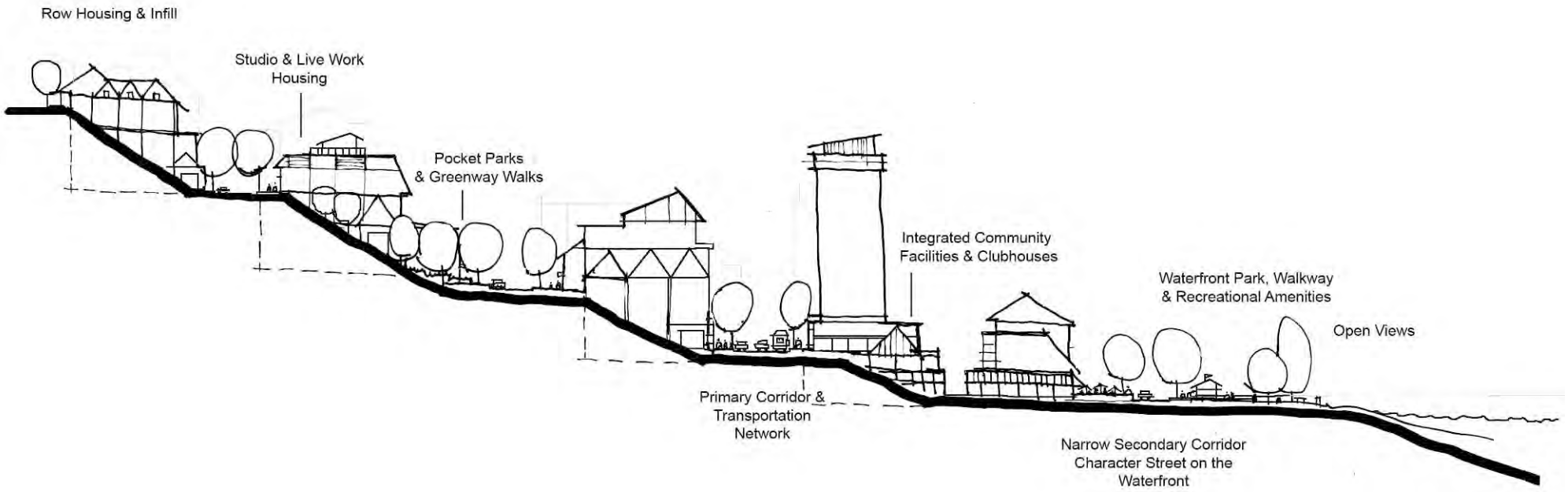
→ City Centre

Objective 3.1	Promote civic activities in the City Centre.
Policy 3.1.1	Locate and/or maintain civic buildings in the City Centre to reinforce the function and focus of the city centre.
Policy 3.1.2	Ensure that civic buildings remain distinctive as landmarks in the city centre.
Policy 3.1.3	Create a major gathering place in the City Centre to promote civic activities such as parades, celebrations, in proximity to adjacent to commercial, civic, or institutional buildings.
Objective 3.2	Maintain a regional focus.
Policy 3.2.1	Commercial and institutional land uses, services and amenities in the City Centre will balance regional services with amenities and services for local residents.
Policy 3.2.2	Transportation services and infrastructure in the City Centre will connect users to regional transportation systems.

Village Centre

- A predominantly residential precinct that supports a wide range of high and moderate density housing, including affordable and rental housing
- A key location in the city for shopping, services, amenities, and any other function that supports local residents' daily needs
- Parks and open spaces and recreational facilities are integrated throughout
- Major educational, health and child care facilities serve the needs of residents' in the city
- Inter-city and/or inter-regional transit hub connect residents

A Concept for our Village Centre



General Extent of Centre = 800m (diameter) from edge to edge or 400m (5 minute walk) from centre to edge

Density Guideline = 150 – 200 dwelling units per hectare (60-80 units per acre) for the edge of the centre

Density Guideline = 200 – 250 dwelling units per hectare (80 - 100 units per acre) for the centre core area (400m (radius))

Density Guideline = 50 – 100 dwelling units per hectare (20-40 units per acre) for the edge of the centre north, south west open space and at the sea (east)

Possibilities for our Village Centre

Pedestrian-friendly public realm

Variety – mid rise & low rise buildings

Lively main streets

Community facilities & involvement

Housing of all types

Terraced mid-rise buildings

Great pedestrian connections

Convenient cycle paths

Intimate public gathering places

→ Village Centre

Objective 3.3 Maintain a sub-regional focus.

Policy 3.3.1 Sub-regional commercial and institutional land uses, services and amenities will be balanced with ample local services and amenities.

Policy 3.3.2 Transportation services and infrastructure in the Village Centres will connect users to sub-regional and regional transportation systems.

Objective 3.4 Serve a distinctive role in the City.

Policy 3.4.1 Commercial and institutional land uses, services and amenities in a Village Centre will fulfill a distinctive role in the City and not compete with the role of the City Centre as the major civic centre.

Objective 3.5 Integrate public institutions in to the Village Centre as key focus areas.

Policy 3.5.1 Schools, civic buildings and community facilities will complement their surroundings and be of significant architectural character, in keeping with the form and character of surrounding commercial or multi-family residential development, as the case may be.

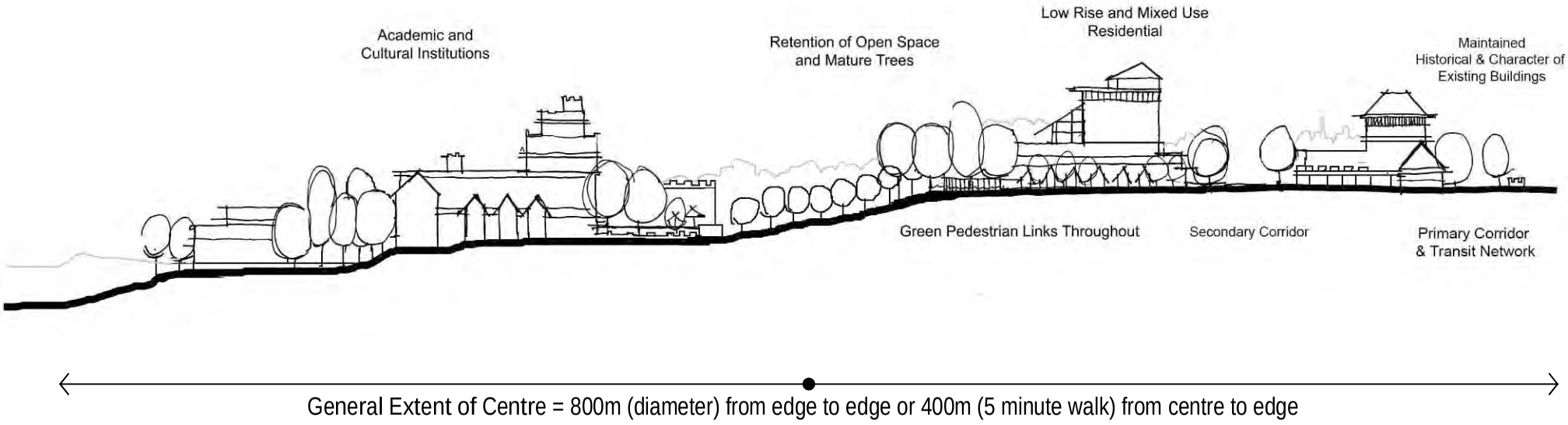
Policy 3.5.2 Schools, civic buildings and community facilities should be located to terminate view corridors, with main entry doors and/or significant architectural features positioned on such an axis.

Policy 3.5.3 Parking for public institutions will be primarily accommodated in side and/or rear yards.

Mixed-Use Employment Centre

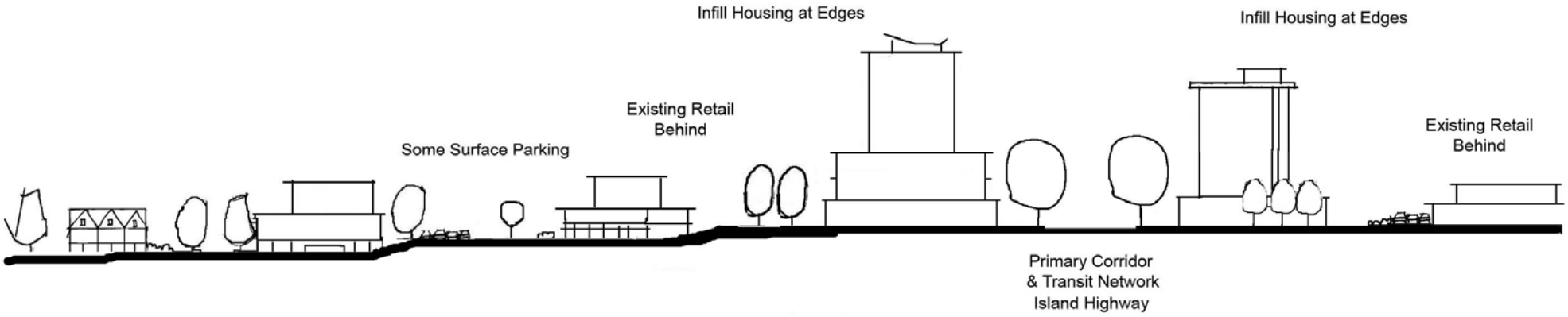
- A predominantly workplace precinct that includes business of all types including commercial, accommodation, institutional, and light industrial
- An ideal location for creative or innovative infill housing (such as live-work, mixed-use buildings, student housing, rental housing, etc.) that does not jeopardize the long-term function of the centre as an employment node.
- Parks, public squares, open space, and cycling and pedestrian greenways are integrated throughout
- Centre is an inter-city and/or inter-regional transit hub that connects residents and employees

Concepts for our Mixed-Use Employment Centres at Royal Roads University Campus

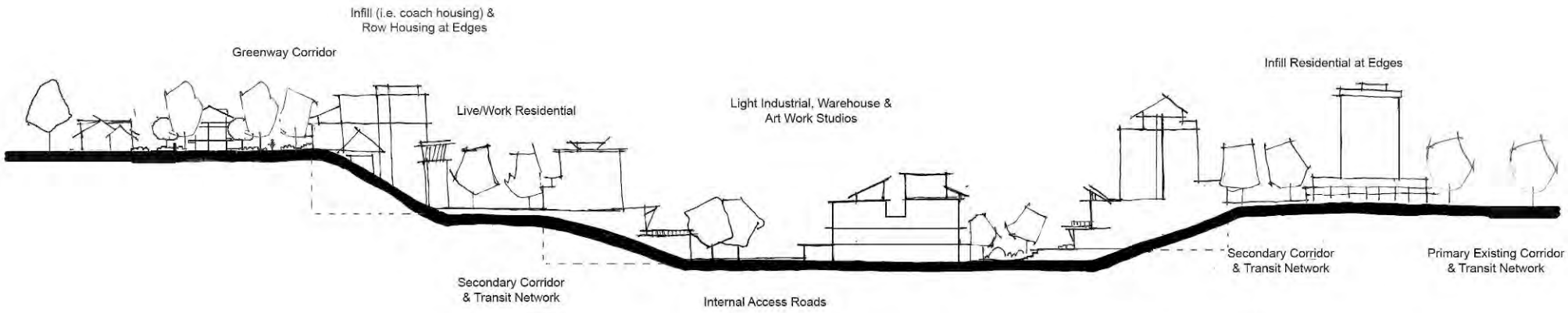


General Extent of Centre = 800m (diameter) from edge to edge or 400m (5 minute walk) from centre to edge

A Concept for our Mixed-Use Employment Centre along Island Highway



A Concept for our Mixed-Use Employment Centre at Allandale Pit



→ Mixed-Use Employment Centres

Objective 3.6 Maximize adaptive re-use opportunities in greyfield or underdeveloped commercial sites.

Policy 3.6.1 Encourage the infill of auto-oriented commercial sites and strip malls with mixed-use residential development.

Policy 3.6.2 Promote the re-development of brownfield sites as predominantly work place areas that integrate housing.

Policy 3.6.3 Consider property tax incentives for a period of up to 10 years for new mixed use residential development on brownfield and greyfield sites.

Policy 3.6.4 Integrate large format retail stores into mixed use buildings or encourage multi-level large format retail along major corridors.

Objective 3.7 Maintain a workplace focus.

Policy 3.7.1 Ensure a long term supply of employment lands in centres is maintained.

Policy 3.7.2 Ensure choices about land use and density do not preclude the long term role of the centre as an employment area.

Neighbourhood Centre

Public places for all members of the community

Mixed use buildings at key intersections with rental & affordable housing

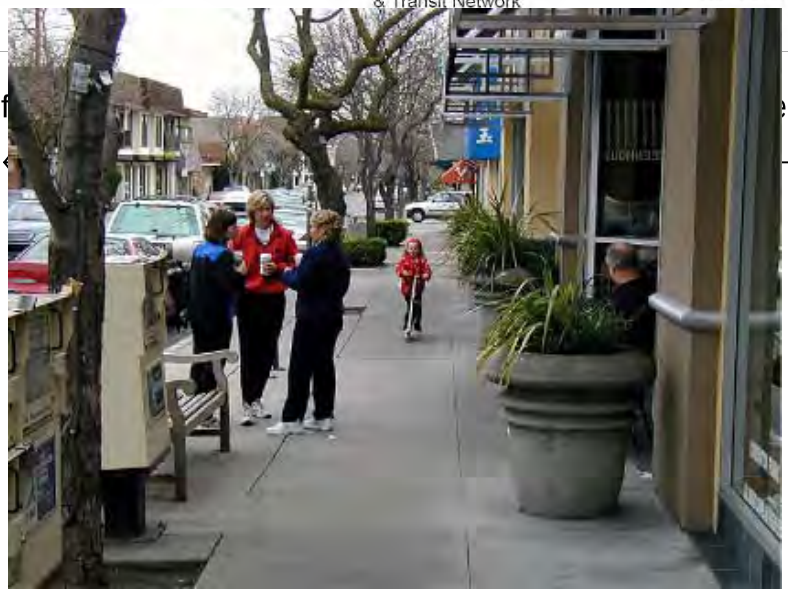
Greenways connecting places

"Woonerfs" – streets for all users

Community gathering

Primary Corridor
& Transit Network

Secondary Corridor



Street oriented buildings & street trees

Live/work housing

Farmers markets

Fresh vegetable stands nearby

→ Neighbourhood Centres

Objective 3.8 Allow for the emergence of new neighbourhood areas and/or centres and areas in all parts of the community.

Policy 3.8.1 Recognizing that general densification over time may lead to the need and/or viability of neighbourhoods and centres that serve the needs of residents, neighbourhoods in all areas of the city will be permitted.

Policy 3.8.2 Council may request an area plan (e.g. a Neighbourhood Area Plan (NAP) or a Neighbourhood Centre Plan (NCP)) prior to considering changes in land uses and/or development approvals, at its discretion. This plan will define, at a minimum, the following:

i. Rationale for location of neighbourhood and/or centre and how it contributes to overall to community vision and goals.
ii. Land uses including parks & open space
iii. Information about building siting based on proposed setbacks
iv. Architectural, landscape and/or public realm guidelines
v. Amenities
vi. Servicing / Infrastructure strategy

Policy 3.8.3 Council may require that all costs associated with developing and adopting an area plan will be funded by the development proponent(s).

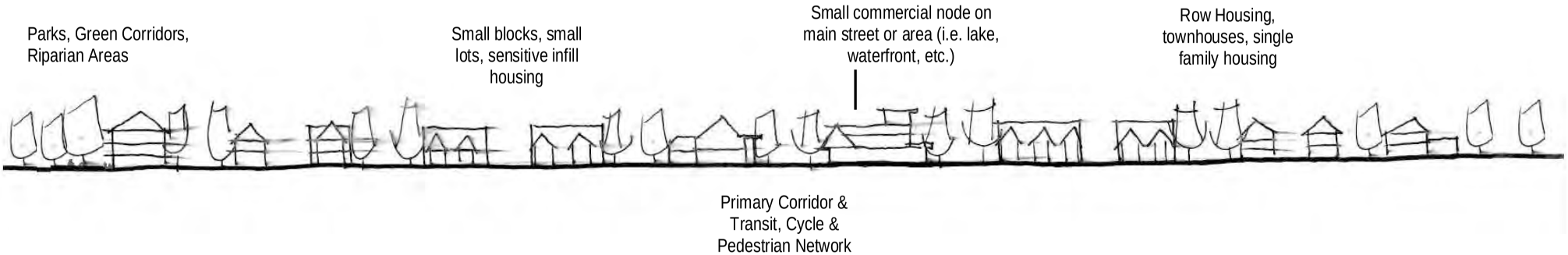
Policy 3.8.4 Area plan processes will include public and stakeholder education and consultation. These processes may be executed concurrently with other development approvals.

Policy 3.8.5 Area plans will guide Council decisions about land use and density when in place. They will be adopted by resolution or by bylaw (i.e. OCP Amendment). In instances where an area plan is in effect and changes are proposed over time, they may be considered concurrently with rezoning applications.

Neighbourhood

Existing settled areas throughout the community predominantly located on the valley floor.

- Predominantly residential precinct that supports a range of low and medium density housing choices including secondary suites
- This area allows for residential and mixed use commercial intensification of streets that connect centres and/or are serviced by transit
- Schools, community facilities and other institutional uses are permitted throughout the area
- Retail serving local residents is encouraged along transportation corridors
- Home-based businesses, live-work housing is encouraged
- Parks, open spaces and recreational facilities are integrated throughout the area
- This area allows for *Neighbourhood Centres* to emerge in the form of medium density mixed-use nodes at key intersections.
- Transit stops are located where appropriate



Possibilities for our Neighbourhood Areas

Alternative energy systems

Multi-family buildings

Parks & open spaces

Rear lot coach housing

Row housing

Small lot housing

3-storey townhouses

Corner store / cafe

→ Neighbourhood Areas

Objective 3.9	Redevelop and intensify corridors connecting centres.
Policy 3.9.1	Encourage intensification of transportation corridors in and out of centres as a means to further increase the viability of transit services.
Policy 3.9.2	Ensure redevelopment along corridors is pedestrian-oriented and consistent with liveable street strategies.
Objective 3.10	Permit sensitive infill development.
Policy 3.10.1	Intensive residential small lots under 550m^2 will be permitted and will be subject to development permits to ensure compatible integration in existing neighbourhoods.
Policy 3.10.2	Flexible housing design will be encouraged to create affordable and adaptable housing options.
Policy 3.10.3	Encourage alternative housing types such as coach housing where rear access is provided, row housing, live/work units and townhouses that diversify the housing stock.
Policy 3.10.4	Permit small lot subdivision and clustered densification in established areas.
Policy 3.10.5	An overall density objective of 30 units per hectare (12 units per acre) for infill development in Neighbourhood designated area will guide choices about density.
Policy 3.10.6	Ensure buildings are sited to complement the type, use and character of adjacent buildings and ensure private outdoor spaces for adjacent properties are respected.
Objective 3.11	Improve road, cycle and pedestrian connections.
Policy 3.11.1	Retrofit cycle, pedestrian and road networks into existing neighbourhoods.
Policy 3.11.2	Secure easements or public right of way (ROW) dedications through rezoning and subdivisions to improve road, cycle or pedestrian network connectivity.

Flexible Housing (see policies 3.10.2 & 7.1.6) is a practical approach to designing and building housing that allows residents to convert space to meet their changing needs. As an example, a 3-storey, 4 bedroom home could be divided into a duplex or smaller suites.

Hillside - Shoreline

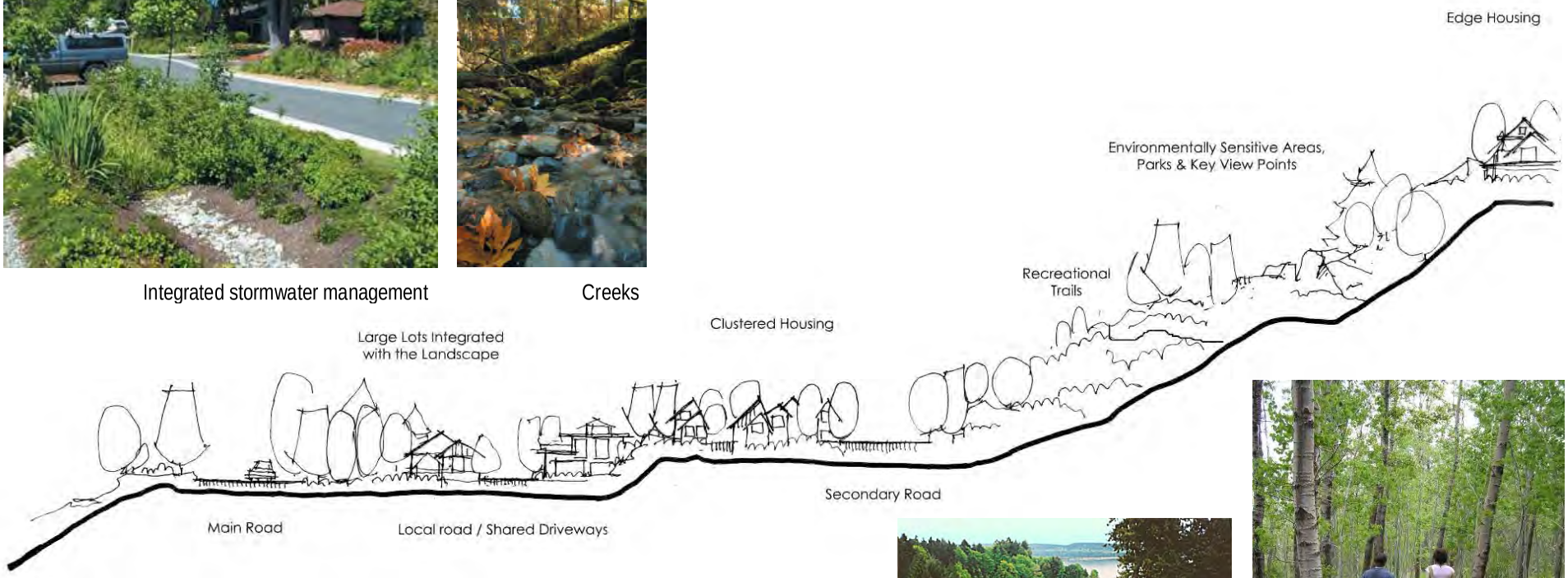
Predominantly areas with sensitive environments that are at lower densities settled areas located on a hillside or near the shoreline.

- Predominantly residential precinct that supports a range of low and medium density housing choices including secondary suites
- Schools, community facilities and other institutional uses are permitted throughout the area
- Home-based businesses and live-work housing is encouraged; Home-based accommodations (e.g. Bed & Breakfasts) are permitted
- Parks, open spaces and green corridors (creeks, wildlife corridors, trails, etc.) are integrated throughout the area
- This area allows for *Neighbourhood Centres* to emerge in the form of medium density ***clustered*** mixed-use nodes
- Transit stops are located where appropriate

This area allows for Neighbourhood Centres to emerge in the form of cluster or hamlet development.

Integrated stormwater management

Creeks

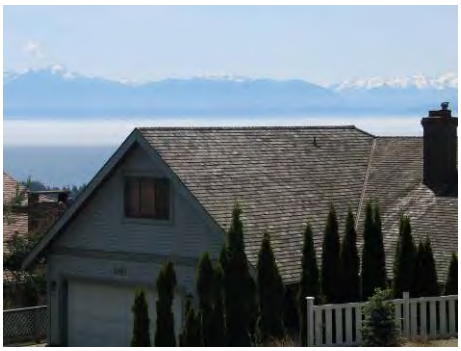


General Hillside - Shoreline Density Target =
10 units per hectare target (4 units per acre)

Bed & breakfast accommodations

Trail network

→ Hillside - Shoreline Areas



Objective 3.12 Retain and restore significant open spaces and ecosystems values.

Policy 3.12.1 An overall density objective of 10 units per hectare (4 units per acre) for infill development in Neighbourhood designated area will guide choices about density.

Policy 3.12.2 When considering development on *greenfield* sites, retain a minimum of 40% of the site area as part public and part private open space. If an area plan (e.g. *NAP* or *NCP*) is in place, each subdivision application will benefit from the overall conditions of the plan as it relates to open space retention on an area-wide basis. That is, if 40% of the area has been retained for open space through the area-wide plan, individual parcels created through subdivision within designated development areas will not be expected to achieve the 40% open space on a site by site basis.

Policy 3.12.3 Ensure connectivity of open spaces so as to create a network that supports water flow (i.e. creeks), trails and/or wildlife movement.

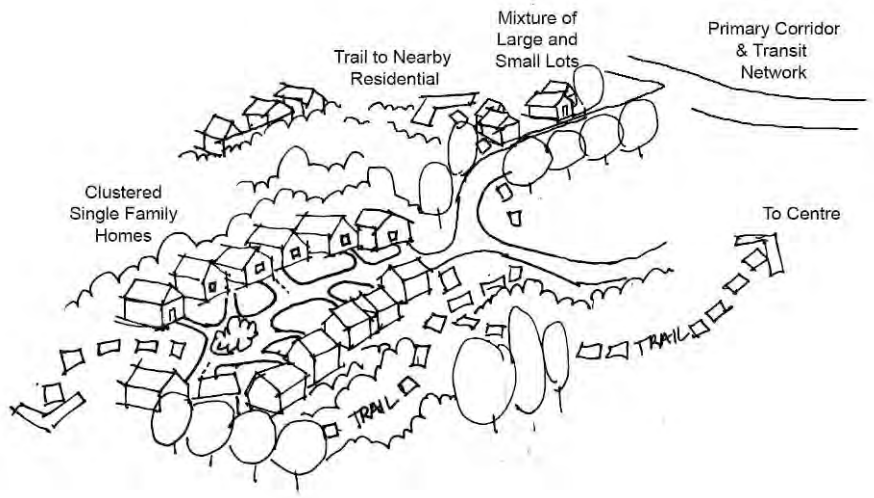
Policy 3.12.4 *Cluster* development so as to minimize impacts of development on ecosystem values:

i. Lower density sites of attached and single detached housing shall integrate open space of preserved historical or environmentally sensitive features.
ii. Higher building forms, such as point towers, will be permitted to maximize open space when conditions include:
    - Retention of ESAs.
    - Designation of 40% minimum open space
    - All residential parking is structured or covered.
    - Vigilant application of policy & development permit guidelines

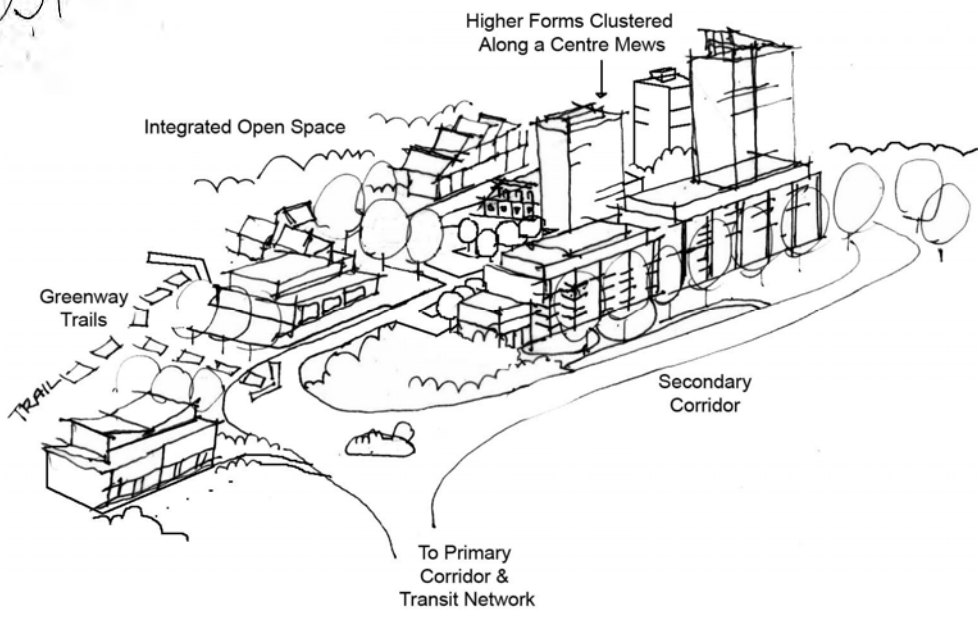
Objective 3.13 Plan for view from lower and higher elevations.

Policy 3.13.1 For large or prominent sites, use 3-D modeling (electronic) as a visual tool for proposed hillside or shoreline developments to guide decisions about siting and massing to ensure views to the site are pleasing and contribute to the sense of place.

Policy 3.13.2 Set targets for view preservation from lower elevations to hills, and from hillsides or shorelines to significant buildings and distant sites (e.g. Victoria, Mt Baker, Race Rocks). Retain views of key landscape features such as ridgelines, peaks, rocky outcrops, shorelines and environmentally sensitive areas.



Low Density Clustered Development
Development that concentrates buildings and infrastructure into small less intensive sites that integrate public open space, preserved historical or environmentally sensitive features.



High Density Clustered Development
Development that concentrates tall buildings and infrastructure into a very compact development site that is contained within public open space, preserved historical or environmentally sensitive features.

Objective 3.14 Develop hillside or shoreline appropriate standards.

Policy 3.14.1 Modify infrastructure standards to adapt to terrain where emergency access can be addressed. This may include:

i. Single-loaded travel lanes or one-way streets
ii. Very low design speeds
iii. Narrow local roads with parking pull-outs
iv. Bioengineered steep slopes
v. Sloping boulevards with modified sidewalks
vi. Xeriscaped boulevard landscaping
vii. Low-impact development drainage
viii. Sanitary and storm services

Business – Light Industrial

→ Business or Light Industrial Centres

Objective 3.15 Ensure long term supply of employment lands.

Policy 3.15.1 Develop and maintain an inventory of commercial and industrial floor space and remaining capacity to ensure that an adequate supply of employment lands is maintained.[1]

Policy 3.15.2 Promote high intensity business and light industrial development.

Open Space

→ Open Space

Description: Private and public linked open space of 5 ha or more that includes:

- Environmentally sensitive areas
- Rare & endangered ecosystems
- Ecosystem restoration areas
- Recreational areas
- Agricultural land reserve (ALR) areas

[1] While designating lands alone will not foster economic growth and employment, it does allow for both the community to respond positively to future demand.

→ Allowable Density for Centres

The following table identifies base permitted densities and potential densities in terms of *floor space ratio* (FSR)[2] for the areas designated as centres. Land use and density will be determined through zoning.

	Base Permitted *Floor Space Ratio*	Provisions for Increased Density	Potential *Floor Space Ratio*
City Centre	2.0	Greater densities will be permitted when the following are provided: • Affordable Housing • Green building standards certification (ie. BuiltGreen BC, LEED-NC™ or LEED-ND™ or other) • Open space preservation • Child care facilities • Park or public square development • Public art • Community safety initiatives • Community garden and food production • Community shuttle service • Community gathering places such as cultural facilities, meeting spaces • Other amenities as listed by Council policy	3.0-7.0
Village Centre	1.5		2.0-3.0
Neighbourhood Centre	0.75		1.0-2.0
Mixed-Use Employment Centre	2.0		2.5
Business or Light Industrial Centre	1.75		2.0

[2] FSR: *Floor space ratio* (or *floor area ratio)* is the figure obtained when the area of all floors in a building is divided by the area of the lot.

Part II – Community Objectives & Policies

4.0 Our Natural Setting & Open Spaces

A community's natural setting, parks and open spaces are form-makers for creating sustainable communities. Colwood is located within the Coastal Douglas-fir zone, found only in the southwest corner of British Columbia. Major watersheds include the Colwood Creek, Millstream Creek and Latoria Creek watersheds. This unique bio-geoclimatic zone includes mature Douglas-fir forests and Garry oak woodlands and associated ecosystems. Biodiversity and species at risk are vital concerns; 118 species including 73 plants, in Garry oak associated ecosystems, were listed as *species at risk* in 2007. This breathtaking natural setting is also defined by the sea, mountains, lakes, creeks, streams, and community parks. The amount, proximity and quality of these places reinforce a unique identity and sense of place. Continued access to these places is a significant aspect of the livability in the region and a top priority of local residents.

→ OCP Strategy

Develop an interconnected network of parks and open spaces that support biodiversity and recreational uses that promote healthier lifestyles.

→ Challenges & Opportunities

- With the projected doubling of the community's population by 2028, not only must we meet the needs of current residents, but we must plan for the next generation, and for our new residents.
- As the community grows, development will create opportunities to designate significant parks or open space connections.
- The current parks and open space system is a patchwork of spaces that lack connection and integration internally and externally to the surrounding context.
- A desire for less formal outdoor recreation and recreation integrated with the day-to-day routines of residents has been expressed.
- Higher residential densities will require changes in the nature of the form and programming of our parks.
- Climate change will bring increased fire risk and drought, and we must address the *wildfire interface* while protecting natural areas.

→ Natural Systems, Habitat & Biodiversity

Objective 4.1 Ensure the long term health of environmentally sensitive areas (ESA).

Policy 4.1.1 Include all ESAs as part of the ESA Development Permit Area for protection of ecosystems, biological diversity and water conservation (see Part IV).

Policy 4.1.2 Update mapping of ESAs as appropriate as part of ongoing planning and development initiatives. ESAs should include, but not necessarily be limited to:

i. Endangered and threatened habitats such as Garry Oak ecosystems and wildlife corridors and Sensitive Ecosystems Inventory sites
ii. Older forests and rocky outcroppings that define herbaceous terrestrial ecosystems
iii. Riparian corridors, wetlands, shoreline habitats
iv. Heritage landscapes

Policy 4.1.3 Expand policies for protection, stewardship and/or restoration, as appropriate, of ESAs so as to ensure their long term health and function.

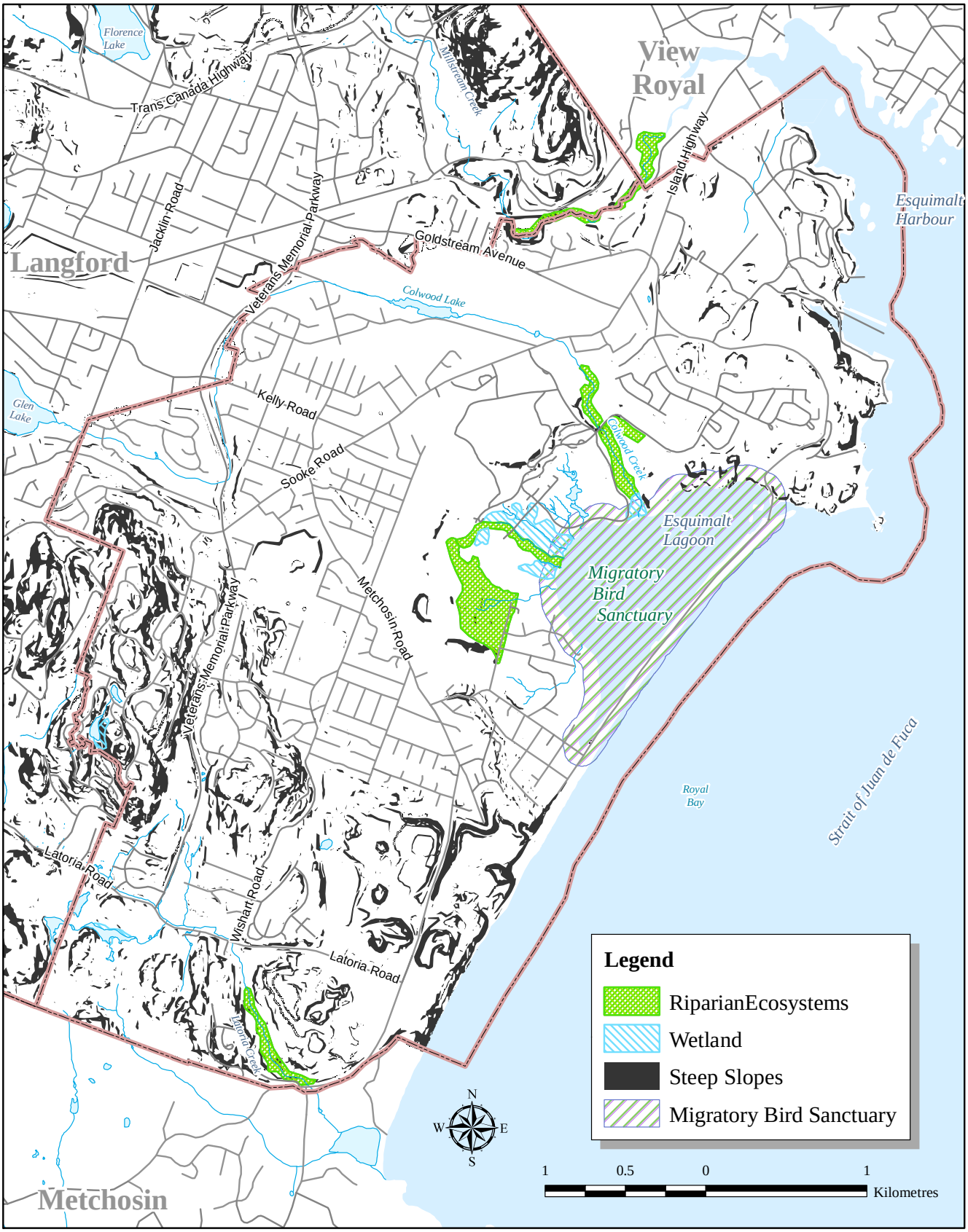
Policy 4.1.4 Update Development Permit Area guidelines, based on new technical and scientific data and best practice guidelines as they become available.

Policy 4.1.5 Limit access to ESAs through sensitive design.

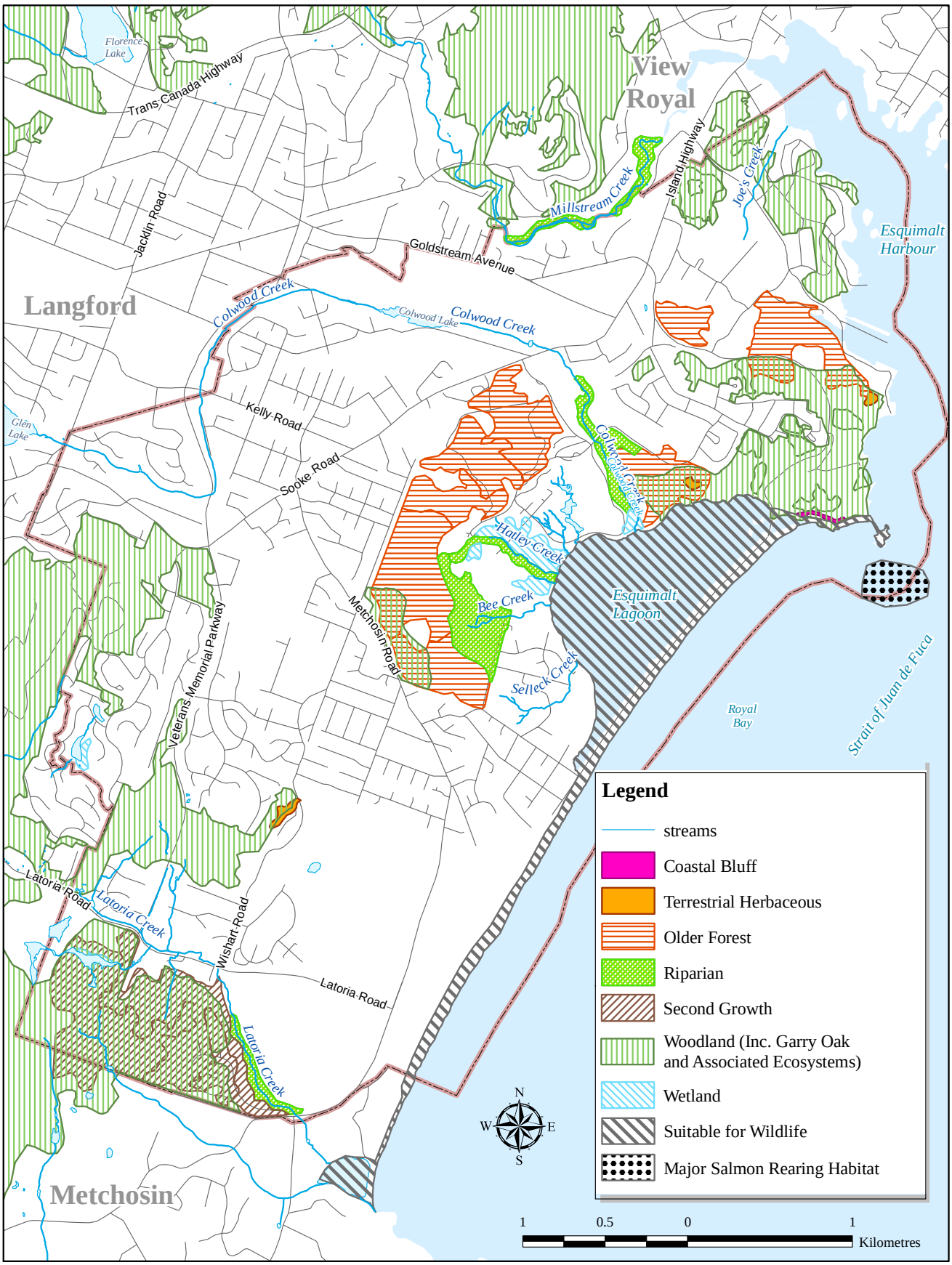
Camas flowers growing through access stairway – photo by Todd Carnahan

Endangered deltoid balsamroot flowers growing under Garry oak trees – www.goert.ca (photo by Tim Ennis – Nature Conservancy of Canada)

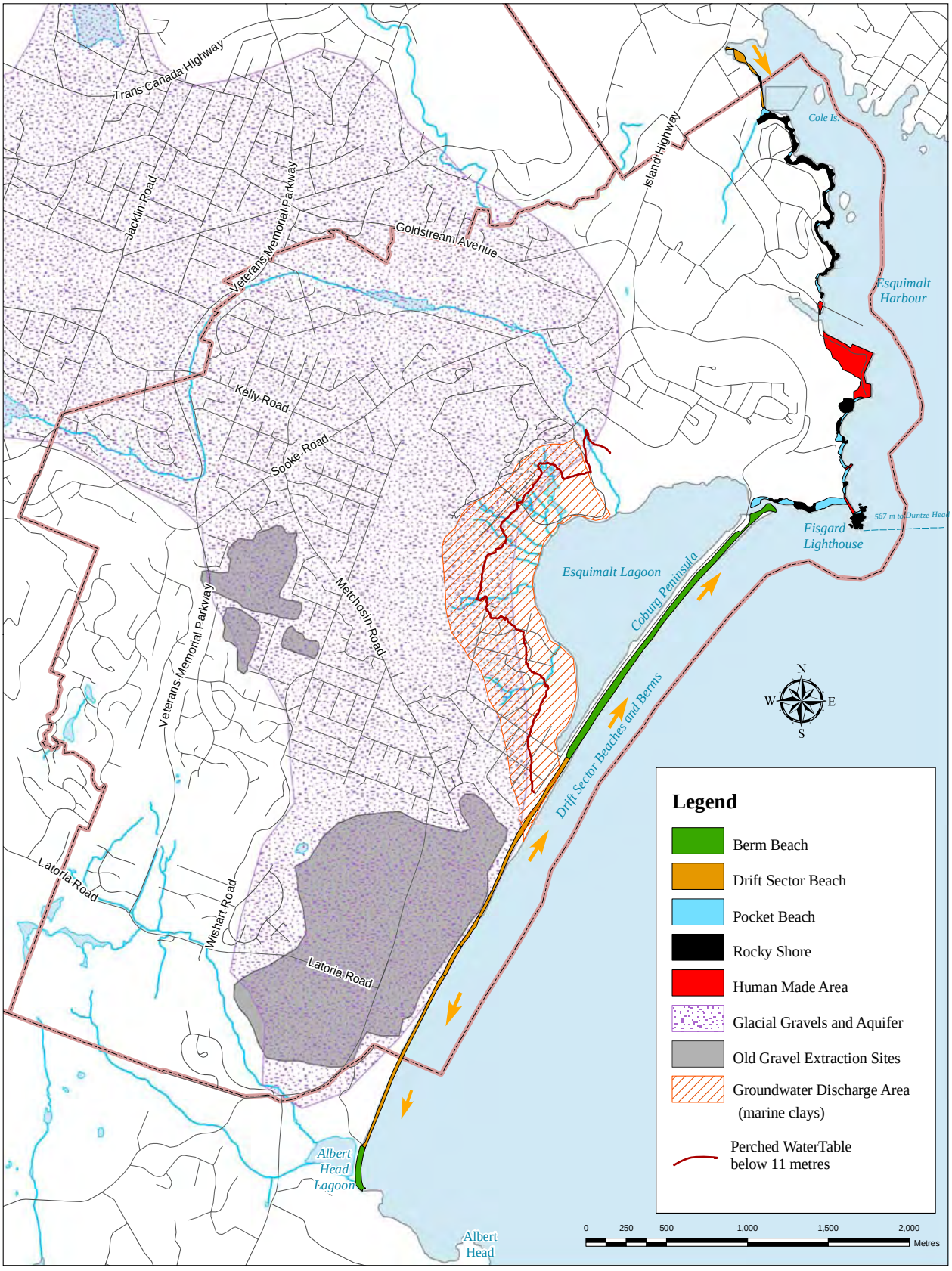
Map 4-1: Slopes, Streams & Riparian Areas



Map 4-2: Sensitive Ecosystems & Stream Habitat Areas



Map 4-3: Groundwater Discharge & High Water Table Areas



Objective 4.2 Maintain a healthy urban forest.

Policy 4.2.1 Set targets for canopy coverage in built areas that result from street trees, urban forests, treed landscapes and/or trees on private property.

Policy 4.2.2 Adopt policies for trees and forest maintenance and health in the public realm.

Policy 4.2.3 Establish a tree management bylaw or policy that will guide decisions related to tree cutting, use of biomass (i.e. tree clippings), retention, replacement and planting for private developments.

Policy 4.2.4 Enhance wildlife biodiversity within the urban forest and landscaping through choice of vegetative species, planting locations and landscaping cover and density.

Mature street trees contribute to character, shade buildings during summer months and provide shelter from the elements.

→ Integrated Parks and Open Space System

Objective 4.3 Ensure natural areas, parks and open space are connected in a network consistent with open space strategies in this OCP.

Policy 4.3.1 Create and maintain a Parks Master Plan (PMP) in order to guide decisions related to property acquisitions, planning, development, design, and delivery of amenities, programs and services. Ensure integration of the Parks Master Plan with the work of the West Shore Parks & Recreation Society and other park planning bodies. The PMP should also define, but not necessarily be limited to:

i. 4 hectares of park area (ha) per 1000 people; neighbourhood parks and community parks each at a ratio of 2 hectares for each 1,000 people. There is no specific area standard for nature parks.
ii. Proximity and walkability criteria (e.g. parks located within 400m walk from all homes)
iii. A range of park sizes, experiences and future use potentials
iv. A parks & open space classification system

Policy 4.3.2 In the consideration of subdivision proposals, require the dedication of the land as park land for any of the following reasons:

i. The land is or includes a heritage site (as defined by the City of Colwood Heritage Inventory, 1988);
ii. The land includes or is adjacent to a lake, river or stream or other body of water;

iii. The land has features which are environmentally sensitive, for example, stands of trees, native vegetation, or wildlife habitat;
iv. It is a viewpoint; or
v. There is an opportunity to expand or provide additional access to an existing or potential park on adjoining properties.

Policy 4.3.3 As part of development approvals, where 5% dedication is not possible and it is desirable to provide or improve pedestrian open space links, obtain public access (e.g. easements) where possible.

Policy 4.3.4 Acquire parklands to implement strategies in this section. During acquisitions or dedications, meet separate targets for active parkland, environmental protection and commuter purposes.

Policy 4.3.5 Work with the adjacent municipalities and other agencies to plan and develop a 'West Shore Greenbelt' that envelops the urban areas of Colwood & Langford. The greenbelt will be defined by a collection of connected open spaces that will include parks, natural areas, ESAs, trails, agricultural lands as well as developed areas that have open space value.

Policy 4.3.6 Maintain density bonusing strategies as part of parkland dedications with the intent of optimizing all available land acquisition and designation instruments.

Policy 4.3.7 Ensure park planning and design remains integrated with broader community planning initiatives related to land use, residential development, transportation and provision of community amenities, including:

i. Integrated social, celebratory and contemplative spaces within a rich fabric of public realm uses and programming.
ii. Integrated public art (elements and programming) with other social and cultural services and programs (e.g. youth mural program)
iii. Integrated interpretation of heritage, the environment, First Nations culture, veteran and local immigrant culture in the design of parks and public places.
iv. Create a legacy of rich public gathering places (e.g. places for community celebration and civic engagement)
v. Decrease the effects of motor vehicle traffic to the Coburg Peninsula and Migratory Bird Sanctuary.

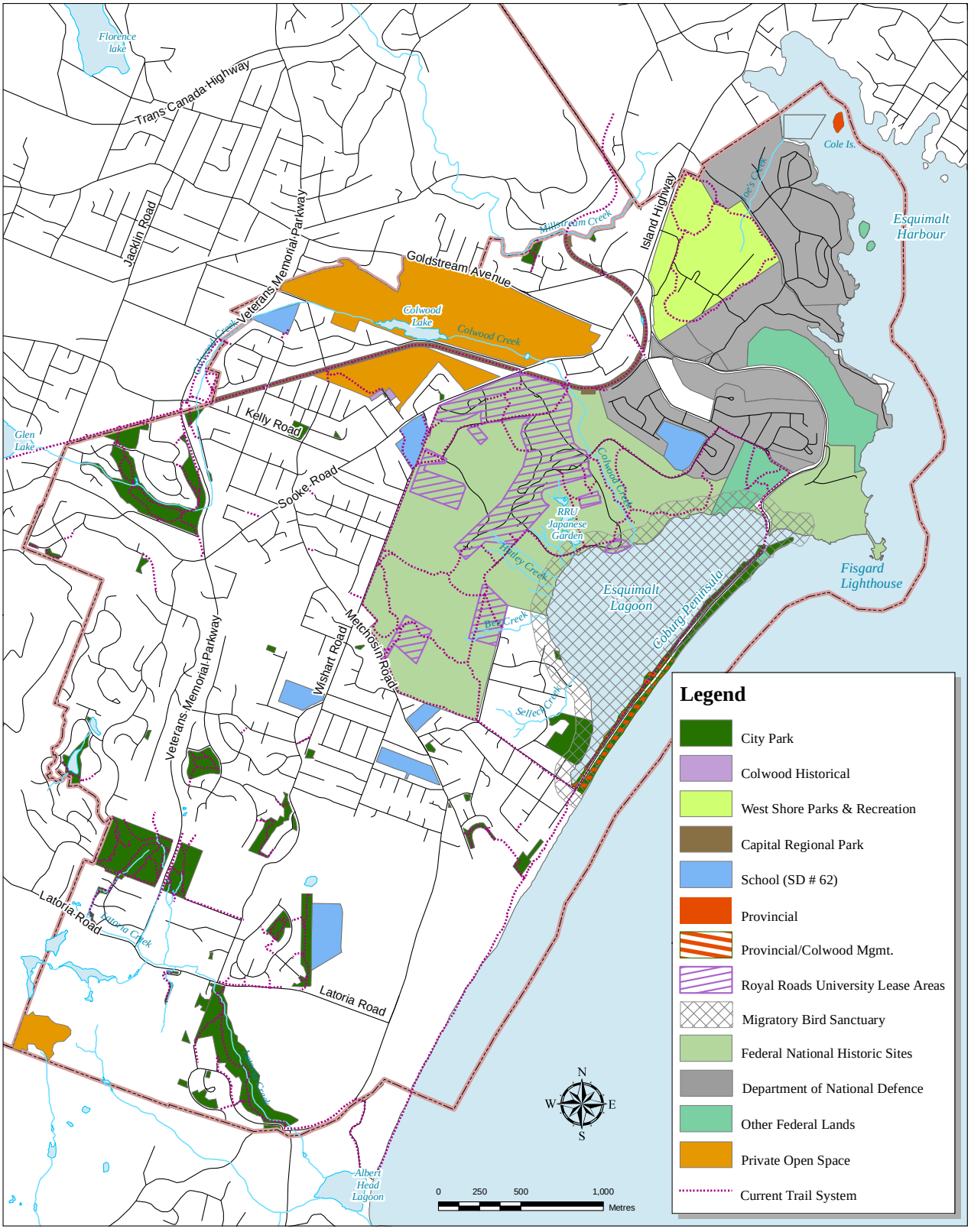
Policy 4.3.8 Ensure movement of wildlife within West Shore Greenbelt such that fencing, roadways, and development do not cause undue impediment.

Policy 4.3.9 When land is being subdivided, acquire neighbourhood park land in the amount of 5% of the land being subdivided, in accordance with the parks and open

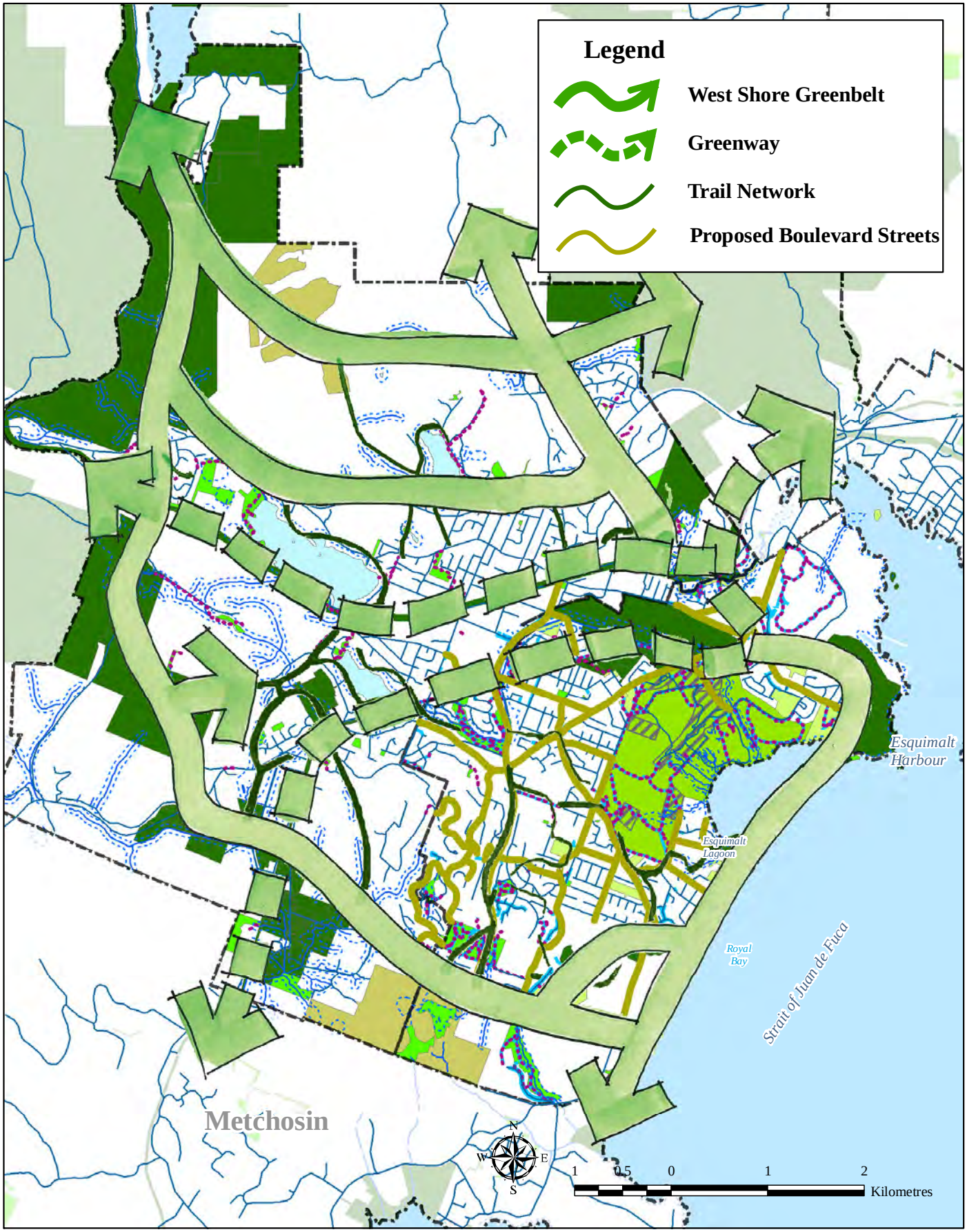
space policies of this Plan, and with Maps 4-5 and 4-6. Obtain a cash equivalent when it is clearly desirable to purchase park land in a different location, or when the 5% park dedication would be less than 700 m^2 (7,535 ft^2) and there are no opportunities for:

i. expanding an existing or potential park on adjoining properties;
ii. adding park land to an existing recreation community service facility, school site, fire hall, community hall, hospital, etc;
iii. the beginning or extension of a trail system;
iv. acquiring land adjacent to a natural or artificial watercourse, lake, swamp, the sea, or other environmentally sensitive area; or
v. establishing a community facility for recreational use, e.g.: such as a tennis court, tot lot, basketball court.

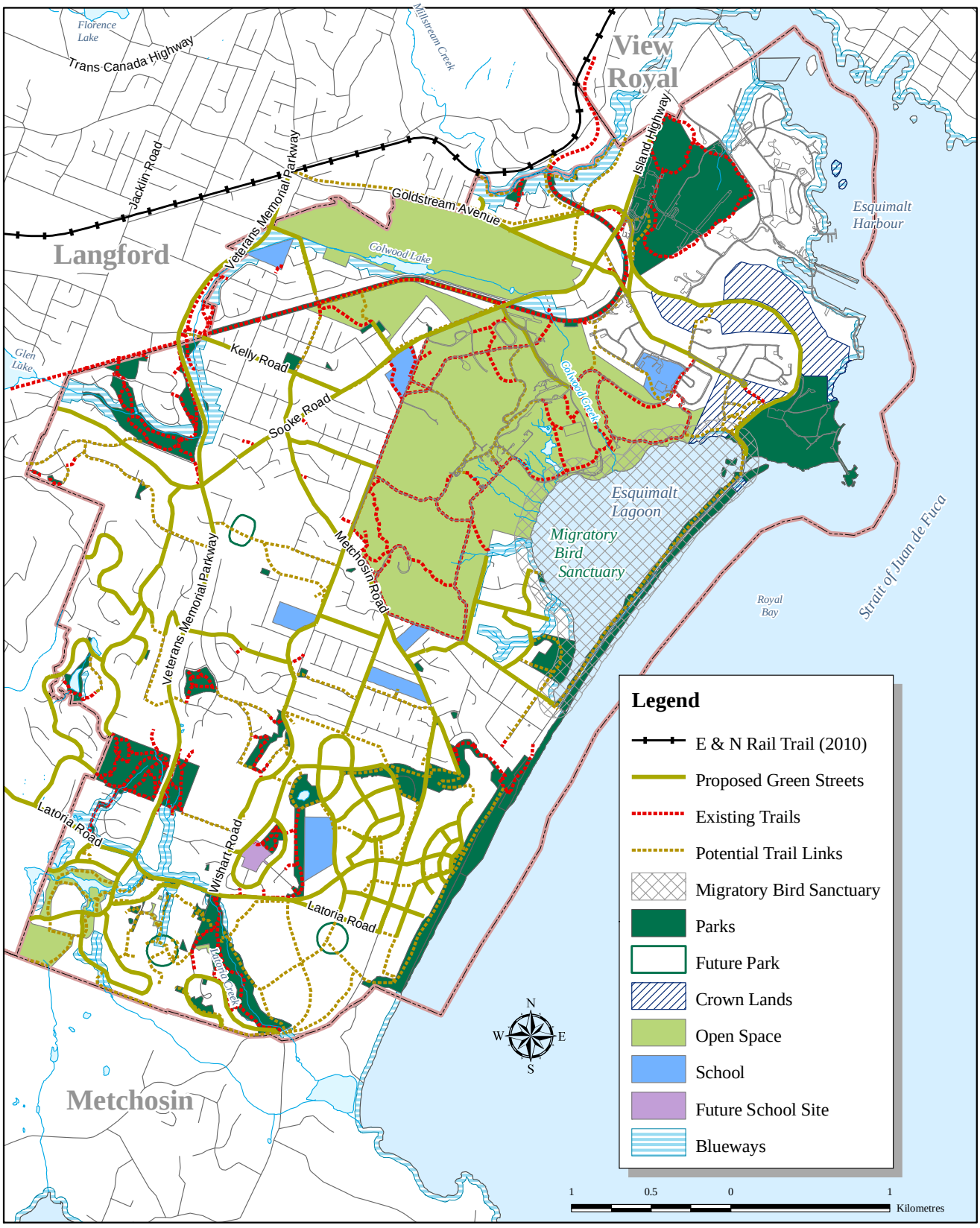
Map 4-4: Parks & Open Space Inventory



Map 4-5: West Shore Greenbelt Strategy



Map 4-6: Open Space Integration Strategy



Objective 4.4 Develop greenways that integrate recreational opportunities and active transportation options.

Policy 4.4.1 Link parks and open space to natural, commercial and social amenities through *greenways,* including *green streets*.

Policy 4.4.2 Exploit opportunities for cross-jurisdictional greenways, habitat corridors, recreational, and cycling and pedestrian network connections.

Objective 4.5 Develop waterfront parks and/or ensure opportunities for public access.

Policy 4.5.1 Maximize public access to the ocean, lakes and creeks. Pursue city ownership wherever feasible.

Policy 4.5.2 Universally apply requirements under the Land Title Act that stipulate access to water bodies at the time of subdivision (BC Land Title Act Section 75 (1) (c).)

→ Landscaping

Objective 4.6 Convert to universal use of plant species indigenous to the ecosystem and region.

Policy 4.6.1 Maintain and adopt appropriate City policies to promote native habitat restoration, invasive species removal and other sustainable landscaping strategies, including:

i. Changing mowing and other maintenance practices
ii. Integrated Pest Management strategies
iii. Xeriscaping strategies
iv. Urban forestry strategies

Policy 4.6.2 When undertaking restoration of habitat areas, removal of invasive plant species will be undertaken. Species of plants indigenous to the area and region will be integrated into restoration practices.

Policy 4.6.3 Promote use of species of plants indigenous to the area and region for private developments.

Policy 4.6.4 Celebrate native plant species in parks and in the public realm (boulevards, medians, etc.)

5.0 Our Built Environment

Urban design of the built environment focuses primarily on the interface between public (streets, open spaces) and private realms (buildings, yards). We also look at the relationship of buildings to each other, in terms of site design, building form and character. The design of the built environment has a significant influence on the community's sustainability performance. Where distances between homes and workplaces or parks and shops are too great for walking or cycling, a car or transit must be taken which in turn influences a community's GHG emissions. Residential density largely determines the viability of local businesses and community services that serve residents such as schools and recreation facilities. Colwood will slowly shift over time our pattern of development to provide better connectivity and mixed use in order for the community to meet sustainability objectives.

→ Challenges & Opportunities

- While newer development projects are being planned with a diversity of uses that will encourage walking, the bulk of residents remain in single use, auto-oriented neighbourhoods. Existing patterns, connections, and relationships between land uses, buildings, streets, and parks are generally such that walking and transit frequency is not convenient.

- New development is generally *greenfield* or *brownfield*. Infill opportunities have not been maximized in order to bring better services and amenities closer to or within existing neighbourhoods.

- New forms of higher density housing are causing concerns about height, location, character, etc. and other offsite impacts such as views and shadows. Responding to residents' concerns while educating them on the benefits associated with mixed use high density development will ensure optimal integration of higher density centres into the community.

→ OCP Strategy

Create dense, compact, and complete centres that are walkable at all scales.

Centres will:

- *Support all modes of transportation;*
- *Be well-connected to all parts of the city for all modes and defined by fine-grained street, cycle and pedestrian networks;*
- *Ensure amenities, services, open spaces and jobs are within walking distance from homes.*
- *Provide for greater housing diversity*
- *Feature high quality, safe and pedestrian-scaled streets that contribute to positive social interactions and safe environments.*

→ Urban Design

Objective 5.1 Ensure development in and around centres supports a *nodal pattern* of development.

Policy 5.1.1 Support the focus of centres by locating high intensity development in and around centres. The centre's crown or skyline should be sculpted where taller buildings are generally preferred in the middle of centres and building height decreases in intensity away from the centre.

Policy 5.1.2 Ensure zoning for centres emphasizes appropriate building massing, density and form, and does not unduly restrict land use, in such a way that reinforces the nodal development pattern of centres.

Policy 5.1.3 All buildings over six storeys or 18m in height should:

i. Exhibit a high order of architectural excellence with distinctive base, middle and top;
ii. Contribute to an active 'eyes on the street' streetscape with ground floor townhouse-style residences or shops fronting adjacent streets or pathways;
iii. Contribute the creation of active public or semi-private pedestrian streets;
iv. Not contribute to adverse microclimate effects through the use of devices such as tower base podiums;
v. Have signage that should not be located at a height which exceeds the designated height limits.

Policy 5.1.4 Relate all neighbourhood development and infill to the nearest centre through direct and/or improved connections, scale and character.

Objective 5.2 Encourage the growth of business activities in all parts of the community as a mixed-use urban design objective.

Policy 5.2.1 Define performance criteria that enables business uses in all parts of the city provided the use, design and siting of buildings and servicing needs are generally compatible with surrounding uses. Consider land efficiency, increased assessment, interface (with other uses), scale and siting, integration, connectivity, and transportation and servicing.

Policy 5.2.2 Promote the development of purpose-built live/work units that can support retail 'foot traffic' should the owner wish to operate a business on premises.

Policy 5.2.3 Require a minimum amount of office development as part of mixed-use development projects in the City Centre.

Objective 5.3 Centres will contribute to walkability at all scales of development.

Policy 5.3.1 Define walksheds (pedestrian-oriented centres), where the 3 to 10 minute walks (approx. 250 - 800 m radii from the primary street in the centre) where the core area supports a wide range of high intensity land uses and the 10 minute walk (approx. 800 radius from the primary street in the centre) supports a wide range of residential uses with emphasis on ensuring housing diversity.

Policy 5.3.2 Ensure new centres are planned and developed to be defined by finely grained and connected road and/or cycle/pedestrian networks to the extent that landscape conditions will allow.

Policy 5.3.3 Promote walking and cycling in existing areas by developing long term strategies for increasing road, cycle and pedestrian network connectivity.

Policy 5.3.4 Seek access easements or rights of way dedications at time of rezoning and/or subdivision for creating more finely grained street, pedestrian and/or cycle network connectivity.

Objective 5.4 Create liveable streets through scale, form, building orientation and character elements.

Policy 5.4.1 Ensure street-orientation of buildings along all roads and corridors.

Policy 5.4.2 Make extensive use of regulatory and non-regulatory tools to ensure that all streets in the community are designed to include public and design amenities such as:

i. Street trees
ii. Sidewalks or pedestrian trails
iii. Street definition and enclosure defined by a strong street wall that is at a human scale
iv. Transparent storefronts with significant fenestration
v. Weather protection for pedestrians and furniture such as awnings and/or street trees.
vi. Street furniture such as seating areas, planters, garbage receptacles, bicycle racks and kiosk stands (for posters)

Objective 5.5 Ensure centres are transit-supportive.

Policy 5.5.1 Ensure that the design of primary roads in new developments which are conducive to fast and direct transit service.

Policy 5.5.2 Ensure residential densities and the location of dense development increases viability and frequency of transit service.

Policy 5.5.3 Ensure street design and private development integrates transit stops into or adjacent to the site and provides high quality transit-rider amenities such as street furniture, lighting, shelters, and retail opportunities where appropriate.

Policy 5.5.4 Ensure cycling infrastructure is accommodated in development projects and street design near transit stops that serve to facilitate multi-modal connections with transit by installing amenities such as shelters, accessibility features, pedestrian lighting and bike lockers at high activity stops.

Policy 5.5.5 Ensure transit stops are active and safe by locating them adjacent to local serving retail and mixed use development.

Policy 5.5.6 Encourage the development of pedestrian pathways in areas that do not have direct walking links to transit through the road network. Examples include pathways at the end of a cul-de-sac that connects to another street or pedestrian connections through open spaces.

Policy 5.5.7 Given the City's adjacency to the E&N rail corridor, ensure location of development and choices about residential densities are supportive of and do not preclude implementation of rail-based transit along the corridor.

Policy 5.5.8 Higher density rezonings above the allowable density (see page 36) may be required to upgrade the local bus stop (within 200-400m walking distance) with amenities such as shelters, accessibility features or pedestrian lighting.

Objective 5.6 Ensure a range of public spaces are distributed and integrated across the city and in centres.

While every jurisdiction is different, most experts agree that a minimum overall density target for centres of 37 units per hectare (15 units per acre) and/or an employee density of 185 employees per hectare (75 per acre) will increase transit ridership significantly. ("Developing Around Transit", Urban Land Institute, 2004)

Policy 5.6.1	5Ensure parks and open spaces are integrated into the built environment.
Policy 5.6.2	Promote the development of high quality public squares or parks near or adjacent to civic, commercial or institutional buildings that can support formal and informal activities.
Policy 5.6.3	Ensure integration of play spaces at all scales, to encourage both formal and informal play.
Objective 5.7	Ensure accessibility is considered for planning and design of buildings, the public realm and public parks.
Policy 5.7.1	Develop ***universal design*** guidelines for the public realm, and ensure these are consistent with our other urban design goals.
Policy 5.7.2	Require universal design measures for private development in the public and private realms.
Policy 5.7.3	Require adaptable design of all new multi-family residential housing units.
Objective 5.8	Ensure viability of sustainable infrastructure technologies.
Policy 5.8.1	Ensure residential densities and infrastructure planning can support green or efficient district energy systems at the time of development.
Policy 5.8.2	Ensure buildings and infrastructure systems, including roads, allow for ease of adaptability and retrofitting.
Objective 5.9	Promote a greater sense of place that celebrates our community's unique setting and people.
Policy 5.9.1	Ensure architecture and landscape design reflects local climate, topography, and history.
Policy 5.9.2	Encourage community input into strategies for creating and celebrating our identity and sense of place.
Policy 5.9.3	Encourage adaptive reuse or preservation of historical land uses, historical sites or architecturally significant buildings.

Policy 5.9.4 Promote a seasonal or temporary space (e.g. street closure) in the public realm that concentrates activities for the enjoyment of residents and visitors.

Policy 5.9.5 Encourage the installation of public art on or within public buildings and property, including public waterfronts, parks, and streets. Public art may include permanent and temporary installations of statuary, murals and other visual art displays reflecting local culture.

Policy 5.9.6 Enhance existing neighbourhoods to ensure they retain and/or enhance the community's character.

Policy 5.9.7 Support the expression of unique cultural and sub-cultural groups (community gardeners, skateboarders, etc.) in the public realm.

Objective 5.10 Promote urban agriculture in the built environment.

Policy 5.10.1 Create infrastructure for food preparation, outdoor eating, and special event areas that enable people to build community and celebrate food.

Policy 5.10.2 Specify plants for landscape design that produce food or herbs wherever possible in planters, hedges, shrub beds, or trellises.

Policy 5.10.3 Locate productive plants in areas that receive an appropriate amount of sun wherever possible.

Policy 5.10.4 Promote tidy and attractive urban agriculture opportunities in highly visible, public, or semiprivate spaces.

Policy 5.10.5 Create urban agriculture opportunities in places of education such as schools and community centres so that urban agriculture may foster a connection between children and the process of growing, harvesting and eating fresh produce.

Policy 5.10.6 Promote a wide range of urban agriculture practices that showcase food growing opportunities especially those that are relevant to private residential spaces that define the area (e.g. containers, rooftops, balconies and patios).

Policy 5.10.7 Utilize vertical and rooftop growing spaces for urban agriculture.

Policy 5.10.8 Design urban agriculture spaces so that they are accessible to all people.

Policy 5.10.9 Design urban agriculture spaces so that they enhance natural habitat for insects, birds, and natural predators of garden pests.

Rooftop herb garden at the Fairmont Hotel in downtown Vancouver.

6.0 Our Healthy Community

Development has significant impacts on a community's social development and the health of its residents. Residents recognize that unprecedented levels of population growth are putting pressures on the community and leading to real and perceived concerns related to issues such as crime, health, and safety. We need to address growth benefits all members of the community equally without compromising certain groups such as youth, children or seniors. Ultimately, residents strongly value the "small town feel", family-oriented nature, and unique and diverse people that define the West Shore.

→ Challenges & Opportunities

- High levels of growth and a desire to maintain the "small-town" family-friendly feel in the community will demand participation amongst all groups to increase community acceptance of change.
- Five municipalities currently work together to operate the West Shore Parks and Recreation Society recreation facilities on Island Highway. Continued collaboration is an excellent opportunity for healthy community planning.
- Ensure development choices support community social objectives.
- Ensuring strong social infrastructure and cohesion will be critical as the community continues to expand and meet new challenges.
- Our arts, culture and heritage initiatives largely lack focus, facilities and funding, despite strong formal and informal interest and community activity in this area.
- Housing affordability is related to the cost of housing and household income. We require unique strategies to address the needs of low income families and 'the working poor' to ensure their short and long term success in the community.

→ OCP Strategy

We will account for the needs of all members of the community with emphasis on children, youth, seniors and low income families.

The city will aim to:

- *Provide high quality services*
- *Ensure a safe and secure environment for all members of the community*
- *Develop and promote arts, culture and heritage to better define the community's unique people and sense of place in the region.*

→ Social Development

Objective 6.1 Increase social planning activities.

Policy 6.1.1 Establish a cultural and/or social planning council whose mandate will be to develop strategies, review future development projects and advise staff and council on social, arts, culture and heritage related opportunities for the community or as part of a broader working group representing West Shore communities.

Policy 6.1.2 Optimize and/or utilize existing administrative structures such as West Shore Parks & Recreation Society to work with local groups to develop and execute social development programming in new or existing facilities.

Policy 6.1.3 Support local agencies seeking to implement social improvement projects.

Objective 6.2 Promote community involvement and improve access to facilities, programs and/or services.

Policy 6.2.1 Work towards a West Shore strategy for social development.

Policy 6.2.2 Improve access to and availability of information regarding community services and volunteer opportunities for all residents.

Policy 6.2.3 Increase community access to public and school facilities (through joint use agreements or MOUs with the School District) and ensure that they are available at affordable rates.

Policy 6.2.4 Communicate, collaborate and advocate with other agencies to ensure that senior government social programs are adequately addressing local needs.

Policy 6.2.5 Enhance City policies with respect to supporting communication and cooperation with residents' associations and other grass root organizations.

Policy 6.2.6 Help build partnerships, alliances and networks among community-based organizations and institutions in order to provide effective services on behalf of residents.

Policy 6.2.7 Assist agencies and individuals to access grants or funding from senior levels of government to address social needs.

Objective 6.3 Ensure the specific needs of children and youth are addressed in all aspects of community and social planning and development.

Policy 6.3.1 Expand and improve inclusive recreational programs for children.

Policy 6.3.2 Provide funding specific to children and youth leadership, counselling, development, sport, teambuilding programs.

Policy 6.3.3 Support the development of playgrounds, skateboard parks, day camps, swimming lessons, beach and playground programs.

Policy 6.3.4 Facilitate the development of childcare and preschool spaces and elder care in the community.

Policy 6.3.5 Work with other agencies to promote and encourage employer-supported child care

Policy 6.3.6 Work with community agencies and developers to develop housing and/or mixed use projects which include child care facilities and/or services.

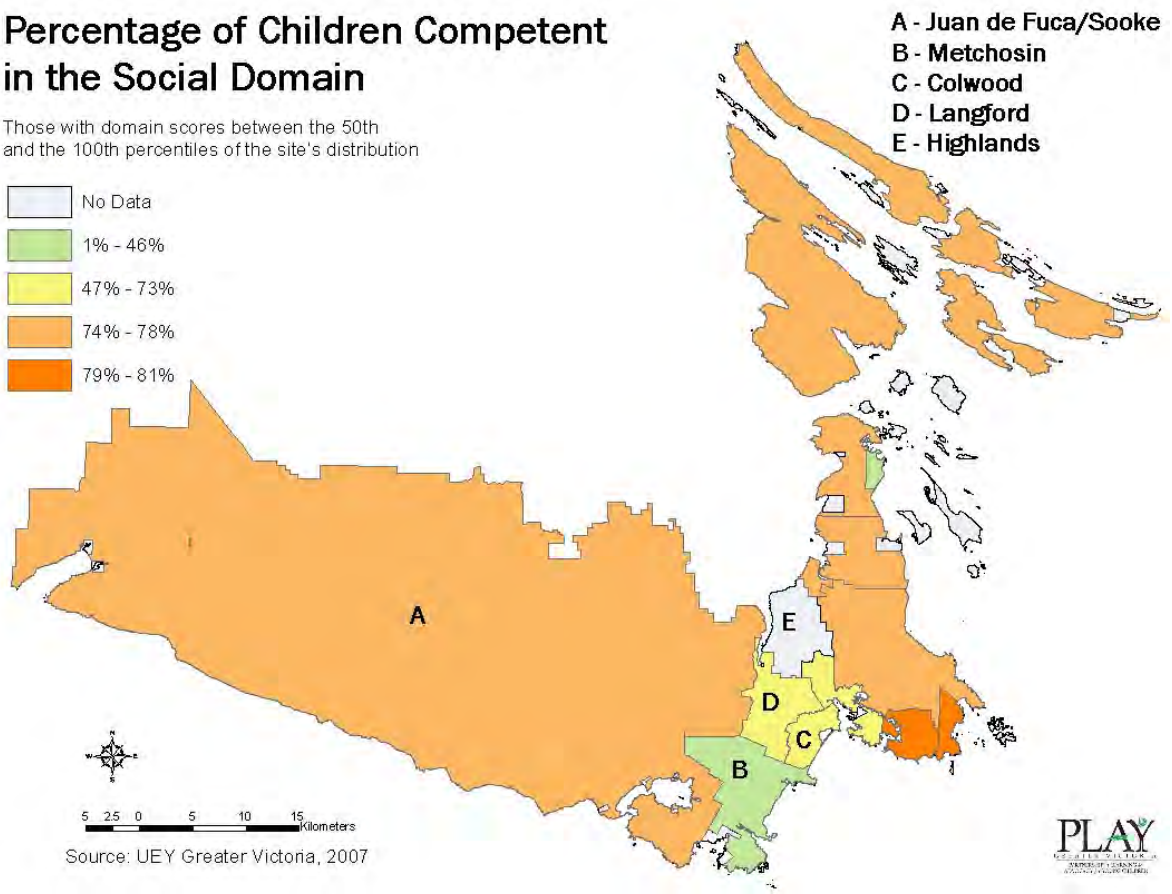
Policy 6.3.7 Ensure maximum potential for the provision of child care facilities in zoning bylaws.

Objective 6.4 Develop a youth strategy.

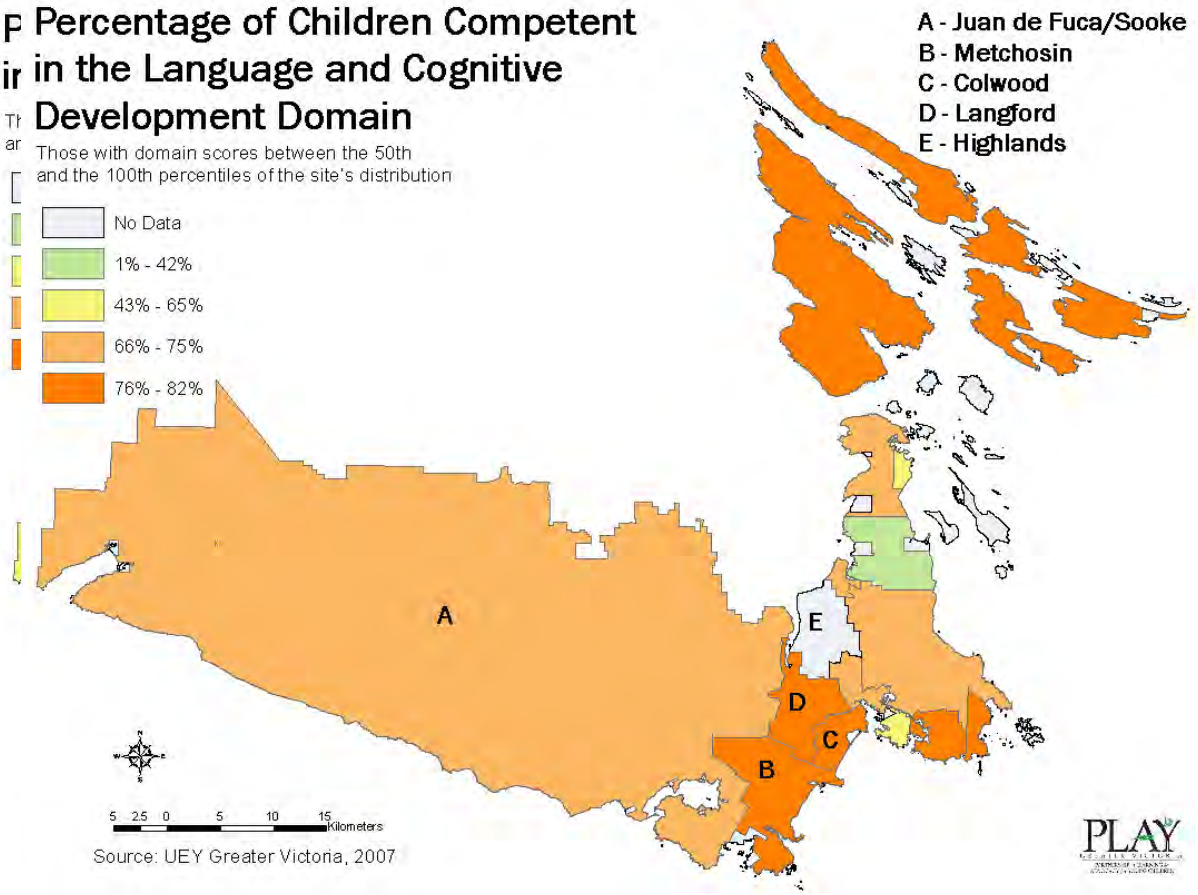
Policy 6.4.1 Develop new ways to involve youth in municipal decision-making processes (e.g. advisory councils, forums).

Policy 6.4.2 Support community-based youth services and/or programs which focus on skills development, increased opportunities, and development of self-esteem. Ensure that programming is accessible and affordable, and involves youth in program development.

Policy 6.4.3 Promote or support local service clubs undertaking the establishment of youth drop-in centres.



These maps have been provided by PLAY Victoria. (Partnership in Learning & Advocacy for Young Children)



This map has been provided by PLAY Victoria. (Partnership in Learning & Advocacy for Young Children)

→ Recreation

Objective 6.5 Meet the recreational needs of residents.

Policy 6.5.1 Maintain an understanding of community recreational needs through a Parks Master Plan, community surveys, and/or collaboration with community groups.

Policy 6.5.2 Support the role of the West Shore Parks & Recreation Society as a major provider of recreational services and programs in the West Shore, while adding local recreational opportunities within the City of Colwood as needed.

Policy 6.5.3 Provide a range of recreation programs and services for teams and individuals of all ages in indoor facilities, and outdoor natural and programmed areas.

→ Heritage

Objective 6.6 Preserve and protect Colwood's heritage resources.

Policy 6.6.1 Continue to use the Colwood Heritage Commission for recommendations on heritage issues, such as changes to heritage buildings, and to increase public awareness of heritage issues.

Policy 6.6.2 Maintain and update the Heritage Inventory as a basis of managing Colwood's heritage resources.

Policy 6.6.3 Continue to maintain Pioneer Cemetery in accordance with the recommendations contained in Colwood Pioneer Cemetery.

Policy 6.6.4 Explore the possibilities for the protection of heritage resources that are contained in the Heritage Conservation Act and the *Local Government Act*. For example, a community heritage register, which is an official listing of properties identified by the municipality as having heritage value or heritage character, could be prepared.

Policy 6.6.5 Ensure that, prior to the approval of any development on land on which there is an archaeological site, the comments and approval if required of the Heritage Conservation Branch are obtained.

→ Childcare, Education & Skills Training

Objective 6.7 Promote community-based education and skills development programming and facilities.

Policy 6.7.1 Promote the concept of the West Shore College Learning Commons with the principle that it will accommodate both accredited and continued education learning opportunities.

Policy 6.7.2 Support community groups in the ongoing development and operation of community-based programs and facilities.

Objective 6.8 Ensure adequate supply of day care and pre-school space for young children.

Policy 6.8.1 Support preschool programs and out-of-school programs.

Policy 6.8.2 Locate new group childcare centres, public schools and senior serving facilities in close proximity to each other and promote joint programming and volunteer opportunities.

Policy 6.8.3 Develop policies and targets for provision of daycare space in new large-scale development projects that reflect the needs of existing and new residents.

Objective 6.9 Ensure life long learning opportunities for all citizens.

Policy 6.9.1 Enhance bridging opportunities between high schools and post-secondary institutions by way of joint programming, mentoring, orientation sessions, etc.

Policy 6.9.2 Improve information services regarding post-secondary education, including program options, eligibility criteria, etc.

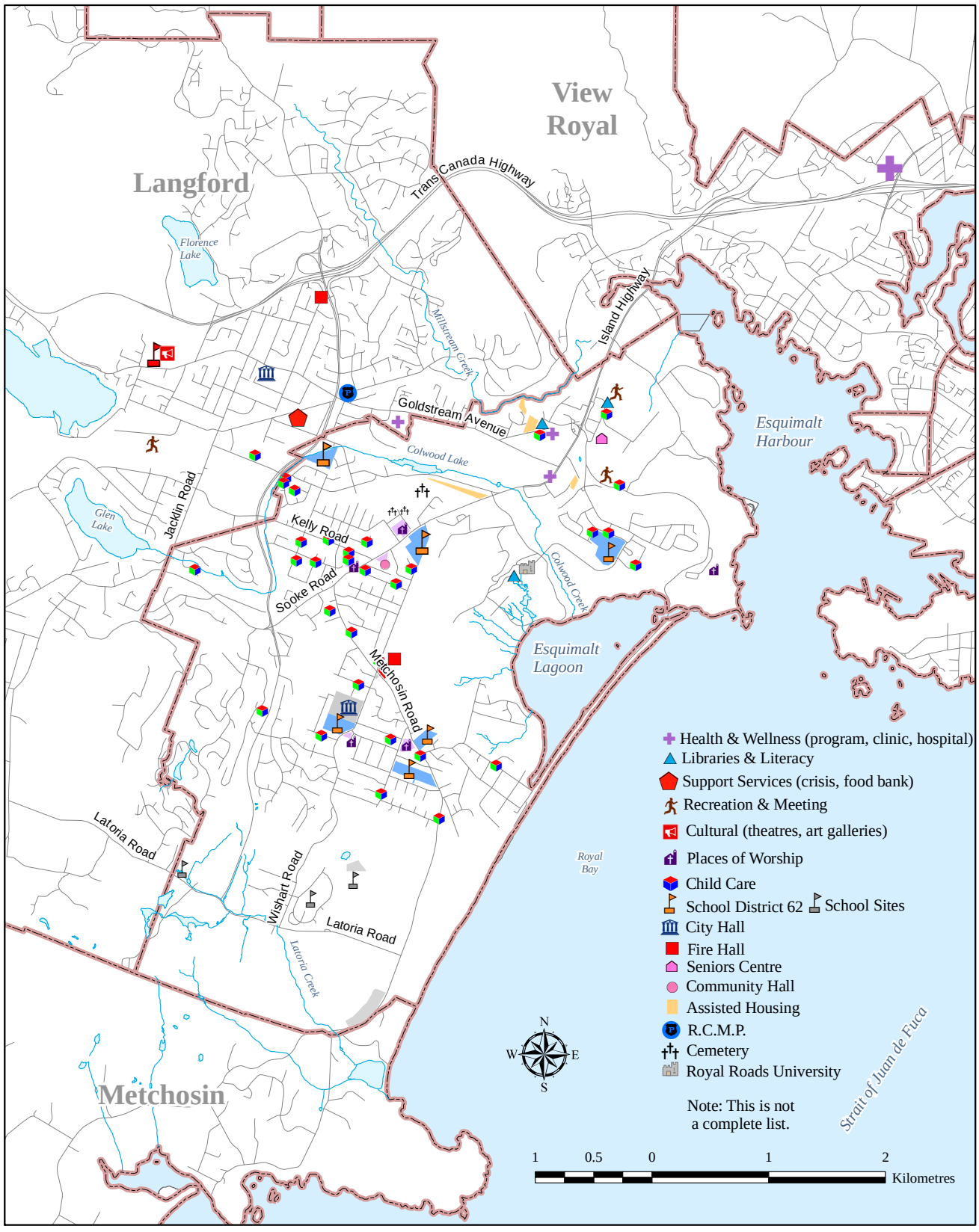
Objective 6.10 Promote the delivery of skills training programs recognizing the need for a skilled workforce for supporting business growth in the community.

Policy 6.10.1 Work with senior levels of government to implement local skills training programs for business activities in the community.

Policy 6.10.2 Work with local business associations and industry groups to participate in mentorship, skills training and career development programs.

Policy 6.10.3 Promote the development of local trades and technical schools in the community.

Map 6-1: Institutional Uses & Institutions Inventory



→ Arts & Culture

Objective 6.11 Promote local First Nations culture.

Policy 6.11.1 Create in partnership with local First Nations an inventory of cultural and archaeological sites the city to ensure they are properly protected or recognized, as appropriate.

Policy 6.11.2 Engage local First Nations artists to implement public art features as a part of public and/or private development projects.

Policy 6.11.3 Actively promote involvement of First Nations community members in public celebrations and gatherings as performers, exhibitors or attendees.

Objective 6.12 Provide funding for arts and culture groups, initiatives and programs for both regional and city-focused activities.

Policy 6.12.1 Contribute to the CRD Arts Service / Arts Development Fund to allow local non-profit arts groups to access funding and resources through the regional initiative.

Policy 6.12.2 Develop project grants accessible to local non-profit groups for arts, culture and heritage activities.

Objective 6.13 Promote arts & culture initiatives and activities.

Policy 6.13.1 Work with partners to develop and implement a joint arts and culture marketing initiative to better promote local activities, individuals, groups, events, and programs.

Policy 6.13.2 Highlight the activities of local artists and promote public involvement in arts and culture.

Policy 6.13.3 Continue to link the arts sector via beautification, and arts initiatives, public performance spaces (indoor and outdoor) with while supporting City Centre revitalization and development.

→ Community & Cultural Land & Facilities

Objective 6.14 Support the development and promotion of community facilities.

Policy 6.14.1 Work with community groups and residents to support the development of a centre that would service the entire West Shore as a means to showcase local individuals and groups, and encourage greater programming, performance and education.

Policy 6.14.2 Work with other West Shore communities and other partners to contribute funding to an arts and culture centre (dedicated use and/or multi-use).

Policy 6.14.3 Consider provision of municipal properties or proceeds from sales of properties as a contribution to fund a centre and / or operating endowment.

Policy 6.14.4 Work with School District No. 62 to explore opportunities associated with new and existing joint development / use agreements as a means to address the needs of the broader community in a cost and resource effective manner.

Policy 6.14.5 Work with developers, partners and stakeholders to define and create multi-use facilities such as community centres, performance / practice areas, and gathering places as part of development projects, e.g. the proposed Robert Bateman Centre at Royal Roads University.

Objective 6.15 Ensure availability of affordable venues for artists, arts organizations and cultural groups.

Policy 6.15.1 Encourage the development of private performance and gallery spaces.

Policy 6.15.2 Develop public outdoor places that support programmed or spontaneous performance, art installation, and play.

→ Civic Engagement

Objective 6.16 Seek the participation of all sectors of the community in any decision-making or planning process.

Policy 6.16.1 Actively engage the public to participate and be involved in discussions pertaining to the future of the community.

Policy 6.16.2 Help shape a "civic consciousness" among residents by providing information and education about how the city works and how they can actively become involved.

Policy 6.16.3 Use creative and flexible communication techniques to out to all parts of the community.

Objective 6.17 Require development proponents to engage and gather input from the public.

Policy 6.17.1 Set goals for public consultation among development proponents which must be fulfilled prior to consideration of development approvals.

Policy 6.17.2 Require development proponents to describe to citizens regarding how their proposals contribute to the broader community sustainability goals (see Section 2.0).

Policy 6.17.3 Ensure communications on proposed development from the City and from development proponents address community sustainability goals (see Section 2.0).

→ Emergency Services

Objective 6.18 Provide appropriate emergency services.

Policy 6.18.1 To improve long-term fire fighting capacity, consideration will be given to development of appropriate fire hall sites in current and proposed major development areas of the city in cooperation with the Fire Department.

Policy 6.18.2 Focus interdepartmental cooperation to reduce fire and emergency response times where possible.

7.0 Our Housing

While new projects are delivering newer forms of housing and diversifying housing choices in the community, many areas of Colwood remain defined by predominantly single family homes. Greater housing diversity allows for *aging in place* and tenureship choice (own, rent, etc.) and creates economic, racial and family diversity that contributes to a vibrant community. Also, affordable housing is a growing need among residents across BC and especially on Southern Vancouver Island.

→ Challenges & Opportunities

- Escalating housing prices and lack of rental stock has led to very real needs related to overall housing affordability. Higher incomes are necessary to purchase homes, which creates a gap between existing and newer residents in relation to income and lifestyle.

- Diversifying housing choices in existing developed areas will ensure opportunities for aging in place, rental housing and greater choice. However, there is a lack of construction of new purpose-built rental housing and a gradual loss of existing affordable housing stock. Some 28% of renter households (13,080 households) in the Capital Region are defined as being in "core housing need" - meaning they do not live in, and are unable to access, housing which is affordable, in adequate condition, and of suitable size.

- Incomes have risen by 16% from 2000 to 2006, while housing costs rose 107% in the same period.

- Housing starts have mirrored the upward trend in population where the pace of housing starts has been steady, growing from less than 100 starts per year in 1997 to approximately 150 per year in 2006, with building permits for over 250 units issued in the first 9 months of 2007.

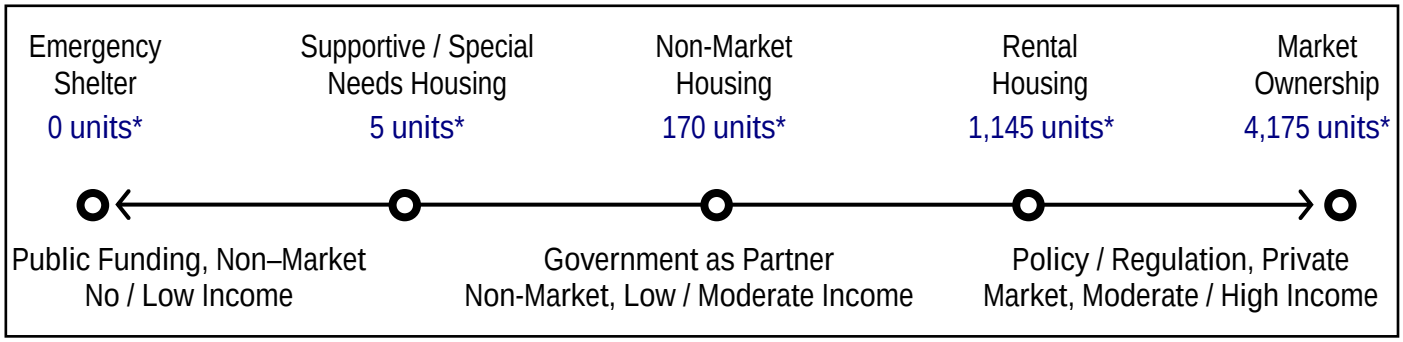
- Colwood is a relatively youthful, family-oriented community experiencing steady population growth, rapid development, and house price increases that appear unrelated to residents' incomes. Future prospects are for continued population growth as the West Shore continues to assume most of the region's growth, as well as declining household size and a gradual aging of the population.

→ OCP Strategy

A range of housing choices along the housing continuum accommodate the needs of all incomes and ages in all parts of the community.

→ Defining the Housing Continuum

The housing continuum recognizes that the delivery of housing must acknowledge that people's housing needs change throughout their life cycle and through changing circumstances in their lives.



* 2006 census statistics.

→ Defining Affordable Housing

Housing affordability is a function of housing cost and household income.

Council's Attainable Housing Policy defines affordable housing as: housing which has a market price or rent that does not exceed 30% of income for households which have income that is 80% or less than the median household income for the community.

Affordable housing can be provided by the private, non-profit, cooperative, and public sectors separately or through partnership models. This includes a variety of tenure models including ownership, co-housing, cooperative and rental.

→ Affordable Housing

Objective 7.1 Preserve and increase the stock of safe and affordable housing.

Policy 7.1.1 Apply and regularly review the *Attainable Housing Policy*. Focus on mechanisms and detailed policies for delivery of attainable housing.

Policy 7.1.2 Regularly review the disbursement of funds in the Affordable Housing Reserve Fund.

Policy 7.1.3 Form partnerships to gain access to other funding mechanisms and programs from senior levels of government. Maximize opportunities for joint initiatives or delivery of programs and services with other jurisdictions.

Policy 7.1.4 Seek partnerships with local agencies and governments to access housing programs directed towards specific populations such as seniors, families with children, people with special needs and those at risk of homelessness.

Policy 7.1.5 Seek development agreements that secure commitments for development proponents to build affordable and attainable housing units.

Policy 7.1.6 Encourage development of housing with additional dwelling units (e.g. *flex housing, secondary suites, lock-off suites* and *mingle suites*) in all parts of the community in all building types, including multi-family buildings.

Policy 7.1.7 Streamline approvals process for attainable and affordable housing projects.

Policy 7.1.8 Use municipal land and/or other resources and/or community organizations to deliver special needs housing.

Objective 7.2 Support residents in moving through the stages of the housing continuum and facilitate the delivery of a range of housing types along the continuum.

Policy 7.2.1 To meet needs of those residents needing emergency shelter and/or supportive housing, the city will work with local social service providers, culture or religious groups,

Flex Housing allows a house to accommodate renovations for a variety of households over time. A growing family may use the whole building. A smaller household may use 2/3 of space with 1/3 for a suite. A multi-generational household may use the house as three suites.

The house would be constructed with utility corridors to accommodate these future changes.

and senior levels of government to locate emergency shelter facilities in the community on an as needed basis. The city will work with partners to ensure appropriate supportive services are implemented.

Policy 7.2.2 To meet the needs of those residents needing affordable rental housing, the City will:

i. Permit or require secondary suites in new and existing single family housing, including small lo housing and fee simple row housing.
ii. Permit flexible housing design (used as one, two or three units within one building). Flexible housing can help a growing family or be downsized for elderly residents.
iii. Permit or require accessory dwelling units in new and existing multi-family residential buildings in the form of 'lock-off' suites or 'mingles'.
iv. Seek commitments from development proponents to develop purpose-built rental housing.
v. Work with non-profit groups, special needs groups and/or other governments to plan and develop rental housing.

Policy 7.2.3 To meet the needs of those residents needing market rental and housing, the City will ensure ongoing efficient delivery of approvals so as to ensure housing supply can keep pace with housing demand.

A "Lock-off" suite (image courtesy of SFU UniverCity) is a form of additional dwelling unit in multi-family buildings that acts as a secondary suite. The unit is sold as a two bedroom unit where the blue shaded unit can act as a 2nd bedroom or as a separate one-bedroom suite that can be rented if not used or as a mortgage helper. The lock-off suite has its own entrance to the main corridor or from the main suite.

→ Special & Other Housing Needs

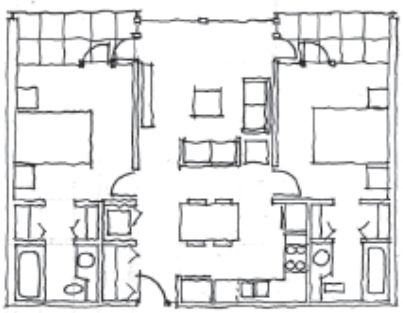
Objective 7.3 Identify the full scope of special needs housing in the community and develop strategies for delivery of special needs housing.

Policy 7.3.1 Undertake a community initiative to define special needs housing.

Policy 7.3.2 Use municipal land and other resources to deliver special needs housing.

Policy 7.3.3 Work with partners and/or community organizations to identify and deliver special needs housing.

Policy 7.3.4 Integrate special needs housing throughout the community, with emphasis on locating special needs housing in new and existing centres.



A "Mingle Suite" is another form of secondary suite in a multi-family building. The suite is sold as a two bedroom unit which includes bedrooms with private bathrooms that share a main living area and kitchen. Each bedroom can be rented if desired.

Objective 7.4 Pursue 'aging in place' and accessibility strategies for housing.

Policy 7.4.1 Ensure all apartments have adaptable housing features through development agreements.

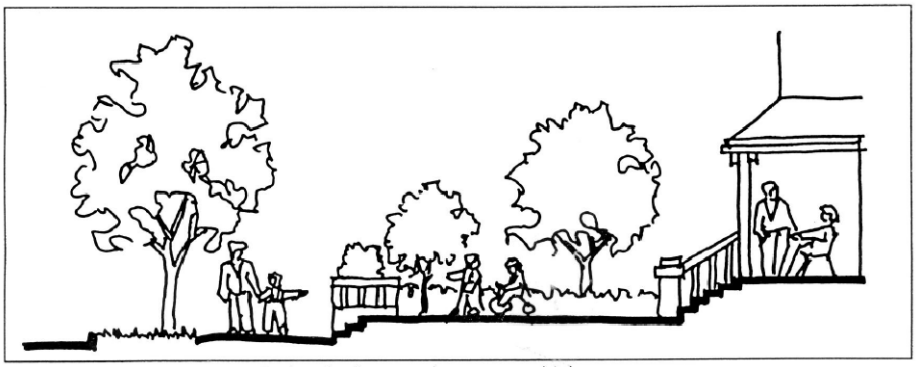
Policy 7.4.2 Ensure the needs of our aging population are met by increasing the diversity of housing options in all parts of the community, with emphasis on integrating housing variety in existing and new centres.

Policy 7.4.3 Require universal design features based on need to facilitate aging in place in all housing types.

Objective 7.5 Set targets for family and ground-oriented housing in high-density development projects.

Policy 7.5.1 Recognizing the family orientation of the community, require a minimum of family-oriented housing in multi-family development projects as in Council's *Attainable Housing Policy*. Family-oriented housing is typically *ground-oriented,* but some two or more bedroom suites in multi-family apartment buildings may be at higher levels.

Policy 7.5.2 Include *ground-oriented housing* wherever possible to ensure "eyes on the street" and active street life.



Design the front porch to serve multiple purposes

8.0 Our Multi-Modal Transportation System

Colwood has long been a bedroom community to Greater Victoria. This characteristic results, in part, from relatively inexpensive housing prices, lack of good quality high paying jobs, and good connections to greater Victoria east of the Colwood interchange (when compared to other major urban centres in the region). As a result, Colwood has historically developed as a low density, predominantly single family residential community with some supporting commercial development. Understanding this past is critical in developing strategies for improving conditions in the future. Colwood is anticipated to grow rapidly and is predicted to continue growing rapidly for at least the next 20 years. This growth is resulting in transportation pressures that are most evident through congestion at the McKenzie / Admirals intersection which is due, in part, to the large commute from Westshore to downtown Victoria and the Saanich Peninsula employment areas.

Despite relatively recent transportation system improvements in the area, congestion is still increasing because West Shore communities are growing faster than the transportation infrastructure is being improved. Congestion is not necessarily a bad thing. Without congestion it would be much more difficult to attract people out of their cars and to use other modes of transportation such as buses, commuter rail, bicycles and walking. Economic and environmental issues and public attitudes are also changing our perceptions towards automobile travel. The cost of fuel is rising and is predicted to reach historic highs in the near future. Greenhouse gas emissions are also an increasingly important public issue.

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→ Challenges & Opportunities

- Auto-oriented, single use neighbourhoods that define much of the community promote motor vehicle use which in turn drives a need for more road improvements and parking. Also, provision of effective transit service is difficult and/or very expensive because lower densities result in lower ridership and higher per capita public transit. Resulting infrequent service will not entice people out of their cars and onto transit. Also, low density development is difficult to service without long walking distances to transit stops, another disincentive for people to change from automobiles to transit.
- Many major and arterial roads are congested at peak travel times and this congestion will get exponentially worse as the population grows unless more and wider roads are constructed or people are enticed out of their cars and onto a transit system, bicycle or walking paths.
- Land use decisions will drive the need for transportation infrastructure as people will have to travel to work, shop and play. High density mixed use nodes will provide an opportunity for those who live there to reduce travel and go about their daily lives within one self contained centre. High density mixed use nodes can be more effectively served with good frequent transit service including conventional buses, bus rapid transit and light rail.
- Transportation infrastructure will drive land use decisions. Any increases in the number or width of automobile focused roadways will attract people away from transit and as a disincentive for implementation of dense mixed use nodes. Building more roadways will only encourage people to live in single family units. For example, replacing the at-grade McKenzie / Admirals intersection with a full movement interchange would make it much easier for automobile users to get to and from downtown Victoria or the Saanich Peninsula for work trips and this could tend to be counterproductive to a strategy to move people onto bus rapid transit. On the other hand transit only improvements would give the transit system an efficiency and service advantage in relation to automobiles.
- Transportation infrastructure is expensive. Investments must be executed wisely and in a way that the community will benefit in accordance with broader community objectives.
- Increasing population within the West Shore will increase travel demand. Demand for automobile travel will increase despite the congestion and the economic and environmental challenges of supporting single occupancy vehicles. Effective transportation planning will reduce (not eliminate) automobile travel growth. The challenge is to create a balance where transit, bicycle and pedestrian modes thrive without the choking effect of major congestion. Some congestion is here to stay and will remain an effective tool that limits automobile travel demand over time.

→ Strategies

The transportation strategies are closely bound with the growth management and land use strategies. The transportation system needs will be closely allied with the achievement of:

- Economic Development: Good quality high paying jobs in Colwood will tend to reduce the need to commute to areas east of the Colwood interchange (downtown Victoria and the Saanich Peninsula); (See Section 10.0)
- Compact Complete Centres: Dense mixed use (residential, office, light industrial, retail, recreation, entertainment) nodes which promote the use of transit (bus, commuter rail, light rail), cycling and walking (See Section 3.0 & 5.0)
- Integrated Transportation Systems: A transportation system that is integrated into the community in an aesthetically pleasing and complementary manner.

Specific multi-modal transportation strategies include:

- Maintain and improve sub-regional connections in and through the community while accommodating the needs of local residents
- Climate-friendly active transportation (i.e. walking, cycling) will be a priority by developing safe and viable multi-modal transportation networks that link compact and mixed centres
- Increase the use of transit for travel within Colwood and adjacent municipalities
- Ensure efficient use of existing roads for local users
- Increase the use of transit (bus, commuter rail, light rail) for travel to employment areas east of the Colwood Interchange (downtown Victoria and the Saanich Peninsula)
- Utilize the existing street systems in the most efficient way while maintaining them in the context of a liveable community
- Manage transportation demand through effective land use policies as well as more direct action

Map 8-1: Regional Transportation System Context

→ Multi-Modal Transportation Network

Objective 8.1 Implement multi-modal travel corridors that move all users according to the *Multi-Modal Transportation Strategy (Map 8.2)*.

Policy 8.1.1 The following modal hierarchy will guide decisions about transportation infrastructure improvements and spending (in this order):

i. Walking[3]
ii. Cycling
iii. Transit
iv. High Occupancy Vehicles (HOVs)
v. Single Occupant Vehicles (SOVs)

Policy 8.1.2 Develop a "Complete Streets" strategy that increases the multi-modality of planned and current streets, and which:

i. Ensures all roads are pedestrian-friendly by ensuring safe, attractive, comfortable pedestrian facilities that are buffered from fast moving motorized and non-motorized road users as much as feasible through the use of parking lanes, street trees, boulevards and/or street furniture.
ii. Is consistent with the approved Multi-Modal Transportation Strategy
iii. Ensures safe interactions between all modes along or adjacent to the public right of way and at intersections. Where volumes and conflicts are high, consider grade separations.
iv. Implements traffic calming strategies consistent with the intended function of the facility. Local roads that could also be used by through traffic would allow for vehicle passage but limit speed consistent with its multi-modal use in order to discourage unwanted through traffic.
v. Improves facilities for the greater comfort and convenience of pedestrians. Pedestrian facilities will be improved by such means as reducing unnecessary pedestrian barriers, increasing opportunities for crossing busy roads in safety, providing direct routes where practicable, and providing incentives for walking throughout the city and especially within residential neighbourhoods.
vi. Identifies pedestrian priority areas in neighbourhood centres where pedestrian environments are to be especially encouraged.
vii. Implements traffic diversion strategies that allow for pedestrian and cycle passage but not vehicles where required.

Policy 8.1.3 Where appropriate encourage and provide for separate corridors for specific transportation purposes such as the E&N Rail Corridor and the Galloping Goose Trail for

Woonerf Street - Woonerf is a Dutch word that translates to "street for living".

Woonerfs are designed to accommodate the needs of automobile drivers but also integrate the needs of other users, such as pedestrians, cyclists, and playing children. Woonerfs sustain lower traffic speeds through utilisation of chicanes, or, integrated traffic calming and intensive landscaping that forces frequent short turns.

The pedestrian as priority.

[3] Includes facilities for people with disabilities.

cycling, walking and potential future light rail transit or commuter rail.

Policy 8.1.4 Implement a strategy that will protect the functional integrity of the transportation corridor by:

i. Providing for a hierarchical street system where the function of the facility is matched with its form in a multi-modal context
ii. Limiting or where possible eliminating local access to transportation corridors where the movement of traffic is the primary goal
iii. Providing all movement access on local facilities where the movement of through traffic is not a goal but access to individual residences, businesses or buildings is a priority
iv. Reducing conflicts between modes along high volume corridors by giving priority to the strategically dominant users or by constructing infrastructure that will eliminate the conflict

Policy 8.1.5 Assign resources and/or seek senior government funding to modify and/or expand capacity on roads for all modes of transportation.

Policy 8.1.6 Partner with other levels of government and the business community and continue to promote the development of improved rapid transit links with downtown Victoria including:

i. Bus rapid transit along Island Highway (connecting to the existing Juan de Fuca exchange) and along the Goldstream Avenue corridor (connecting to a new transit exchange along Station Avenue near Peatt Road).
ii. Commuter rail service between new and existing centres in the community and downtown Victoria using the E & N railway with stations at appropriate locations adjacent to developing and planned high density nodes;
iii. Ensure new developments are planned to enhance new transit initiatives.
iv. Ensure new developments make provisions for transit rights-of-way where appropriate.
v. Avoid any development that precludes development of and future implementation of planned transit corridors.

Policy 8.1.7 Work with BC Transit to develop and promote high quality and frequent bus service between major development nodes within the combined municipalities of Colwood and Langford by:

i. Designating bus corridors on high volume routes.
ii. Providing, over time, as funding and development opportunities arise, properties required for the bus corridors.
iii. Working with BC Transit to implement transit service in a proactive manner between high density development nodes.
iv. Working with BC Transit to implement transit priority measures to provide quick and efficient service. Measures may include bus bulges, queue jumpers and bus priority at traffic signals. Bus-only lanes will be provided on selected routes if and when they become warranted by the increase in vehicle traffic.

Policy 8.1.8 Work with development proponents to improve connectivity of the multi-modal network through dedication of public right of ways, easements, and development agreements.

Objective 8.2 Support the use of alternative transportation modes such as walking or cycling.

Policy 8.2.1 Improve the existing Galloping Goose Trail corridor by supporting paving initiatives, safe street crossings and grade separation at major road network crossings only if needed.

Policy 8.2.2 Support the implementation of the Victoria Rail Trail along the E&N Railway corridor by integrating it into the bicycle and pedestrian network plans.

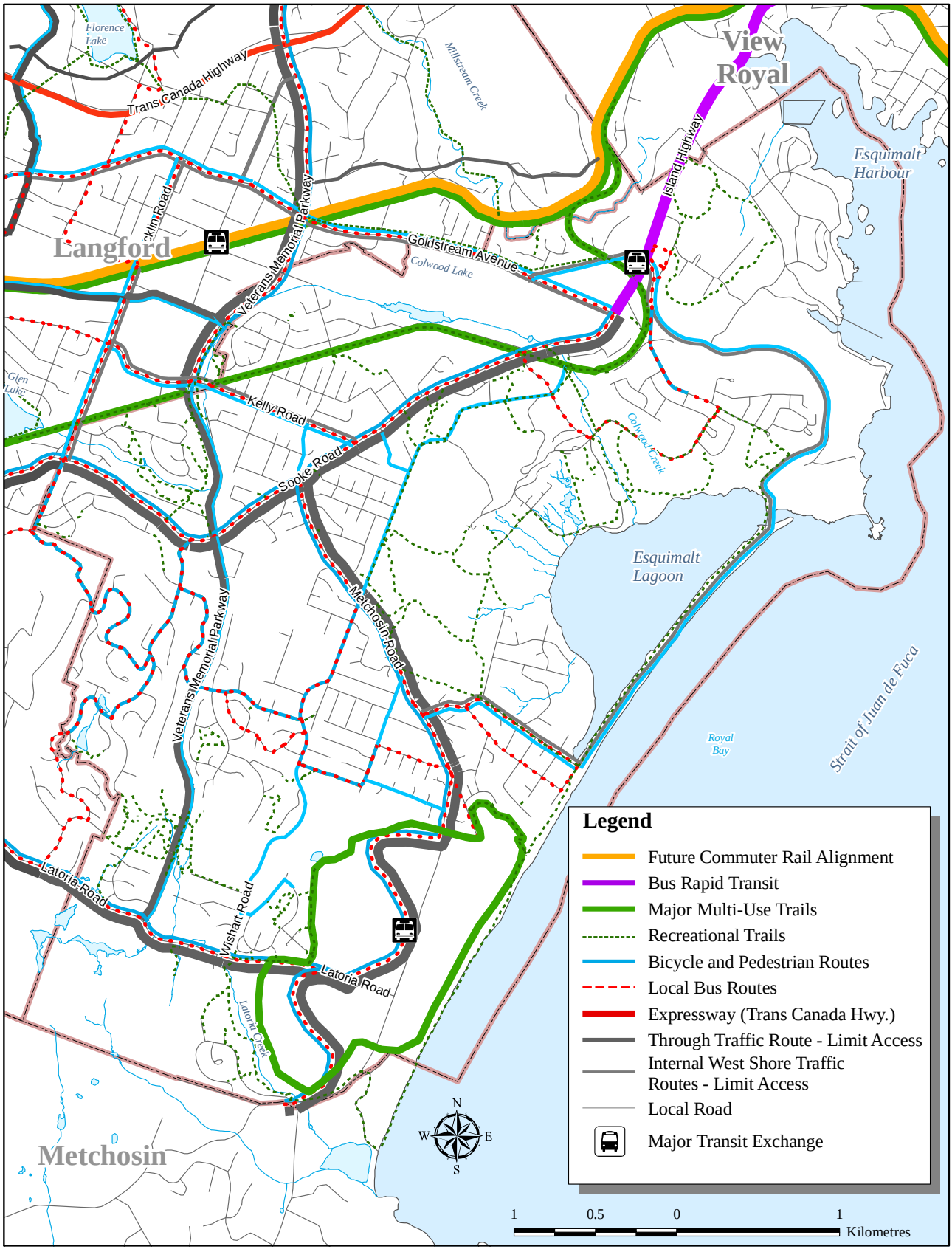
Policy 8.2.3 Improve connections between the Galloping Goose Trail and Victoria Rail Trail and our community's pedestrian and cycle networks.

Policy 8.2.4 Incorporate new pedestrian and cycle connections in existing areas, and ensure their connection to new and existing centres.

Policy 8.2.5 Where appropriate, implement Woonerf streets that allow for vehicle passage but use design techniques to reduce traffic speeds while simultaneously providing for safe access and passage of other users. Ensure street design features allow for temporary street closure as a means to support community activities.

Tactile strips for people with disabilities.

Map 8-2: Multi-Modal Transportation Strategy



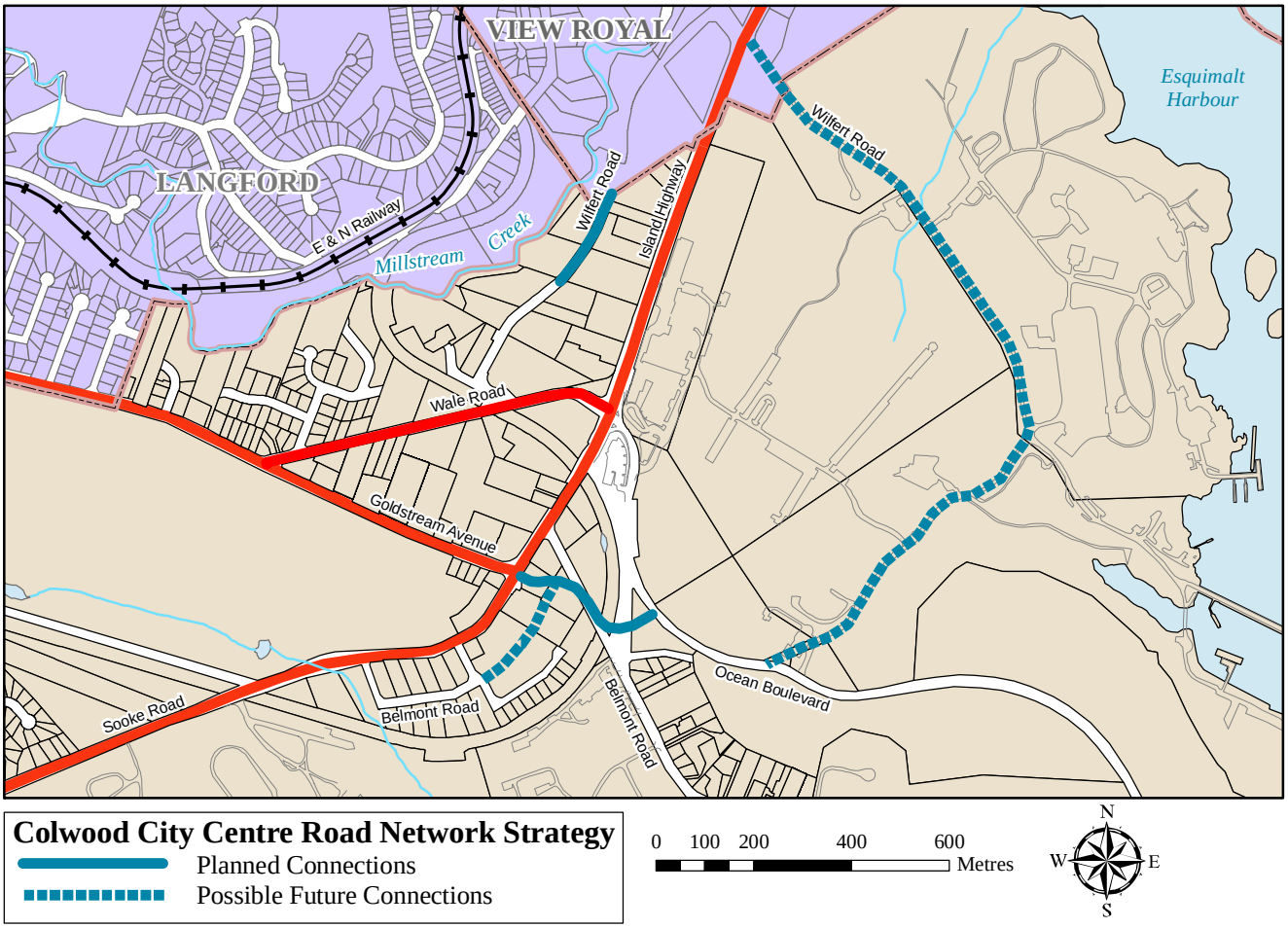
→ Road Network

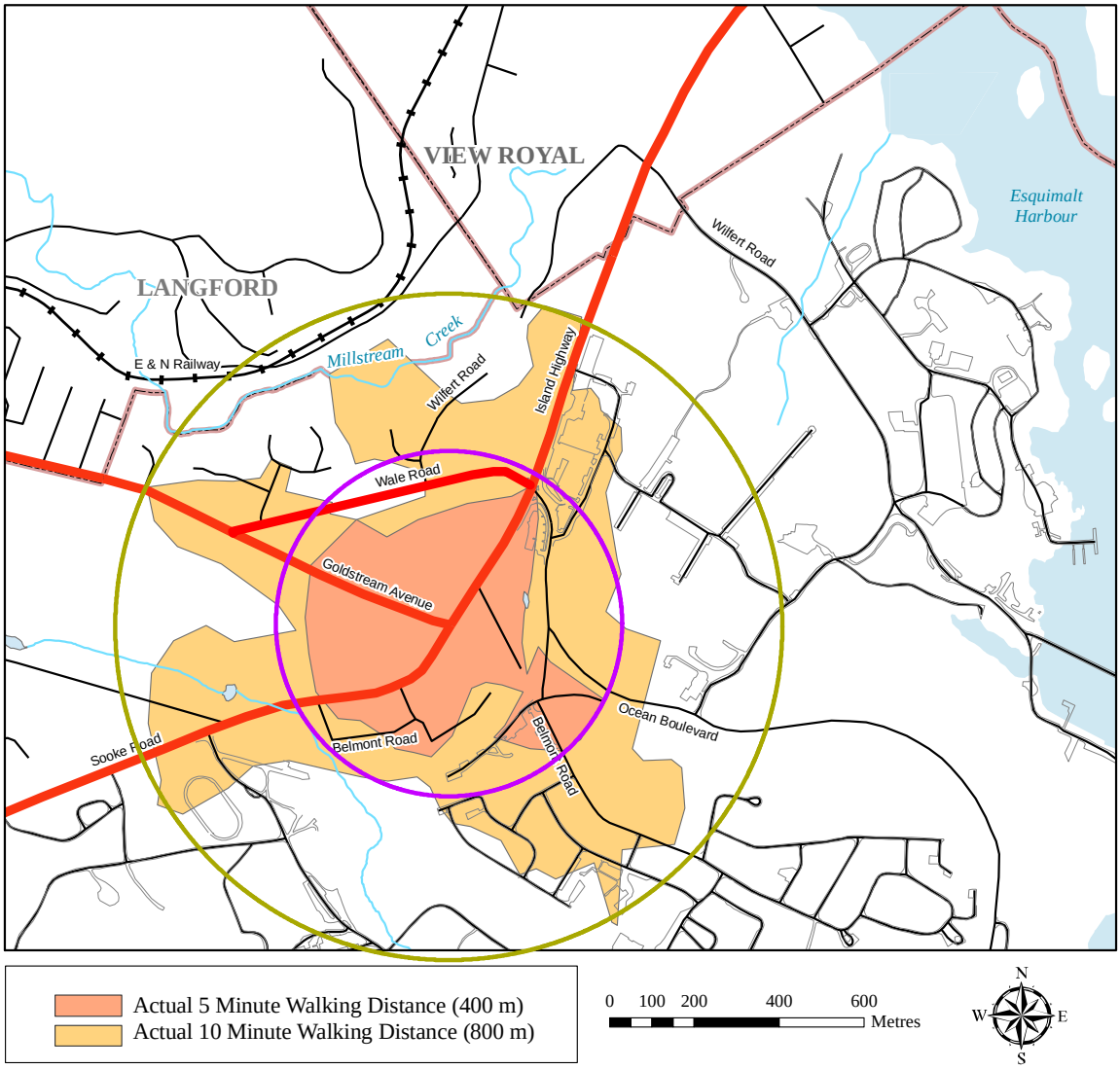
Objective 8.3 Develop more connected and integrated City Centre road networks.

Policy 8.3.1 Develop a long-term network plan for the City Centre that defines a finely-grained and connected road and block network. A fine-grained road and block network will permit greater densities to be developed and will improve circulation in the centre.

Policy 8.3.2 Seek or procure public right of way dedications at the time of rezoning and/or subdivision in the City Centre that is consistent with the City Centre network plan.

Policy 8.3.3 Seek funding for capital improvement projects that work towards implementing the City Centre network plan from development proponents and/or senior levels of government.





A connected City Centre road network will create a more walkable Downtown!

A healthy person can comfortably walk 400m in about 5 minutes. It has been shown that provided with an attractive pedestrian environment complemented by a range of uses, most people will walk this distance rather than drive. The 10 minute walk, or 800m, is also important to consider since many people will also walk this distance given the right conditions.

The above diagram demonstrates how far one can walk from the corner of Goldstream Ave and Island Highway (Sooke Rd). in 5 & 10 minutes along existing streets. The theoretical 5 & 10 minute walks are shown as circles. A more integrated and connected road network will contribute to walking in the City Centre by allowing people to get further quicker!

Transportation Demand Management (TDM)

Objective 8.4 Develop TDM strategies for the Westshore.

Policy 8.4.1 Develop a TDM strategy for Westshore with specific and achievable TDM goals and objectives for new developments and existing developed areas.

Policy 8.4.2 Require new development proponents to develop site-specific TDM strategies and ensure implementation of agreed TDM measures.

Policy 8.4.3 Obtain funding for, develop and implement TDM measures for existing developed areas.

Objective 8.5 Implement parking management programs that promote reduced ownership of cars and/or use of alternative modes of transportation.

Policy 8.5.1 Develop parking management strategies that encourage reduced car ownership and/or usage. Parking management strategies are encouraged when the following conditions are in place:

i. Housing within 400m of bus service that is in operation and with a minimum 15 minute service frequency.
ii. Mixed-use development projects and/or in established centres.
iii. Parking spaces for car share vehicles and purchase of share cars (e.g. for every one share car and dedicated parking stall that is provided, 2 parking stalls can be eliminated)
iv. Community transit passes or community shuttles are provided

Policy 8.5.2 Provide preferred (e.g. close to entrances) or dedicated parking stalls for share cars and/or hybrid vehicles.

Policy 8.5.3 Provide free parking for share cars and/or hybrid or highly efficient vehicles on city–owned parking facilities.

Policy 8.5.4 Review parking standards in land use bylaw.

Objective 8.6 Implement programs, services and/or facilities that promote greater transit use.

Policy 8.6.1 Ensure transit service is no more than a 5 minute walk (approx. 400m) from homes and ensure that safe and comfortable transit stops with shelters are integrated throughout the community.

Policy 8.6.2 Work with stakeholders and transit agencies to implement transit pass programs for workplaces, schools (all levels), and/or residential buildings.

Policy 8.6.3 Expand ride-sharing program and situate Park 'n' Ride parking lots near transit facilities wherever possible.

Policy 8.6.4 Work with local and regional employers to implement alternative work hours and/or telecommuting strategies.

Objective 8.7 Educate the public about the benefits of active transportation and transit usage.

Policy 8.7.1 Work with partners or seek funding to implement programs that raise the awareness of health and environment benefits associated with active transportation and transit usage.

Policy 8.7.2 Work with partners to implement a social marketing program that promotes active transportation and the use of transit.

Objective 8.8 Promote car sharing in the community.

Policy 8.8.1 Work with development proponents to include share cars as part of development projects.

Policy 8.8.2 Work with share car service providers to dedicate vehicles for the West Shore that can be used by existing and new residents.

Victoria Car Share Co-Op Logo

9.0 Our Sustainable Buildings

Buildings have a profound effect on the environment. In North America, buildings account on average for 39% of total energy use; 12% of total water consumption; 68% of total electricity consumption; and 38% of total carbon dioxide emissions on average. Green building and building energy efficiency strategies are effective ways to minimize social, environmental and economic impacts. Green building is the practice of increasing the efficiency of buildings and their use of energy, water, and materials. Green buildings also reduce building impacts on human health and the environment, through better siting, design, construction, operation, maintenance, and removal.

→ Challenges & Opportunities

- Buildings represent 51% of community GHG emissions in Colwood *(CRD GHG and Energy Use Inventory, 2004)*. Addressing the energy performance of new and existing building stock will be critical for reducing GHG emissions.
- Global demand for resources is leading to escalating costs for building materials such as steel, concrete and wood products.
- Air quality issues related to materials and finishes used in buildings has been recognized as a factor in the poor health of some members of the community.

→ OCP Strategy

We must require improved energy efficiency and/or use of renewable energy in buildings as a minimum due to commitments to climate protection (BC Climate Action Charter).

Green building practices that are healthier for residents and promote efficient use of materials and resources are also a priority for new development projects.

Owners of existing building will be encouraged to retrofit or renovate buildings so as to, as a minimum, increase overall energy efficiency and environmental performance.

Existing Building Stock

Objective 9.1 Improve the energy efficiency and environmental performance of existing buildings through retrofits or redevelopment.

Policy 9.1.1 Work with senior levels of government to actively promote grant or incentive programs on our website, city advertising, city mail-outs (i.e. tax invoice) and / or other city literature.

Policy 9.1.2 Develop incentive programs (e.g. tax or permit discounts, density bonusing) possibly structured around other incentive programs (e.g. senior level government incentive or grant programs) for promoting green renovation and/or energy efficiency retrofits of existing buildings for all uses.

Policy 9.1.3 At the time of rezoning or development permit stage for rehabilitation, addition to or replacement of existing buildings, negotiate energy efficiency and/or renewable energy targets.

Policy 9.1.4 Work with community-based groups such as industry organisations, business groups, or community groups to better understand their needs and develop strategies to enable green or energy efficiency upgrades or retrofits.

Policy 9.1.5 Evaluate opportunities for incentive programs that can be offered through local agents and/or businesses for purchasing of energy efficient household appliances.

Policy 9.1.6 Engage business and industry groups to develop energy baselines, set targets for energy efficiency, develop action plans and/or participate in third party programs (e.g. BOMA Go Green program; a national environmental recognition and certification program for existing commercial buildings). Activities could be supported by senior government literature, reports, programs including grants / incentives programs.

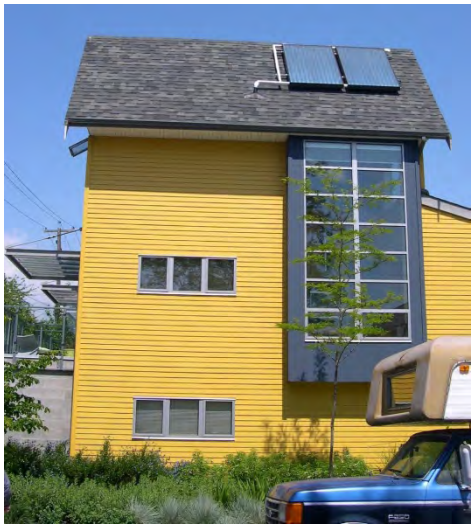
Policy 9.1.7 Use Local Improvement Charges (LIC) as a means to finance the capital costs of specific improvements to buildings on a cost-recovery basis. An LIC shows up as an additional line item on the property owner's municipal taxes. LIC's associate repayment of the cost of improvements over time with the property rather than with the building owner.

→ New Buildings

Objective 9.2 Encourage energy efficiency and green building development for new buildings.

Policy 9.2.1 Amend infrastructure policies and standards to enable the development of green and energy efficient buildings and use of renewable energy; tools to be considered include (but not limited to):

i. Varied development cost charges
ii. Density bonusing
iii. Service Area Bylaw(s)



Policy 9.2.2 Use tools to encourage development of green, energy efficient buildings and use of renewable energy such as:

i. Mandatory completion of a Sustainability Checklist at rezoning and/or development permit application

Policy 9.2.3 Establish comprehensive development (CD) zones as a means to tailor development requirements that will deliver on green building / energy efficiency objectives.

Policy 9.2.4 Obtain green building commitments and increased building energy performance requirements at the time of rezoning in the form of a covenant or development agreement.

Policy 9.2.5 Amend the zoning bylaw to describe the conditions that, if met, will entitle the developer to additional density as a public environmental / health benefit in order to promote green building and increased building energy performance requirements.

Policy 9.2.6 Set policy for discounted Building Permit or other municipal fees for selected buildings for implementation of green building measures.

Policy 9.2.7 Develop and implement a performance-based approvals process (e.g. expedited development/building permit application processing for developer / builder commitment to third party building labelling programs such as *LEED*™ or BuiltGreen™) if green and/or energy efficient measures are provided for private developments.

Policy 9.2.8 Develop and implement a revitalization tax exemption bylaw for green and/or energy efficient buildings.

Policy 9.2.9 Where permitted by provincial legislation, use Local Improvement Charges (LIC) as a means to finance the capital costs of any additional cost of building to the highest levels of efficiency (e.g., LEED Gold or R2000) on a cost-recovery basis.

Policy 9.2.10 Promote the development and implementation of alternative financing strategies and mechanisms to address financial barriers associated with additional costs for green buildings, energy efficiency and/or use of renewable energy. Options include, but are not limited to:

i. Municipal financing for incremental costs of green building and/or energy efficient measures on a cost recovery basis[4].
ii. Fostering the development of energy efficient mortgages with local mortgage lenders
iii. Establish a *revolving loan fund* to provide grants and loans for undertaking special projects to advance significant emission reduction results or green buildings.
iv. Foster the development of strata energy mortgages to finance high performance, energy efficient equipment and materials.

Policy 9.2.11 Support development industry capacity building and education to build knowledge and confidence in energy efficient and/or green building practices.

Policy 9.2.12 Develop and implement demonstration projects through partnerships and/or incentive / grant programs. The Robert Bateman Centre at Royal Roads University may provide one example of alternative building techniques.

Policy 9.2.13 Use city-owned land as a means to promote the development of showcase green and/or energy efficient buildings through a land disposition process that incorporates sustainability objectives.

Objective 9.3 Develop sustainability guidelines and/or user resources.

Policy 9.3.1 Provide assistance on marketing of green buildings and neighbourhoods as part of the overall sustainability marketing / brand of the community.

Policy 9.3.2 Require a 'green operating manual' for homes and/or strata corporations to increase capacity of homeowners

4

to choose and manage green technologies / approaches.

Objective 9.4 Lobby the Federal and Provincial Governments for funding or regulatory changes

Policy 9.4.1 Lobby the federal government to commit to long term funding for building energy efficiency activities for new and existing buildings directly or through other agencies such as the Union of BC Municipalities (UBCM) and/or the CRD.

Policy 9.4.2 Lobby the provincial government to continue to expand the range of energy efficiency activities or equipment eligible for a PST exemption.

10.0 Our Local Economy & Jobs

This OCP elevates the importance and need for supporting expanded local economic development as a critical component for creating a sustainable community. Creating jobs locally is part of the solution to current and future transportation challenges in the West Shore in that it will reduce commuting trips. Creating local jobs is therefore a key strategy for reducing common air contaminants and greenhouse gas emissions that result from transportation activities. Recent economic development trends and positive market conditions for additional commercial and industrial development are creating the supportive conditions for achieving municipal economic development objectives.

→ Challenges & Opportunities

- Further development of the city's jobs-labour force ratio through encouragement of new jobs and businesses in the community.
- Quality of life in a community attracts new businesses.
- Strong demand exists for commercial, industrial, and office land with diminishing land resources and designated areas for these uses in the region.
- Increased property tax revenues and more local jobs are much needed to make progress towards sustainability.
- In the last few decades, the community has been a bedroom community for Victoria. However, the City is maturing and has the opportunity to be seen as a more complete community with important regional employment centres.

→ OCP Strategy

Encourage existing businesses to stay and grow in and welcome new businesses into the community

Key strategies include:

- Increase the ratio of jobs for every member of the resident labour force to 0.7 - 0.9.
- Ensure a short and long term supply of employment lands.
- Promote the community as a business-friendly environment.

→ Economic Development

Objective 10.1 Retain and encourage the growth of existing businesses and attract targeted new businesses to locate in the planning area.

Policy 10.1.1 Work with local business associations to support expansion of local and regional serving businesses located in the community.

Policy 10.1.2 Periodically review the business enabling environment to ensure the city remains a regionally (and provincially) competitive, attractive business destination.

Policy 10.1.3 Permit home-based business in all parts of the community in all dwelling units.

Policy 10.1.4 Explore or encourage the development of a home-based business support centre to support of promote home-based businesses.

Policy 10.1.5 Develop a West Shore Economic Development Strategy with local business associations and other communities in the West Shore.

Objective 10.2 Promote the City Centre as a regional growth area for knowledge-, education- and creative-based industries.

Policy 10.2.1 Ensure sufficient and appropriate floor space capacity to meet local and regional demands for the planning period.

Policy 10.2.2 Direct new office development to the city centre where practical and feasible.

Policy 10.2.3 Expand existing live-work zoning in areas in and around centres.

Policy 10.2.4 Identify sites for office development and work with development proponents to attract 'anchor' office/business tenants through proactive development partnerships.

Policy 10.2.5 Support those businesses whose needs cannot be met within the city centre in other locations in the city.

Objective 10.3 Improve the ratio between the resident labour force and jobs.

Policy 10.3.1 Establish a progressive jobs-labour force target and revaluate floor area capacities based on this target to ensure an adequate, long-term supply of employment lands (see inset).

Policy 10.3.2 Prioritize and lobby for job-rich industry types such as government or business office uses.

Policy 10.3.3 Work with and support West Shore Economic Development Association and other community stakeholders in the Learning Commons initiative -- an innovative education initiative with potential community economic benefits, including new business attraction and clustering possibilities.

Local Employment Ratios

A balance in the supply between jobs and population is an indication of a community's "completeness" and helps ensure that there are employment opportunities close to where people live. Ideally, a ratio of jobs to resident labour closer to 1.0 would mean that people work and live close together. A range of 0.6 - 0.9 jobs for every member of the resident labour force is widely considered a reasonable target for complete communities. The Regional Growth Strategy (RGS) target is measured by using total population, while using a labour force number produces a higher ratio, as shown below.

Jobs-Population Ratio	1999	2001	2006	2026*	RGS Target
West Shore (urban)	0.23	0.23	0.29	0.30	0.35
Colwood	0.18	0.19	0.24	0.25	n/a
Langford	0.27	0.25	0.33	0.34	n/a
Jobs-Labour Force Ratio	1999	2001	2006	2026*	Local Target
West Shore (urban)	n/a	0.44	0.52	n/a	0.6 – 0.9
Colwood	n/a	0.37	0.44	n/a	n/a
Langford	n/a	0.49	0.57	n/a	n/a

From CRD Planning Services, *=CRD forecast; n/a = not available.
See Glossary for definitions

Objective 10.4 Work closely with other communities in the West Shore to promote economic development

Policy 10.4.1 Work with local business groups such as West Shore Economic Development Association and West Shore Chamber of Commerce and other West Shore communities (Metchosin, View Royal, Highlands, Langford) to develop a powerful brand strategy that defines a strong vision for the western communities that clearly defines or describes 'who we are', 'where we are going', and 'what we want'.

Policy 10.4.2 Work cooperatively with other communities in the West Shore to jointly develop land use and economic development strategies that are synergistic and complementary.

Policy 10.4.3 Work with other communities and community partners to continue promoting and developing the West Shore as a regional sport tourism, tourism and recreation destination.

Objective 10.5 Promote economic activity in all sectors of the community.

Policy 10.5.1 Support and strengthen arts and cultural activities such as festivals and performances that support economic development objectives.

Policy 10.5.2 Increase the contribution of the arts to economic development (e.g. support for proposed Robert Bateman Centre at RRU) by developing an arts tourism strategy, arts education and training, arts exports, new media and other digital technologies, and creative services.

Policy 10.5.3 Support the development of non-profit organisations in the community recognizing they are employers and have access to funding (e.g. from senior governments) that bring new resources to the community.

11.0 Our Food System

Food has only recently become an important topic of consideration for community planning. Increasingly, food is becoming one of the most important issues to address due to its associations with human and environmental health and the economy, and its vulnerability in the face of rising energy costs and climate change.

→ Challenges & Opportunities

- Food self reliance is an issue gaining some interest in communities on Vancouver Island; 5% to 10% of the food consumed on the island is grown on the island. Up to 95% of the food is therefore imported leading to negative impacts on GHG emissions, traffic, nutritional quality of food and local economy.

- A recent community energy baseline completed for a local gulf island found that almost 40% of GHG emissions for that community could be attributed to the consumption of imported food.

- As a predominantly urban community, Colwood has very little farmland. The system includes mostly small scale growing and food stores.

- Some small-scale farming is found on lands that are not within the Agricultural Land Reserve.

→ OCP Strategy

Making progress on a vibrant and robust food system will require a vigilant focus on localizing all aspects of the food production, processing and distribution system.

Community Agriculture

Objective 11.1 Promote and support community agriculture activities

Policy 11.1.1 Amend bylaws to allow density bonusing for inclusion of community gardens in new residential developments.

Policy 11.1.2 Develop funding grants for community groups and/or non-profit groups to promote development and operation of food related programs, facilities, and activities.

Policy 11.1.3 Leverage funds from new developments on a per unit basis to generate funds to acquire new lands for community gardens and supportive infrastructure.

Policy 11.1.4 Identify suitable locations for community gardens (e.g. one per neighbourhood) especially in higher density neighbourhoods where residents don't have access to private yards.

Policy 11.1.5 Make community gardens a permitted use in all commercial and residential zones and in public places (e.g. parks, right of ways, utility corridors, etc.).

Policy 11.1.6 Permit greenhouses in most zones; consider development permit guidelines to control form and character as needed.

Policy 11.1.7 Encourage planting of edible plant species as part of landscaping in private developments, parks and local streets where appropriate.

Policy 11.1.8 Facilitate cooperation amongst individuals or groups working towards increasing community agriculture activities.

Policy 11.1.9 Incorporate within new design guidelines for neighbourhoods and/or buildings support for urban agriculture.

Policy 11.1.10 Allow density bonusing in exchange for green roofs on multi-family, commercial and/or institutional buildings that can facilitate food growing or gardening.

Potted Fruit Trees

Objective 11.2 Promote and support commercial agriculture as a viable business venture.

Policy 11.2.1 Require sustainable agriculture practices on city-owned parcels where and when appropriate through lease agreements.

Policy 11.2.2 Implement changes to the zoning bylaws to support farming activities as needed and where appropriate.

Policy 11.2.3 Perform a cost-benefit analysis on the institution of farm tax exemption policies as a means to establish local farms.

Policy 11.2.4 Work with landowners to provide greater security of tenure and affordability for farmlands.

Policy 11.2.5 Establish targets for local food production through cooperation with local and regional food security groups.

Policy 11.2.6 Provide site selection support and for food processors considering locating in the community.

Policy 11.2.7 Develop a municipal procurement policy to purchase local food.

Policy 11.2.8 Amend zoning so as to permit farmer markets in public facilities (parks and schools).

Policy 11.2.9 Actively promote one or more weekly farmers markets including small pocket markets and/or on-street markets.

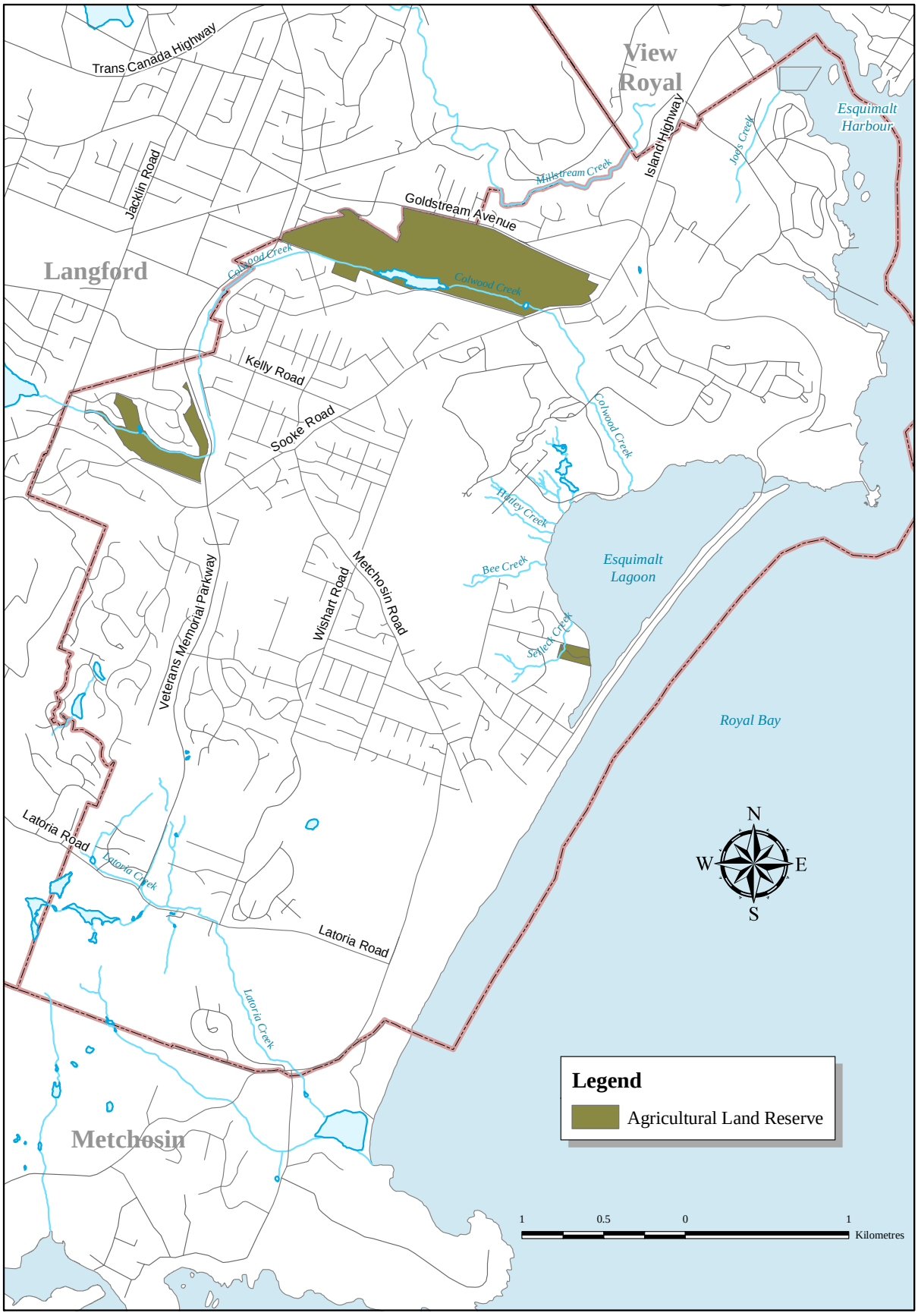
Policy 11.2.10 Provide support for food fairs, farmers markets and/or celebrations for local food producers.

Policy 11.2.11 Work with partners to jointly develop and establish a region-wide branding strategy (e.g. “Locally Grown”, “Buy Local” / “Taste of the Region”).

Policy 11.2.12 Encourage the development of locally-owned food / grocery stores and restaurants in new and existing neighbourhoods.

Policy 11.2.13 Ensure density targets for new and existing neighbourhoods can support viable local food stores such as grocery store, small fruit markets, and restaurants.

Map 11-1: Agricultural Land Reserve (ALR) & Sand & Gravel Inventory



12.0 Our Community Infrastructure

Infrastructure technologies, as we know them today, were developed in the late nineteenth century in response to the pressures of rapid urbanization and associated health impacts. These systems generally have key similarities: centralized; high capital costs; single purpose; health-oriented but not necessarily environment-oriented; guided by rigid rules and practices; and minimal integration and co-ordination between different systems (such as waste water and water systems). New priorities for sustainability as well as financial challenges lead us to re-consider how infrastructure services are delivered.

→ Challenges & Opportunities

- Traditional infrastructure systems have served our community fairly well; changing circumstances (e.g. energy prices, climate change) and new priorities (e.g. economic development, community health etc.) will create opportunities for doing more with less.
- Sanitary sewers are replacing the need for upgraded or failed septic systems in more and more neighbourhoods.
- Energy infrastructure is an emerging strategy for reducing GHG emissions. Viable systems require denser more compact developments which are sometimes at odds with community priorities of acceptability.
- Integrated Resource Management approaches are replacing those of traditional waste management.
- Solid waste is a service managed by the CRD for most municipalities in the region.

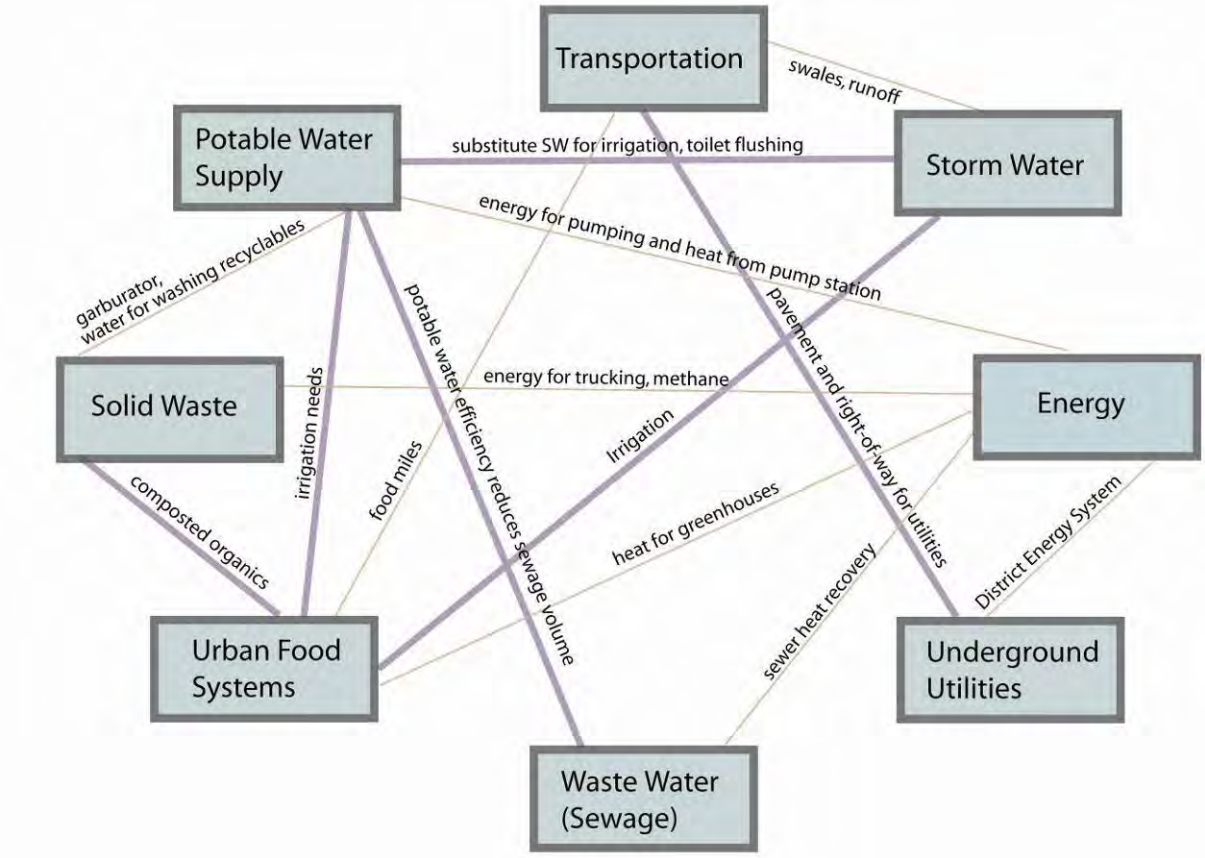
→ OCP Strategy

Integrated, green infrastructure systems will address community sustainability goals when and where feasible.

Principles for sustainable and integrated infrastructure include:

- Apply Demand Side Management (DSM) approaches
- Use waste as a resource
- Apply multiple-objective thinking that address social and economical development objectives
- Match resource grade (quality) to end use needs
- Mimic natural systems and incorporate natural systems into design
- Strengthen system resilience and stability though decentralized approaches

→ Examples of Integrated Infrastructure



→ General

Objective 12.1 Integrate infrastructure systems so as to address multiple objectives.

Policy 12.1.1 Maximize opportunities for harvesting waste heat or generating energy from water and/or wastewater systems.

Policy 12.1.2 Maximize opportunities to use treated wastewater or groundwater for irrigation purposes.

Policy 12.1.3 Maximize opportunities to reuse waste heat from refrigeration systems from commercial and/or civic buildings (e.g. arenas).

Objective 12.2 Practice asset management procedures for municipal infrastructure.

Policy 12.2.1 Develop and adopt asset management policies and procedures.

Policy 12.2.2 Manage aging infrastructure and ensure the resources will be available in the long term to maintain and replace as required.

Objective 12.3 Implement infrastructure programs and projects that ensure mutual benefits to residents and city operations.

Policy 12.3.1 Seek partnerships for the following initiatives:

i. Education (social marketing, workshops, etc.) with other governments and/or non-profits
ii. Use of kinetic energy in water distribution system
iii. Extracting heat energy from sewer mains
iv. On site wastewater treatment and reuse on a neighbourhood or community scale

Objective 12.4 Develop or refine service agreements and develop administrative structures to ensure sustainability objectives are implemented.

Policy 12.4.1 Revise contracts with vendors and/or service providers to address sustainability objectives (see Section 2.0).

Policy 12.4.2 Establish an integrated utility or enter agreements with established utilities to develop and deliver services that deliver on sustainability goals.

Policy 12.4.3 Implement revolving loan funds for promoting energy efficiency upgrades and renewable energy equipment as a means to improve energy-related performance and reduce related GHG emissions.

→ Water

Objective 12.5 Develop a comprehensive development (land and building) strategy that incorporates opportunities for reducing impact on municipal and regional services.

Policy 12.5.1 Adopt strategies that reduce water consumption and wastewater generation such as:

i. Outdoor technology (irrigation systems, xeriscaping, etc.)
ii. Greywater reuse (toilet flushing, irrigation)
iii. Rainwater Harvesting (irrigation, toilet flushing)
iv. Dual piping systems for fire suppression and indoor residential usage.

Policy 12.5.2 Implement incentives that promote the above strategies including:

i. FSR exclusions
ii. Development Cost Charge restructuring
iii. Density bonusing

→ Wastewater

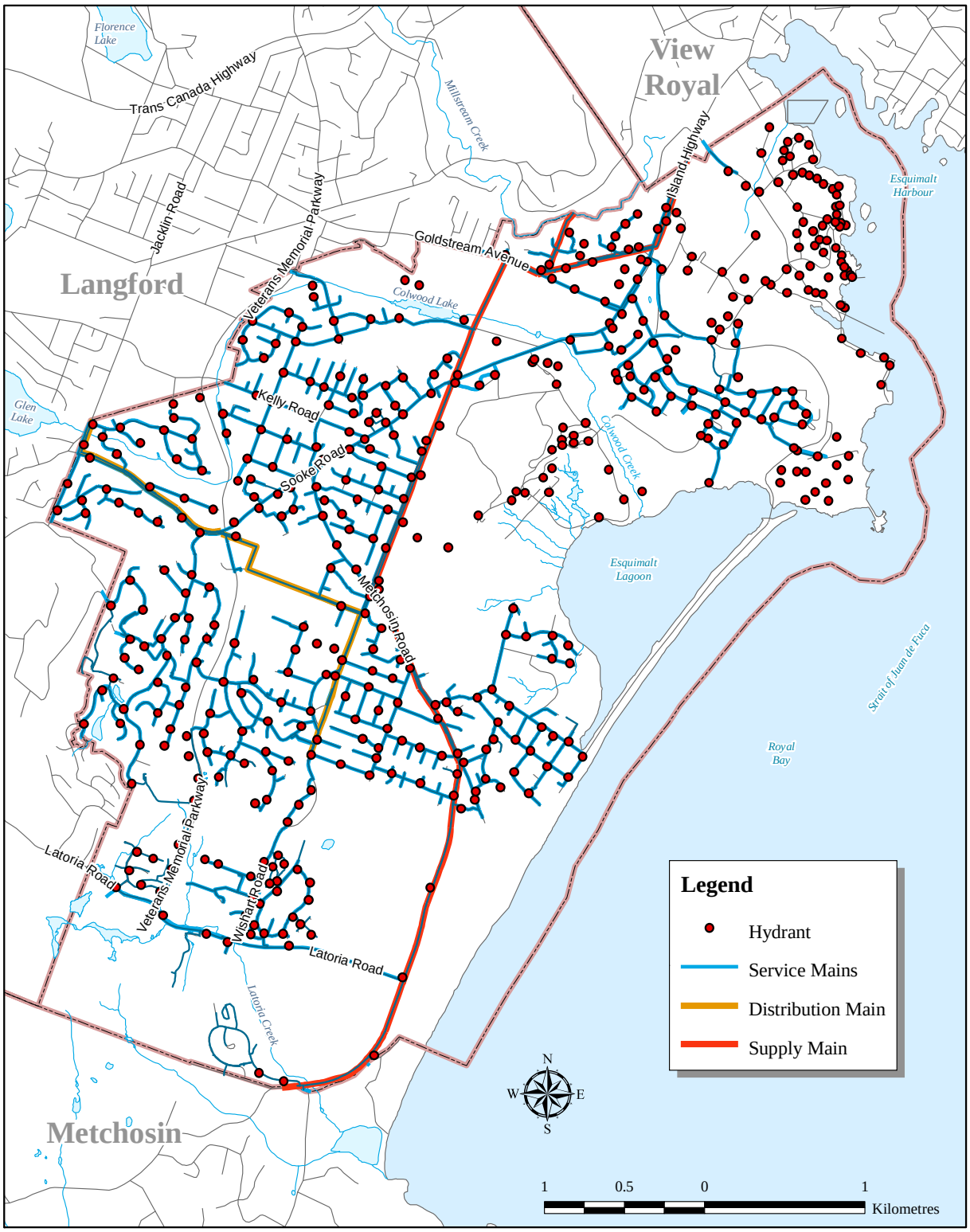
Objective 12.6 Implement sustainable wastewater management and treatment strategies, technologies and infrastructure delivery models.

Policy 12.6.1 Require site-scale wastewater management and treatment for private developments.

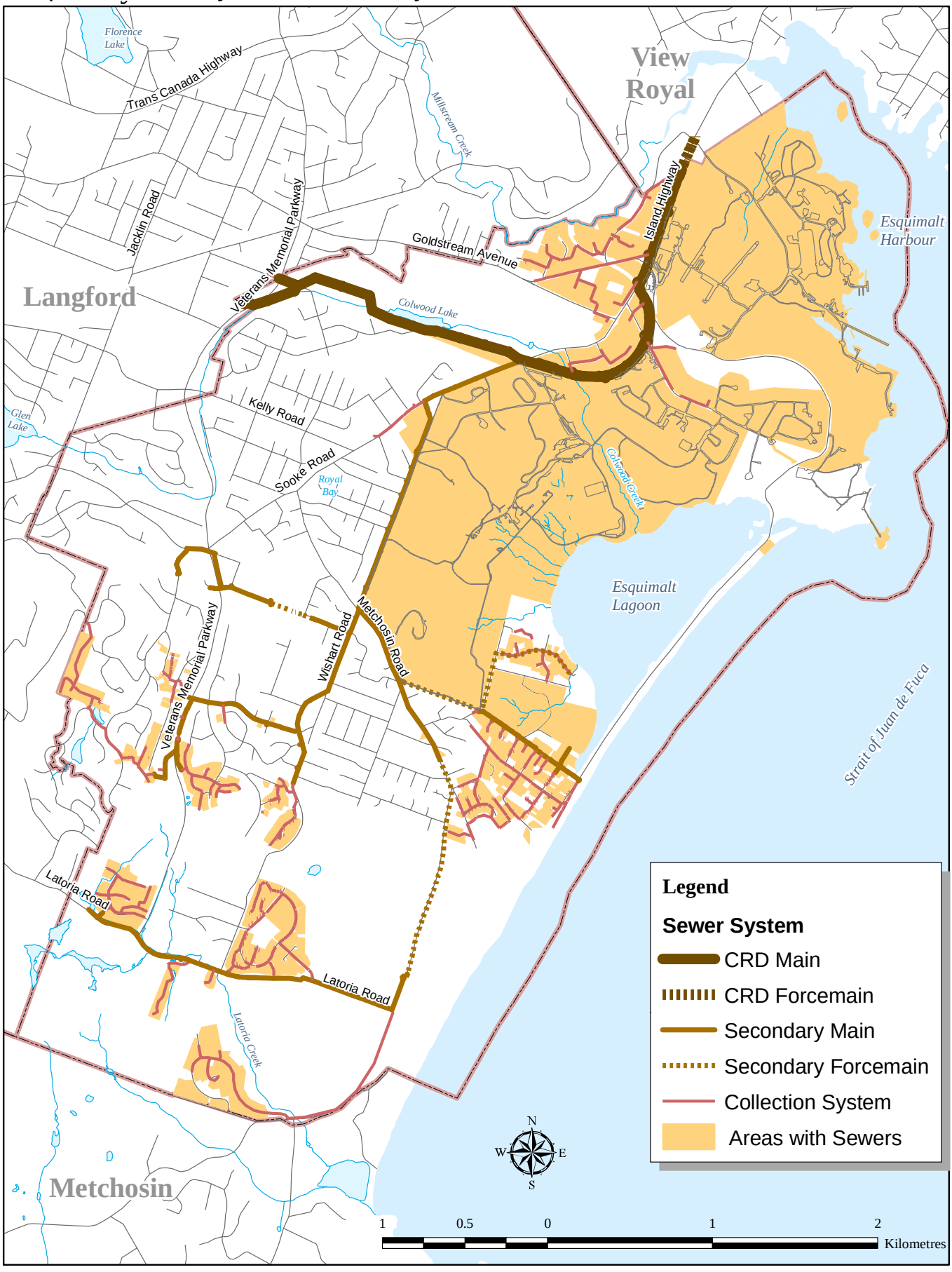
Policy 12.6.2 Investigate and implement integrated wastewater management and treatment technologies that provide local social, economic and environmental benefits.

Policy 12.6.3 Pursue partnerships for delivering wastewater infrastructure for existing and/or new neighbourhoods.

Map 12-1: Water Infrastructure Inventory



Map 12-2: Sanitary Sewer Inventory



→ Rainwater

Objective 12.7 Improve stormwater management practices.

Policy 12.7.1 Develop a stormwater management bylaw or policy that defines best management practices with respect to piping, natural watercourse, setbacks, water quality etc. (e.g. CRD's Model Stormwater Bylaw, or Metchosin's Rainwater Management Bylaw).

Policy 12.7.2 Establish a major flow routing strategy for major storms (e.g. 200 year storm) for the community in collaboration with adjacent municipalities as required.

Objective 12.8 Ensure the long term function of green infrastructure systems are maintained or enhanced.

Policy 12.8.1 Inventory and map green infrastructure and qualify their function (e.g. rainwater drainage, groundwater recharge).

Policy 12.8.2 Plan and design green infrastructure systems in conjunction with "grey infrastructure" systems (roads, sidewalks, public gathering places, schools, etc.) as part of ongoing planning and development. This should occur through:

i. Integrated Watershed and Stormwater Planning and Management
ii. Integration of greenways, city, regional and provincial parks
iii. Stormwater, parks and environmental bylaw updates
iv. Ongoing planning and development approvals processes

→ Solid Waste

Objective 12.9 Significantly reduce the amount of solid waste generated.

Policy 12.9.1 Promote three stream waste separation (recyclables, organics / compostables, and residual garbage) systems to sort at the unit level, building level and possibly at the neighbourhood level.

Policy 12.9.2 Promote multi-family residential composting programs.

Policy 12.9.3 Promote community composting in community gardens.

Policy 12.9.4 Implement a composting demonstration facility that would educate and provide composting instructions for residents.

Policy 12.9.5 Work with other agencies or businesses to capture the value in waste streams as a means to generate local economic development opportunities.

Policy 12.9.6 Educate citizens about the benefits of reducing waste as a means to facilitate higher rates of participation in recycling and composting programs.

Policy 12.9.7 Work with other agencies or businesses to develop a local construction waste recycling program.

Policy 12.9.8 Discourage *construction and demolition waste* from building demolition and encourage building disassembly and recycling through varied permit fees (e.g. $1,000 permit fee for building demolition, $1 permit fee for disassembly and recycling).

→ Energy Systems

Objective 12.10 Ensure flexibility and ability to adapt to future changes.

Policy 12.10.1 Ensure site service infrastructure can allow for future adaptability.

Policy 12.10.2 Promote 'future-proofing' of buildings and public works to allow for future adaptability and conversion of energy infrastructure systems.

Objective 12.11 Encourage on-site renewable energy generation.

Policy 12.11.1 Secure commitments to on-site renewable energy systems such as geo-exchange, solar energy, wind systems, etc. for development projects.

Policy 12.11.2 Promote reuse of waste heat from civic, industrial and commercial operations for other uses such as heating.

Objective 12.12 Encourage the development of green and efficient district energy systems.

Policy 12.12.1 Ensure densities and infrastructure planning can support viable green or efficient district energy systems at the time of development.

Policy 12.12.2 Secure agreements for district energy systems in private development projects where the scale and density of development will lead to a viable energy system.

Objective 12.13 Utilize energy-efficient or renewable energy equipment for public infrastructure.

Policy 12.13.1 Install or retrofit street lights with more efficient LED light bulbs.

Policy 12.13.2 Install or retrofit traffic lights to use LED bulbs.

Policy 12.13.3 Replace as required all seasonal and festive lights with LED bulbs.

13.0 Regional & Inter-Jurisdictional Cooperation

The City's long term prosperity and ability to thrive is largely influenced by the relationships it maintains with other governments and jurisdictions. The city has a track record of successful collaborations with other jurisdictions and intends to enhance existing relationships and forge new ones as required.

→ OCP Strategy

Work proactively with other jurisdictions to ensure the long term prosperity of the community.

→ Inter-Municipal Cooperation

Objective 13.1 Develop strategies for the efficient co-delivery of services and programs.

Policy 13.1.1 Investigate and implement opportunities to efficiently deliver programs and services with the City of Langford and other neighbouring municipalities. Specific areas may include, but not limited to:

i. Park acquisition and development
ii. Recreation programming
iii. Servicing (e.g. efficient, connected sewers, roads, energy systems or others)
iv. Ongoing community planning
v. Greenhouse gas emissions reduction strategies, climate protection and/or climate adaptation
vi. Sharing and/or providing administrative support services
vii. Environmental initiatives such as creek and/or watershed enhancement
viii. West Shore branding
ix. Local economic development initiatives
x. Affordable housing

Objective 13.2 Implement regional-scale systems and programs.

Policy 13.2.1 The City recognizes the need for inter-municipal planning in areas such as transportation routes, settlement patterns and economic development. Inter-municipal co-operation and regional liaison on transportation issues such as public transit, road upgrades and rapid transit links (such as LRT or Rapid Bus) between major centres and the metropolitan core is vital to the design and planning process and should be retained on an ongoing basis.

→ Inter-Agency Cooperation

Objective 13.3 Broaden Involvement or Service Agencies in Community Planning.

Policy 13.3.1 Include regional governments and/or private utilities in the planning and development review process.

Objective 13.4 Work with major community institutions and military operations to ensure long-term prosperity in the community.

Policy 13.4.1 Work with Royal Roads University to ensure delivery of programs and services mutually benefit the community and the university.

Policy 13.4.2 Involve the Department of National Defence when considering development applications so as to ensure choices about development (e.g. location and density) do not jeopardize the long term viability of operations in the community.

→ Regional Context Statement

Local planning and land use policies link with and work towards the goals and objectives established in the Capital Regional District's Regional Growth Strategy (RGS). The RGS was approved for the Capital Regional District by the Board for the Capital Region in August 2003. The RGS establishes 8 strategic directions under the following sub-headings:

Managing and Balancing Growth

1. Keep urban settlement compact.
2. Protect the integrity of rural communities

Environment and Resources

3. Protect regional green & blue space
4. Manage natural resources & the environment sustainably

Housing and Community

5. Build complete communities
6. Improve housing affordability

Transportation

7. Increase transportation choice

Economic Development

8. Strengthen the regional economy

Our regional context statement identifies and defines the policy links between the OCP and the RGS. The City of Colwood was incorporated in 1985 and has been experiencing moderate growth and development since this time. However, Colwood is poised for significant growth and change. Large intact sites such as Royal Bay, Colwood Corners, and many other similar sites, are actively being developed and/or are under discussion for changes in land use. This development is consistent with the RGS as it is within the Regional Urban Containment and Servicing Policy Area and the City's centre has been designated as one of the Major Centres on Map 3 (Growth Management Concept Plan) of the RGS. Policies of the City's OCP are generally consistent with or complementary to the policies set out in the RGS, as follows:

Managing and Balancing Growth

1. Keep urban settlement compact.	The City of Colwood boundary is coincident with the Regional Urban Containment and Servicing Policy Area Boundary designated on Map 3 (Growth Management Concept Plan) of the RGS. The Land Use Designation (Map 3.1) of the OCP designates areas where growth is intended and controlled so as to ensure a compact urban settlement. Intended growth areas include a range of centres as land use designations (City Centre, Village Centre & Neighbourhood Centres). Centres are defined by the 5 or 10 minute walkshed that will accommodate a wide range of uses, including residential, commercial, industrial, institutional and park/open space. Other intended growth areas include a Mixed-use Employment Centre, where mixed-use redevelopment, including housing, is encouraged and Business or light Industrial Centres where business uses are strongly encouraged. The City Centre constitutes the 'Metropolitan Core / Major Centre' in the RGS Map 3 (Growth Management Concept Plan) in Colwood. *Controlled Growth* areas include the existing settled areas in the valley where sensitive infill is permitted and intensification of corridors that connect centres is encouraged. On hillside and shoreline areas that are already developed or undeveloped, development is permitted subject to policies that will limit the extent and intensity of the development. The Our Built Environment Policy Section (Section 5.0) includes detailed policies for each land use designation that focuses on the supporting a nodal pattern of development, transit supportive development and infill generally.
2. Protect the integrity	Colwood does not include any rural communities, being a growth municipality entirely within the Regional Urban

of rural communities	Containment and Servicing Policy Area (RUCSPA). The RGS aims to protect the integrity of rural communities through its designations of *Capital Green Lands* (major parks, ecological reserves and CRD water lands) and *Renewable Resource Lands* (ALR, FLR and Crown forest). Fort Rodd Hill National Historic Site is identified as a *Major Park* in the RGS. The OCP puts a high significance of the creation and protection of park areas. The only *Renewable Resource Lands* identified in Colwood are minor areas of agricultural land reserve. While there is only limited agricultural activity in Colwood and the designated ALR is limited to a golf course and minor park areas, the Colwood OCP contains an objective and policies that are supportive of the community and commercial agriculture. Colwood is adjacent to agricultural land reserve (Renewable Resource Lands) within the District of Metchosin. The *Olympic View Area Plan in this OCP* contains policies for buffering between this area and urban areas in Colwood. Development Permit Area guidelines for this area contains guidelines with respect to buffering which in turn will be implemented by development permits and covenants prior to development.

Environment and Resources

3. Protect regional green and blue space	The RGS aims to protect the landscape character, ecological heritage and biodiversity of the Capital Region by supporting the implementation of the Regional Green/Blue Spaces Strategy. Member municipalities agree to work as partners and individually to implement the system identified on Map 4 of the RGS. The OCP in Section 4.0 contains a policy that the City will work with the adjacent municipalities and other agencies to plan parks and open spaces. Areas in Colwood that are identified include the major park and agricultural land reserve areas identified under the previous initiative. The OCP supports a Regional Trail Network and the West Shore Greenbelt. Other areas include land owned by the Government of Canada that is designated on RGS Map 4 as Unprotected Green Space Policy Area. The City's environmental protection and form and character development permit areas are in place to assist in the protection of these lands.
4. Manage natural resources and the	The RGS intends that residents of the Capital Region enjoy a healthy environment. This strategic direction refers to co-operative initiatives in the area or regional air quality, waste reduction and watershed management. The Colwood OCP

environment sustainably	contains a number of objectives and policies with respect to environment sustainability.

Housing and Community

5. Build complete communities	One of the strategic directions under the issue of Housing and Community is the building of "complete communities." The City's emphasis on the creation of compact, walkable and mixed-use centres which provide convenient vehicular, transit and cycle / pedestrian access (Section 2.0, 5.0 & 7.0 of OCP) is consistent with Policy 3 of the RGS. Generally, the OCP encourages a variety of housing types and tenures in close proximity to places of work, schools shopping, and recreation.
6. Improve housing affordability	Policy Section 7.0 (Our Housing) of the OCP supports the development of a range of housing choices along the housing continuum to accommodate the needs of all incomes and ages in all parts of the community, including affordable housing. In addition to the types of homes available, secondary suites will be permitted in all parts of the community, in single family and multi-family homes thus increasing the stock of affordable housing options in the City. The City's Affordable Housing Strategy further addresses the need for affordable housing in the city. Also, Colwood has established an Affordable Housing Reserve Fund to which developer contributions are made when residential density increases are granted.

Transportation

7. Increase transport-ation choice	The City endeavours to reduce outbound commuting by encouraging an increased supply of housing and work opportunities for people in centres, allowing people to both live, work, and play locally. The OCP identifies a rich multi-modal transportation network that will guide choices about street design that is integrated with the City of Langford and other regional transportation systems. The multi-modal network includes infrastructure for public transit, accommodating a bus rapid transit connection to downtown Victoria, planning long term for rail-based commuter rail service along the E & N Rail corridor, as well as encouraging the creation of pedestrian and bicycle linkages throughout the community connecting centres, extending into surrounding areas and connecting to and through the E&N rail corridor and the Galloping Goose. Also, to increase walking, centres are based on 5 or 10 minutes walksheds (400 & 800m) as a means to focus uses and the intensity of development in such a way that it encourages greater

	walking. Lastly, a long term plan for a more finely-grained city centre road network is indicated in Section 8.0.

Economic Development

8. Strengthen the regional economy	The RGS goal of strengthening the regional economy is supported by the City's OCP. The OCP is supportive of development which provides for a variety of uses which add to the interesting and dynamic fabric of the community. A diverse range of economic advancement opportunities are present in the City, from home-based businesses to large scale retail, wholesale commercial areas and business park/industrial areas. An important objective of the OCP is to provide suitable land areas for commercial and business activities to provide local job opportunities and strengthen the City's tax base.

Inconsistencies Between the OCP and RGS

There are no inconsistencies between the OCP and the RGS."

14.0 Development Implementation Information

Pursuant to Section 920.01 of the *Local Government Act*, municipalities are authorized to specify circumstances and designate areas in which development may not proceed until information regarding potential impacts is provided by the developer for assessment by Council. Such additional information may be required as part of the processing of the following types of applications:

- Zoning amendments;
- Development permits;
- Temporary commercial or industrial use permits.

In order to impose the requirement for impact assessments, municipalities must adopt a bylaw under Section 920.1 of the *Local Government Act* which outlines detailed policies concerning the form and content of impact assessment information that is to be provided.

→ Area Designation

All the area within the municipal boundaries of the City of Colwood is hereby designated as a Development Approval Information Area.

→ Justification & Circumstances

Impact assessment information will be used to comprehensively evaluate the consequences of development on community sustainability. Such information will be an integral component of effective land use planning, ensuring that development minimizes adverse affects on the environment, is suitable for the location, makes efficient use of existing community infrastructure and services, accounts for community costs, is the product of informed public consensus and is consistent with the sustainability goals of the City. The development approval information process is therefore intended to:

- Encourage responsive and informed decision-making
- Fully address the range of potential environmental, socio-economic, transportation and fiscal impacts associated with a proposed development
- Facilitate inter-agency cooperation and efficiency
- Promote fairness and consistency in the approval process
- Identify resource needs and constraints, whether public or private, that may impede the success of a development proposal.

In accordance with these objectives, any development which is the subject of an application for rezoning, development permit or temporary use permit

and which could appreciably impact may be required to provide development impact assessment information:

- The natural environment
- Transportation patterns
- Local infrastructure
- Public facilities
- Community services
- Social and economic well-being
- Energy conservation
- Water conservation
- Greenhouse gas emissions

Part III – Background Information

15.0 Community Profile

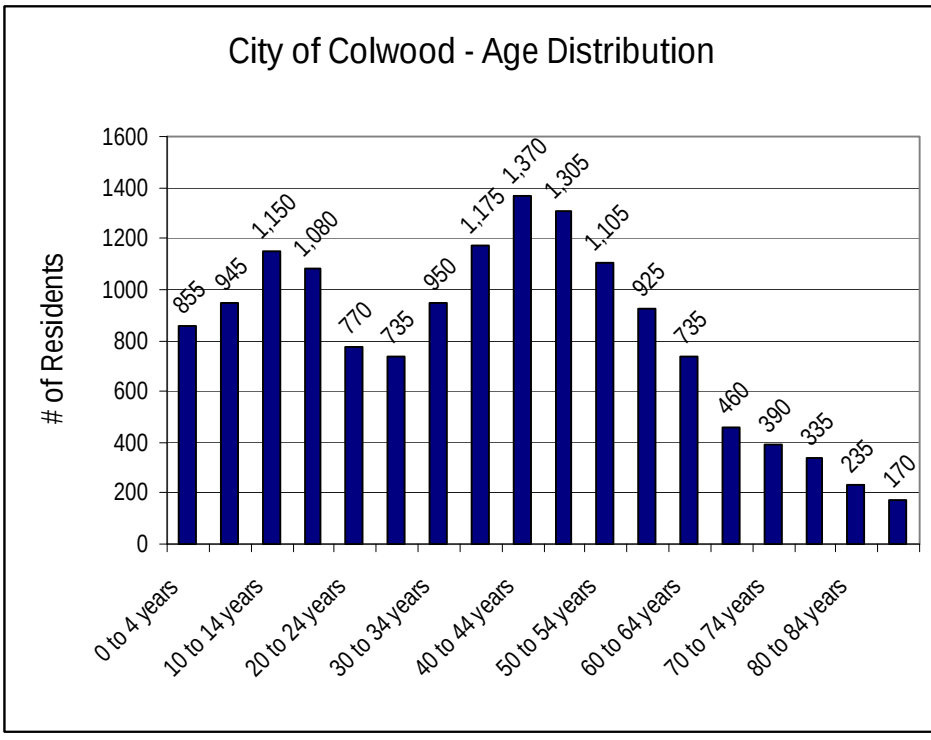
Island & Regional Trends[5]

Most of the population in the Vancouver Island-Coast region is concentrated in the south-east corner of Vancouver Island, particularly within the Capital and Nanaimo regional districts which have experienced population growth and expansions over the past five years.

The short-term outlook for south island region is for generally healthy net migration, as the broader area continues to benefit from the recent trends of construction and expansion of its urban areas that are mainly focused in Colwood and Langford. This positive outlook must be tempered somewhat by the continuing decline in labour in the coastal forest industry. Over the long-term, it is expected that the onset of retirement for the 'baby boom' generation will lead to somewhat larger net inflows of migrants to areas like the Capital and Nanaimo regional districts. With the growing number of retirees, attractive areas, particularly those outside of large urban cores will likely experience population growth. From the most heavily populated areas there will likely be some migration outward to nearby communities.

Local Trends

According to Canada Census information, Colwood residents have differing attributes to the average resident of the region. They are younger, having an average age in 2006 of 38.7 years, compared to 43.6 years for the region as a whole.



Not surprisingly, families are larger: the average household size is 2.7, compared to 2.2 for the Capital Region. The average Colwood family has 1.1 children living at home, compared to 0.9 for the region and 1.0 for British Columbia. Other attributes are:

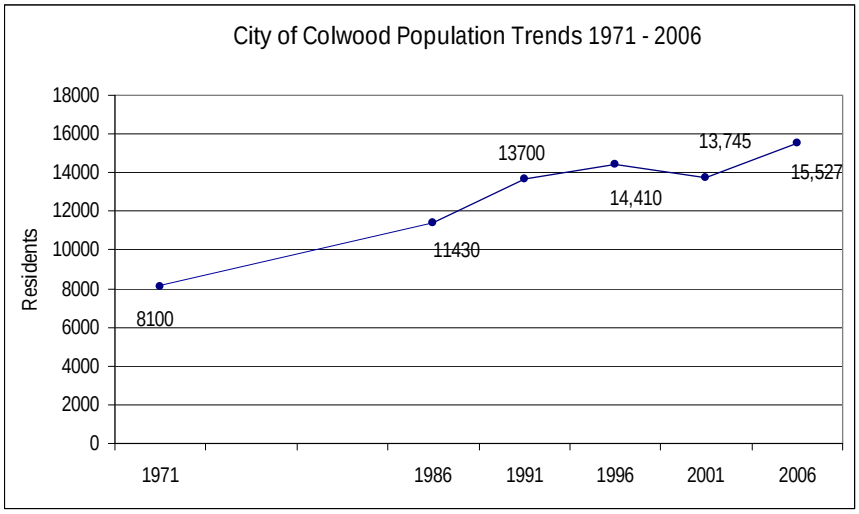
- We are more likely to own our home – 69.7% of private dwellings are owner occupied, compared to 64.7% for the region

[5] *P.E.O.P.L.E. 32 Regional Migration Assumptions August 2007, BC Stats, Ministry of Labour and Citizens' Services*

- We are more likely to live in a single family detached dwelling – 56.9% compared to 42.5% for the region. Today, however, we have more options for housing than in 1991 - single family detached dwelling made up 75% of the housing stock, where in 2006 it represented 56.9% of the total housing stock.

Population Growth

In 1971, Colwood had a population of 8,100 people. Throughout the early 1970's there was rapid growth, with annual growth of 3.7%. While growth slowed in the early 1980's, by 1986 the population had reached 11,430. From 1986 to 1991 there was renewed growth to 13,770 and 14,410 in 1996. As the 1990's progressed growth declined due to market factors and the lack of developable lands that led to a decline in population of 13,745 by 2001.



Developable land and general intensification of land led to a 15,527 persons in 2006. In this period, Colwood's population grew by 7% which was close to the regional average of 6%. Regionally, population growth comes from natural increase and from migration, both inter-provincial and international. Going forward, population projections to 2028 suggest continued growth rates, as the municipality continues to assume a larger share of overall regional population growth. The population is expected to reach over 32,000 in Colwood by 2028. This represents an additional 18,000 persons. Based on population projections, it is estimated that 13,533 dwelling units will be needed in Colwood by 2028. Dwelling estimates assume that average household size declines to 2.4 persons per household in 2028 from the current size of 2.7 persons.

→ What is an Official Community Plan?

An Official Community Plan is a vision, land use plan and policy document for a community. The vision reflects the ideas and input of residents, stakeholders, professionals and staff who participated in the preparation of the Plan. The OCP provides for the integration of land use, economy, environment, transportation, community facilities and services into a broad strategy to direct growth and development. When focused on sustainability, an OCP is an essential means to assist communities in considering and organizing responses to global, regional and local challenges such as climate change and ecosystem health, social development, and the increasingly changing patterns of economic stability.

Some of the key topics that an OCP must address are:

- A vision that reflects community objectives and strategies
- Land use concepts for how, where, what types of development will occur
- Identification and connection of parks and protected areas

- Efficient, serviceable and financially feasible transportation networks that reduce air quality impacts and greenhouse gas emissions
- A wide variety housing strategies that accommodate the needs of all residents with emphasis on affordable housing
- Approximate location and area of sand and gravel deposits that are suitable for future sand and gravel extraction;
- Restrictions on the use of land that is subject to hazardous conditions or that is environmentally sensitive to development;
- Approximate location and phasing of any major road, sewer and water systems;
- Regional context statements that detail how the Regional Growth Strategy will be administered and implemented locally
- Policies respecting the maintenance and enhancement of farming on land in a farming area or in an area designated for agricultural use in the community plan
- Policies relating to the preservation, protection, restoration and enhancement of the natural environment, its ecosystems and biological diversity

OCPs are strategic plans and are mainly intended to guide decision-making and dialogue about choices and directions. Conditions and opinions change frequently in the same way that opportunities or new challenges emerge without notice. For this reason, the *Local Government Act* states that an OCP does not commit or authorize a municipality to implement policies specified in the Plan, however, all bylaws enacted or works undertaken by a Council after the adoption of an OCP must be consistent with the Plan.

→ Community History

The table below gives a brief chronology[6] of the Colwood area. The City's Heritage Commission and others continue the work of delving into the past to help guide us into the future.

Time	Event
± 10,000 years ago	As the last Ice Age ends, the earth warms & glacial material is deposited as Colwood gravels. A 100m-thick chunk of ice forms a depression as glaciers retreat. Esquimalt Lagoon with its outer peninsula form as ice melts.
± 4,500 years ago	Climate & ecology change; habitats & wildlife establish & help stabilize sandy soil. Tsunami/ earthquake events every few hundred years may have caused foreshore erosion.
First People ± 3,000 years ago	People recognize productive ecosystems supporting a bounty of wildlife. Land is used in many ways as settlements come & go over the millennia. Human deposits from two archaeological cultures: ±3000 – 1600 & 1600+ years before the 20th century. These form the basis for current midden soils.
First Nations	Much of the now-City area is associated with the Teechamitsa family group (pre-1850), as shown in Douglas Treaty documents. Descendents of these & Stsanges people at Tleepet (Albert Head) speak the Lekwungen language, & descendents are known as members of the Esquimalt, Songhees and Becher Bay First Nations. These people developed intensive fish, shellfish, and seafood cultivation, around the foreshore. Elders and modern ethnobotany have revived other land-food management practices (e.g. re: camas, oak acrons) along with hunting practices which date to this time.
18th & 19th centuries	New diseases to North America greatly reduce the aboriginal population & economy. Many First Nations people trade with the newcomers through the Chinook, a *creole* trading language which combined aboriginal languages, English and French.
Colonial Period	The waters off Colwood may have been explored by "Juan de Fuca" (Greek pilot Apostolos Valerianos) for Spain in 1592. In 1790, Manuel Quimper landed at Albert Head/Tleepet and claimed the surrounding area for Spain and named areas. Later that year, as a result of the "Nootka Incident", Spain surrendered its claims to what is now the coast of BC to Great Britain.
1840s	British Navy vessel "HMS Herald" charts & gives English names to land. The Coburg Peninsula's name honours Queen Victoria's consort, Prince Albert of Saxe-Coburg-Gotha (d. 1861), as do the nearby Albert Head, Gotha Point & Saxe Point. HMS Pandora surveyed Esquimalt Harbour and named Fisgard Island after HMS Fisgard and most of the points in the harbour after the officers on the Fisgard, including Rodd Hill and Rodd Point after the 1st Lieutenant, John Rashleigh Rodd. Colony of Vancouver Island (1849) proclaimed. European settlement of the region begins; land surveyed for logging, land clearing and agriculture.
1843	Fort Victoria established at Camosack Harbour. It became the Hudson's Bay Company Pacific Headquarters and base for the Puget Sound Agricultural Company.
1851	James Douglas appointed Governor of Vancouver Island. The Puget Sound Agricultural Company appoints Captain Edward E. Langford "bailiff" of the 242 hectare Esquimalt Farm lying between Esquimalt Harbour and Langford Lake. He calls the farm "Colwood" after his home in Sussex, England.
1850s	Douglas Treaties signed with First Nations family groups (1850) re: continued traditional uses of land. Colony of and British Columbia (1858) established. Huge increase in population with the Fraser River Gold Rush. Esquimalt Harbour made headquarters of British pacific.
1853 - 55	Chief Justice David Cameron, brother-in-law of Governor Douglas and ex-employee of Hudson's Bay Company, built "Belmont Farm" on land owned by Douglas at now-Fort Rodd Hill National Historic Site. First Royal Navy buildings built on the west side of Esquimalt Harbour.
1860s	Fisgard Lighthouse constructed (1860). Colonies of Vancouver Island and British Columbia united (1866).

[6] References include: communication with local National Historic Sites' staff & Millennia Research Ltd Archaeological & Ethnographic Consulting; Heritage Inventory (1988); BC Archives; *A Voice Within Us* by Lillard & Glavin (1998), BC.

1863	A sawmill, owned by John Gilmore, opened on Colwood Creek in now-Hatley Park National Historic Site.
1871	Gilmore's Sawmill acquired by Mr. Switzer, who converted it to a tannery and shoe factory. July 20: British Columbia becomes the 6th province of the Dominion of Canada
1874	Original Colwood School built on Sooke Road on land donated by Arthur Peatt (Senior), a local farmer.
1879	Possible date of the building of the first Colwood Hotel. Andrew J. Bechtel was the proprietor.
1887	Military maps indicate the presence of a water storage tank and flume across the non-tidal portion of the beach at the south end of the Esquimalt Lagoon. The tank was gravity-filled from one of the springs in this area. Water from this tank was then transported by "Daisy", a flat bottomed stern-wheeler, to Esquimalt Harbour to provide fresh water for Royal Navy vessels. A rifle range also indicated at the north end of the Coburg Peninsula. Lead shot remains left in Esquimalt lagoon & on the Coburg peninsula.
1890's	Saint Matthew's Presbyterian Church moved from Craigflower to Colwood and re-built on land donated by Alfred Peatt. Roland Stuart acquired 100 hectares (250 acres) fronting on Esquimalt Lagoon, naming it Hatley Park. The house he built was destroyed by fire in 1905.
1892	William John Wale leased the Colwood Farm for the sum of $400 per year.
1895	Fort Rodd Hill gun batteries built and guns installed at Rodd Hill (1897) and Belmont batteries (1900). The Fort guarded the entrance to the Royal Navy yards at Esquimalt.
20th Century	The area remains highly culturally significant for First Nations & contains much pre & post-contact heritage.
1900	The Oak Dell Hotel, a 2-storey building, built in near the 2100 block of Sooke Rd. The proprietor was Mr. DeMeres.
1905	Honourable James Dunsmuir, member of the B.C. Legislature, coal baron, builder and owner of the Esquimalt and Nanaimo Railway, purchased land for *Hatley Park,* to be his Edwardian Estate.
1909	Hatley Castle, designed by Samuel McClure, completed at Hatley Park.
1910	The Colwood Women's Institute formed.
1911	Construction begins on the Canadian Northern Pacific Railway from Victoria to Cowichan Lake.
1911-1913	Saint John the Baptist, an Anglican Church, built with the aid of fund-raising by the Women's Institute of Colwood and the support of Mrs. Laura Dunsmuir.
1914	World War I, Ft Rodd Hill manned. Colwood Golf and Country Club formed.
Interwar period	±1920s: First Dug-out Pub built (second after fire in 1939) by Fred Buxton, summer cottages. 1930s: A wooden road bridge is completed to the north end of the Coburg Peninsula, now Ocean Boulevard; naval supply depot built, magazines moved west from Cole Island. First Nations' traditional uses decline with urbanization, anti-hunting laws.
1920+	F.W Jones begins gravel mining between the foreshore and now-Gratton Road, which later expands to the ~250 ha Construction Aggregates/ *CA Pit*, later Lehigh/ Royal Bay. Other sites developed at now-Alandale Road/ *Ridley* or *Allandale Pit*, and at now-Acland Avenue *Pattison Pit*.
1931	King George V granted the use of "Royal" to the Colwood Golf Course. Esquimalt Migratory Bird Sanctuary created by federal government to 100 m (300 ft) inland.
c.1936	Emily Carr camps in her *elephant* near Esquimalt Lagoon and paints *Above the Gravel Pit* and *Lagoon at Albert Head*.
World War II	Military use intensifies. Defence Department takes over the Dugout pub (now-Ranger Station) and builds shed at south end of Coburg Peninsula as part of degaussing test range. Additional barracks are built at Fort Rodd Hill and Colwood camp and anti-aircraft gun battery are constructed at the current location of the West Shore Recreation Centre.
1940	Federal Government converts the Dunsmuir's Hatley Park estate into a naval training establishment.
1942	The Fortress Fire Command Post for the coastal defence system built on Triangular Hill (now Triangle Mountain).
1946	Colwood Volunteer Fire Department established.
1950	The Royal Canadian Mounted Police took over policing the area, establishing their headquarters in the former gatehouse of Hatley Park Estate.

1958	Fort Rodd Hill & Fisgard Light designated National Historic Sites & open to the public in 1962.
1967	Centennial Pool constructed at Juan de Fuca Recreation Centre.
1985	Incorporation of the City of Colwood. City inherits settlement plan from CRD as 1st OCP.
1988	Completion of Colwood City Hall, designed by Marshall & Goldsworthy, Architects.
1995	First classes at Royal Roads University; Hatley Park designated a National Historic Site
1997	CRD Trunk sanitary sewer and first phase of the Colwood system in service. Juan de Fuca Library Branch built on Island Highway. Colwood's 2nd OCP complete.
1999	OCP and Zone amendments permit the Royal Bay mixed-use residential development to begin to take place on 14% of the City's land area in south-east Colwood.
1999 - 2000	Centennial Pool demolished and replaced by new Juan de Fuca swimming pool.
2002	Veterans Memorial Parkway built to connect Latoria Road to the Trans Canada Highway.
2003	The 16.8 ha (40 ac) Havenwood Park established. Island Highway – Sooke Road (View Royal boundary to Veterans Memorial Pkwy / Hwy 14), transferred from Provincial to City responsibility.
2004 - 2006	Promenade (1.4 ha, 3.5 ac), Latoria Creek (12.7 ha. 31.4 ac), and Perimeter Path (3.4 ha, 8.5 ac) Parks dedicated at the Royal Bay development in South Colwood.
2007	The north half of the Coburg Peninsula purchased from the federal government for park.
2008	Gravel mining ends at LeHigh Cement's gravel pit at Royal Bay giving way to the expanded development of a new waterfront community with additional schools City park land. City's 3rd OCP complete & wins UBCM innovation award for working with the City of Langford.

→ Public & Stakeholder Involvement

This OCP is the result of a one year process that was carried out jointly with the City of Langford. The process involved a broad group of individuals at the following key stages:

OCP Steering Committee *May 2007-April 2008*	12 volunteers from the community over approx. 7 *meetings total*
Futures Forum *June 23-24, 2007*	225 people from Colwood & Langford with a minority of individuals from the region
Stakeholder Workshops Oct. 1-2, 2007	Est. 125 local, regional or provincial stakeholders. Representatives from the following organisations participated in one (or more) of 12 workshops: • Royal Roads University • West Shore Economic Development Association • West Shore Chamber of Commerce • CFB Esquimalt • Capital Families • Luxton Farmer's Market • Goldstream Food Bank • Agrology Consultant • Capital Region Food & Agricultural Initiative Roundtable • Capital Regional District - Water • Capital Bike and Walk Association • Turner Lane Properties • Inter-municipal Advisory Committee on Disability Issues (IACDI) • Colwood Association for Smart Growth • Esquimalt Lagoon Enhancement Association • School District 62 • Westhills Green Community • Pacifica Housing • M'akola Housing • CRD Housing • BC Housing • Habitat for Humanity • Coordinator of Arts in the Park • Luxton Fall Fair Organizing Committee • Community Council • RCMP • Gary Oak Ecosystem Recovery Team • West Shore Parks & Recreation Society • Esquimalt Lagoon Stewardship Initiative
OCP Design Workshop *Nov. 10-14, 2007*	150 people from Colwood & Langford over 4 days.
OCP Draft Open House *March 8, 2008*	200 people from Colwood & Langford
Colwood OCP Draft Open House *April 22,2008*	22 people attended at Colwood City Hall