



City of Langford

Official Community Plan - 2008

Bylaw No. 1200

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Updated:*

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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; and, EcoPlan International who all provided policy advice and Lees & Associates Landscape Architects, MVH Design & Planning, Frank Ducote Urban Design, and D'Ambrosio Architecture + Urbanism who provided urban and open space design concepts.

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Part I: OCP Overview

1.0 Introduction

The City of Langford is a rapidly growing community that has been transitioning from a suburban centre to a major urban centre in the Capital Region for some time. Almost 20% of the people residing in Langford in 2006 were new to the City; this statistic places Langford amongst the fastest growing communities in Canada in the last census period. Generally, change has been accepted and even embraced. The benefits have been numerous. For instance, increased tax revenues from new development have been reinvested into beautification initiatives, public amenities and new facilities. New development has also brought new jobs, services, affordable housing, and greater housing diversity. Despite this change, Langford has retained its family-oriented nature, and we remain one of the most affordable communities in the region.

Despite the tangible benefits of development, climate protection and sustainability are at the forefront of our minds. What does the future hold and how do we know we are making the right choices today? More specifically, citizens are keenly interested in increasing options for how they get around. Many have expressed a strong interest in promoting a viable local food system. Other desires have been articulated: increasing local jobs, improving housing diversity and affordability and preserving open spaces are top priorities for many. Langford's residents have become accustomed to ensuring new development benefits the entire community and addresses community objectives efficiently.

This Official Community Plan (OCP) harnesses public feedback and current thinking on sustainability to provide a strong rationale for how and where development and land use changes are to occur.

This OCP was developed jointly with the City of Colwood.

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.

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 (as enacted or amended) or works undertaken by a Council after the adoption of an OCP must be consistent with the Plan. Also, when a Regional Growth Strategy is in place, as is the case for the Capital Regional District, the OCP must provide a Regional Context Statement (see Section 13.0).

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

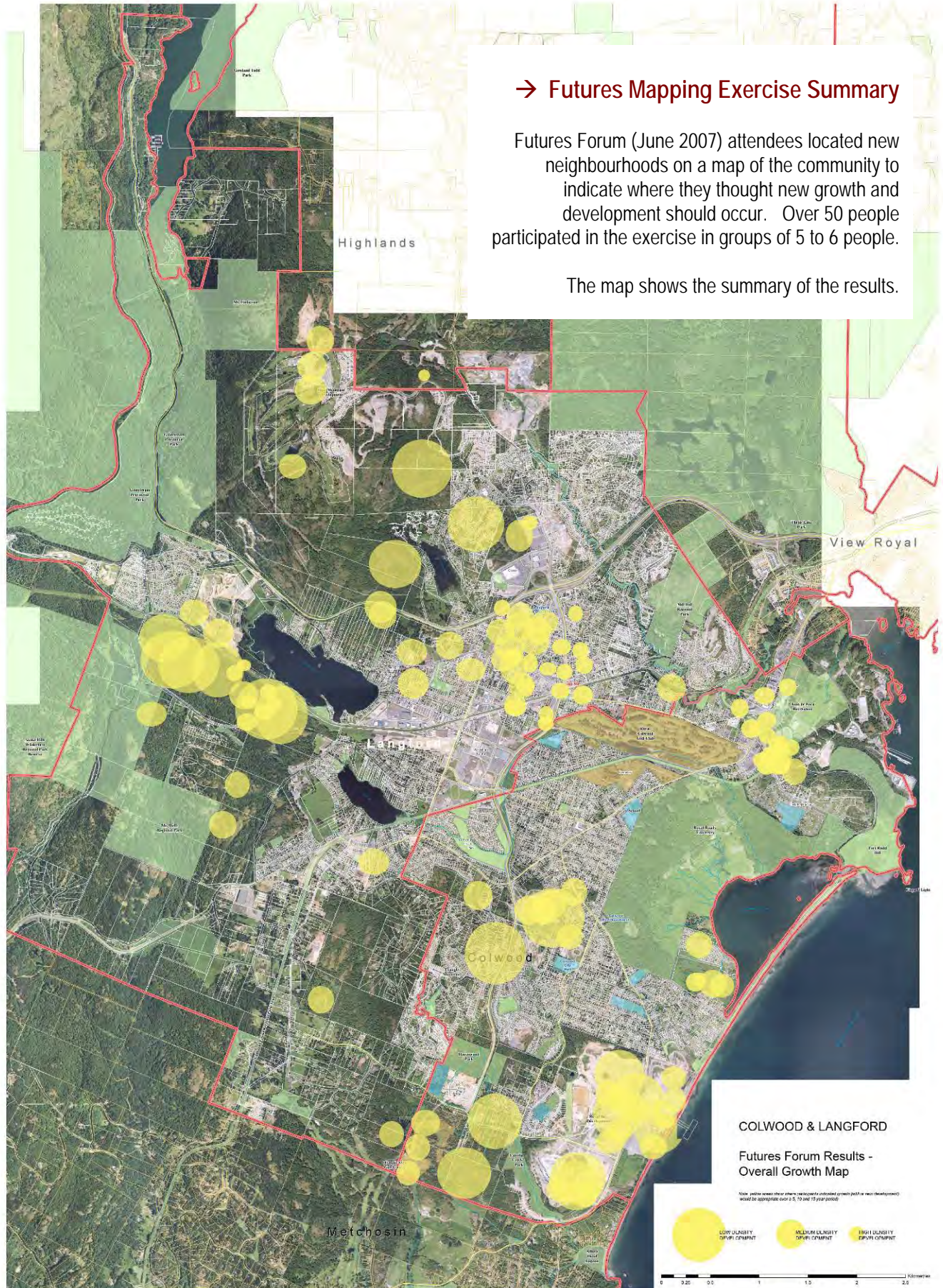


Futures Forum (June 2007) attendees locate new neighbourhoods on a map of the community.

→ Futures Mapping Exercise Summary

Futures Forum (June 2007) attendees located new neighbourhoods on a map of the community to indicate where they thought new growth and development should occur. Over 50 people participated in the exercise in groups of 5 to 6 people.

The map shows the summary of the results.



→ 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's) 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.

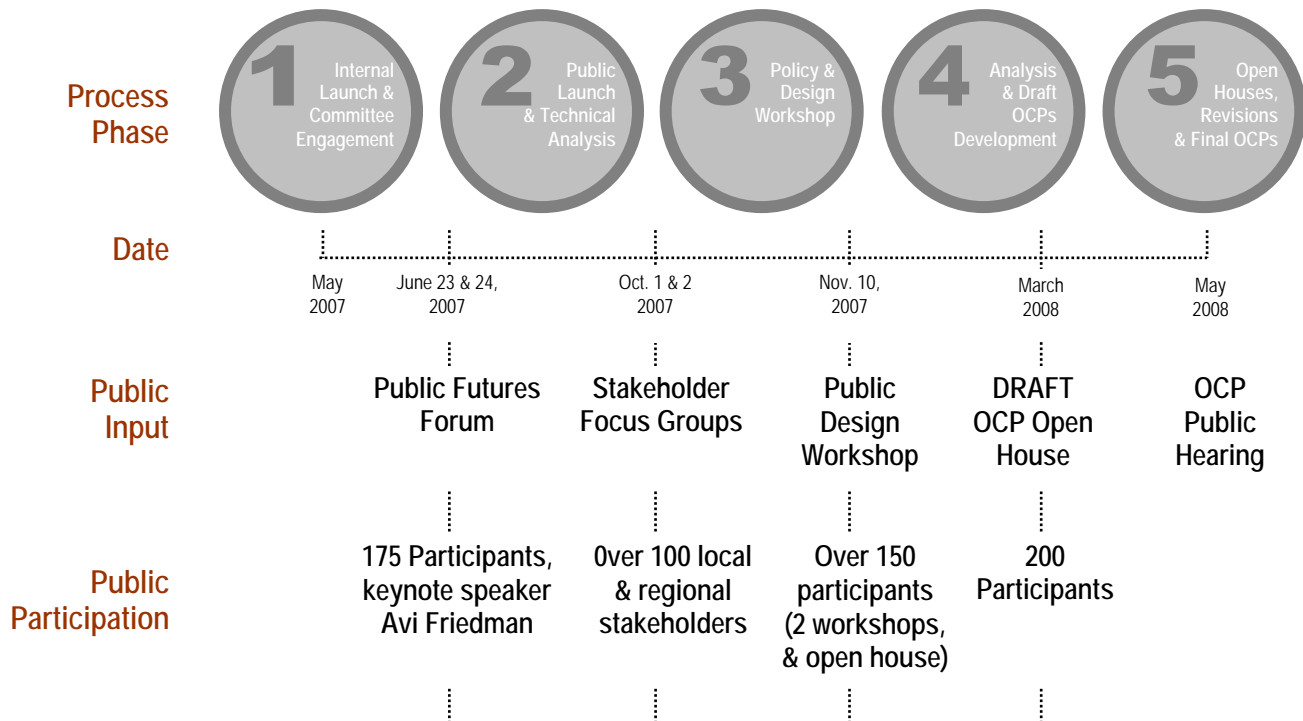
The OCP review process benefited from the oversight of an OCP Steering Committee made up of citizens who are passionate about their community. The Colwood and Langford OCP Steering Committees met separately and together to guide the OCP Review team at key stages. The OCP Review team was made up of staff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



A Futures Forum attendee shares highlights from a group discussion about community priorities.

For a list of stakeholder groups who provided input into the process, please see Appendix A.

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. To address these concerns, the Province of BC has committed to reducing GHG emissions by 33% by 2020. To reach this commitment, 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 therefore 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.

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

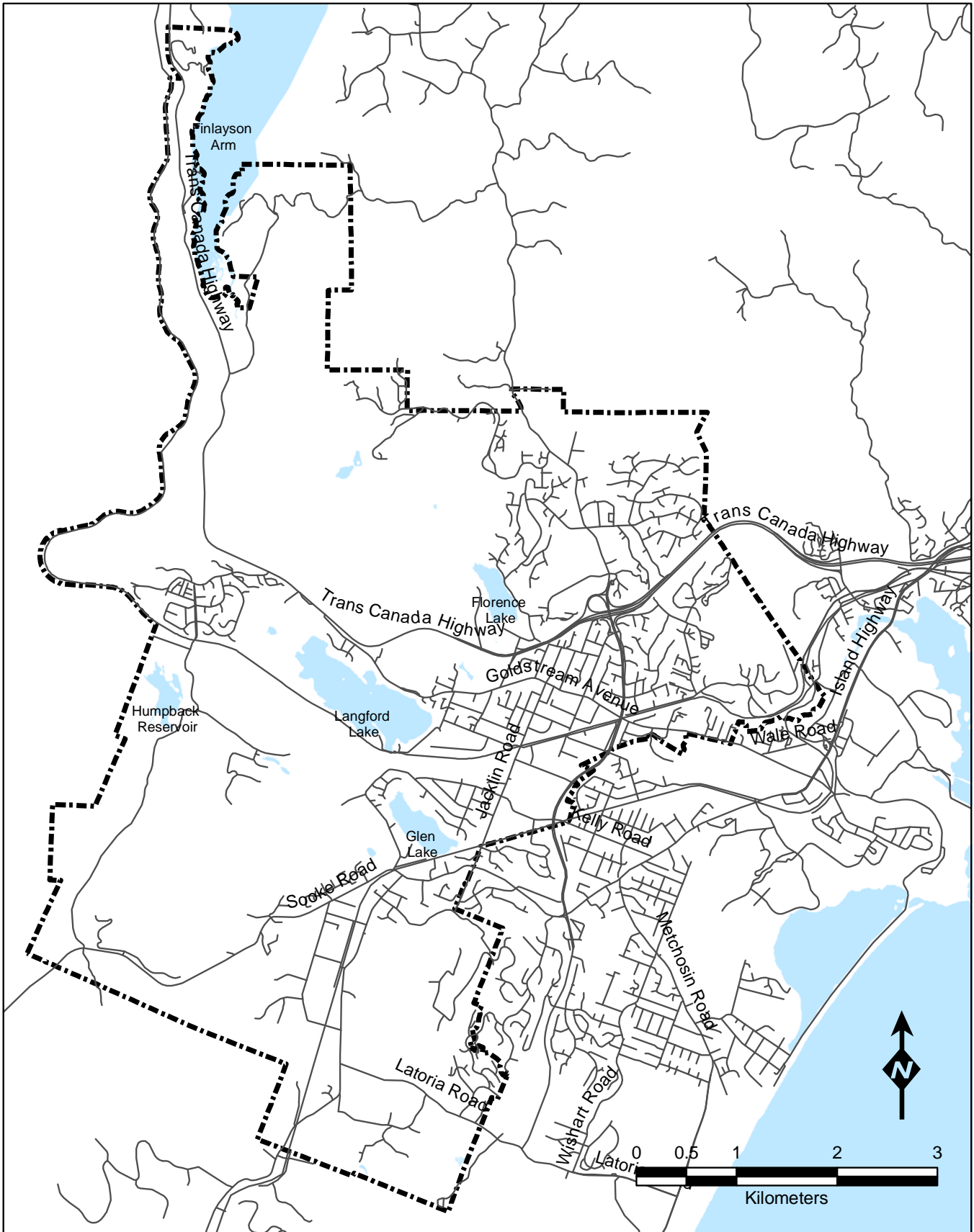
In the meantime, significant growth is coming our way. The Capital Regional District's *Regional Growth Strategy* (RGS) has designated our city as a major growth area within the region's *urban containment boundary* (UCB); the UCB is intended to shape and contain the extent of growth in the region.

The population in the Capital Regional District (CRD) is anticipated to grow from 353,441 (2006 statistic) to 421,820 in 2026. As a key growth area in the region, the RGS has planned for Langford to absorb 22,000 new people in approximately 11,035 new homes in the same period. This translates to a population of over 47,000 by 2028. In 2008, some 22,000 new units, or 200% of long term housing forecasts, were in various stages of approval (rezoned, development permits) or planning (OCP) and capacity for new housing still remains in abundance throughout the community. While approved units do not always get built, this indicates that Langford may potentially *absorb a greater proportion* of the CRD's projected population and/or the *housing absorption* period will extend beyond 2028. Given the strong demand for housing and the draw to the West Shore, it is more likely that the community will absorb more newcomers to the CRD with a possibility of a population much greater than the current projection in the coming decades.

	City of Langford		CRD
	Population	Dwellings	Population*
2006	24,892	8,650	353,441
2028	47,244	19,685	421,820
Increase	22,352	11,035	68,379
Annual Increase	1,016		3,108
Annual %			

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 Langford as per CRD Regional Planning Dept. & Eberle Planning & Research Inc.

Map 1: 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 Langford 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.

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*). 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.



Langford 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-use 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 well 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 2* details the general configuration of land use designations.

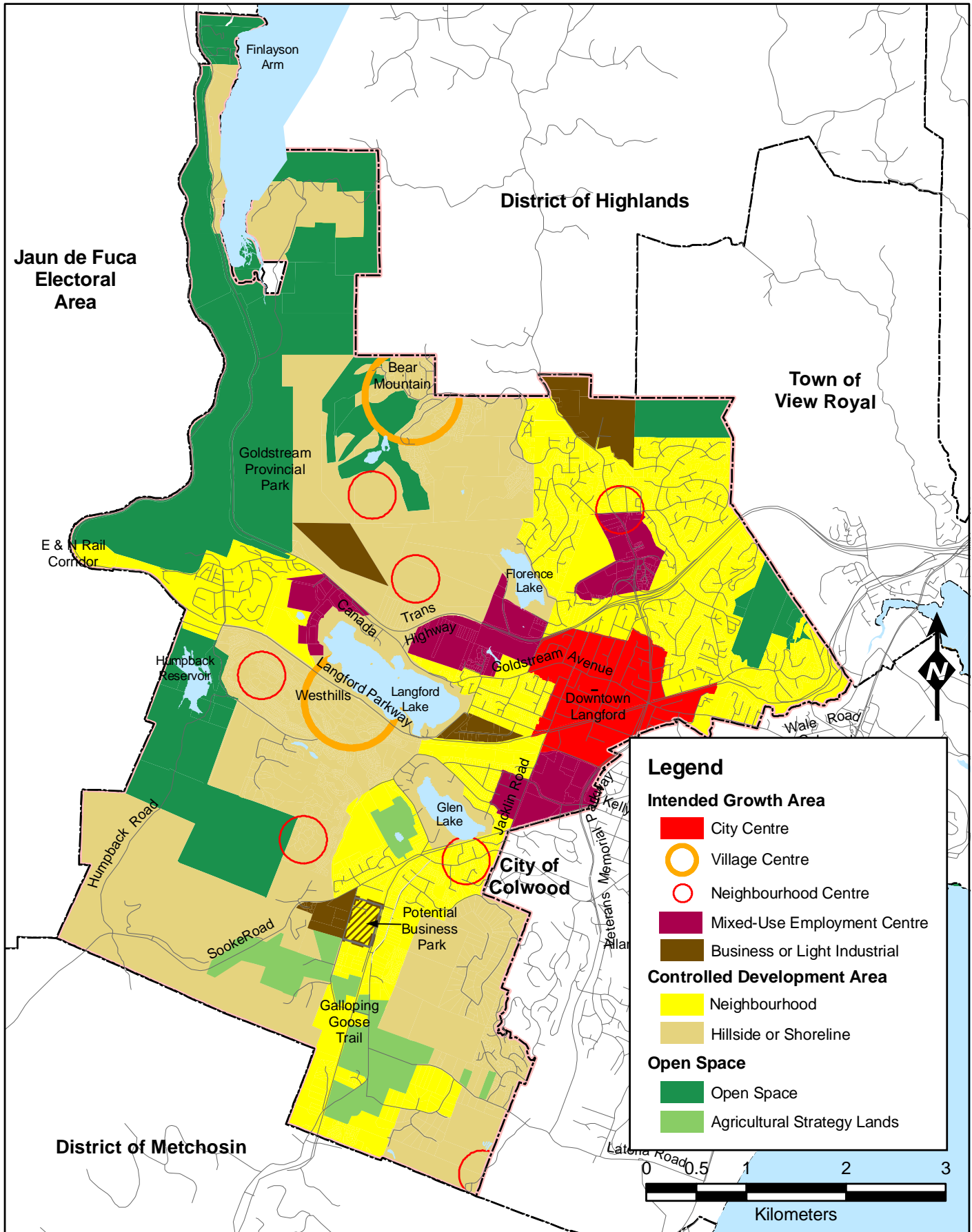
The Growth Management & Land Use Strategy is a key tool to ensure our vision is implemented.

Land Use & Growth Management Strategy Brief Overview

	Land Use Designation	General Location in City
Growth Management Strategy	Intended Growth Area	
	City Centre	Downtown Langford
	Village Centre	Bear Mountain Village Centre Westhills Village Centre
	Mixed-Use Employment Centre	West Shore Town Centre Millstream Village Goldstream Meadows Trans-Canada / Leigh Rd
	Business or Light Industrial Centre	Various
	Neighbourhood Centre	Various
	Controlled Development Area	
	Neighbourhood	Existing Settled Areas
	Hillside or Shoreline	Undeveloped or Existing Low Intensity Hillside or Shoreline Areas
	Open Space	
Agricultural Strategy Lands	Lands currently held in the Agricultural Land Reserve	
Open Space	Public and Private Open Spaces	

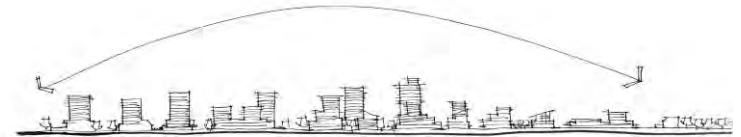
A detailed overview of the Land Use and Growth Management Strategy by designation follows.

Map 2: City of Langford – Growth Management & Land Use Strategy



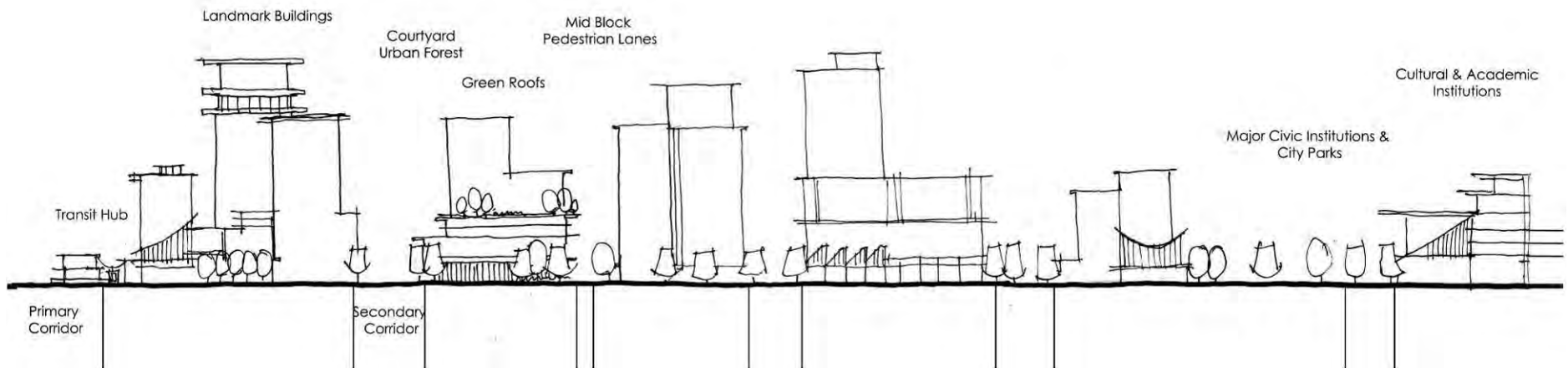
City Centre

- A major regional growth centre that support 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



A Concept for the City Centre

Sculpted skyline to accommodate view corridors and concentrate tower heights as a node



Possibilities for our City Centre



Contextual design directions



Government & business offices



Attractive hi-rise residential buildings



Integrated rail- and/or road-based rapid transit



Rich public realm designed for people



Mid-rise mixed use buildings



Family-oriented townhouses



Distinctive Live/Work units



Hi- & mid-rise buildings together with retail at street level

→ 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 are / remain distinctive as a landmark in the city centre.

Policy 3.1.3 Create a major gathering place along Goldstream Ave. between Jacklin Rd. and Veterans' Memorial Parkway for 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.

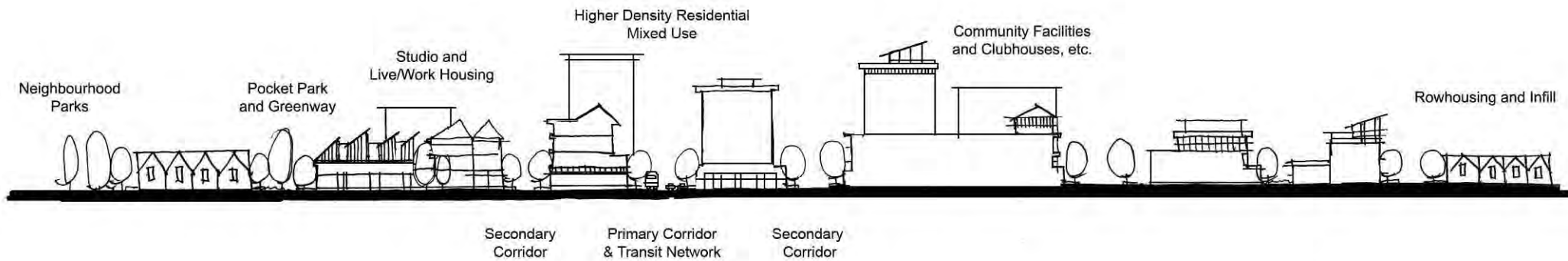
Policy 3.2.2 Transportation services and infrastructure in the City Centre will connect users to regional transportation systems.



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 a Village Centre



Possibilities for our Village Centres



Pedestrian-friendly public realm



Variety – mid rise & low rise buildings



Lively main streets



Community facilities & involvement



Great pedestrian connections



Housing of all types



Terraced mid-rise buildings



Convenient cycle paths



Intimate public gathering places

→ Village Centres

Objective 3.3 Maintain a sub-regional focus.

Policy 3.3.1 Commercial and institutional land uses, services and amenities in will balance sub-regional services with provision of 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.

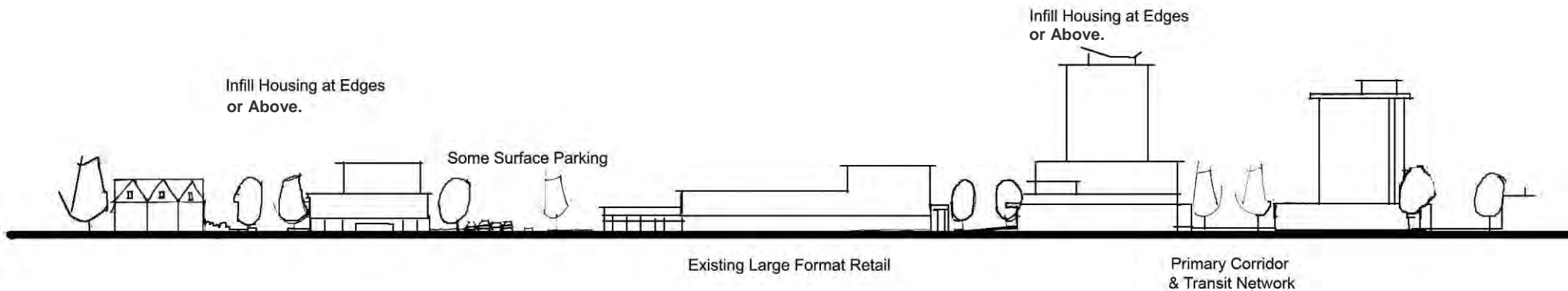
Policy 3.4.1 Commercial and institutional land uses, services and amenities in a Village Centre will fulfill a distinctive role in the City and not compete with the role of the City Centre as the major civic centre.



Mixed-Use Employment Centre

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

A Concept for a Mixed-Use Employment Centre



Possibilities for our Mixed-Use Employment Centres

“The Wrap”:
Residential & other uses integrated into existing large floor plate commercial / light industrial sites. Parking is at-grade or underground.



“Integrate the Big Box”:
Street-oriented residential and other uses above large floor plate commercial uses. Parking is usually underground, on rooftops or minimal.



→ Mixed-Use Employment Centres

Objective 3.5 Maximize adaptive re-use opportunities in greyfield or underdeveloped commercial sites.

Policy 3.5.1 Encourage the infill of auto-oriented commercial sites, big box sites, and strip malls with mixed-use residential development.

Policy 3.5.2 Promote the re-development of brownfield sites as predominantly work place areas that integrate housing.

Policy 3.5.3 Enact property tax incentives for a period of up to 10 years for new mixed use residential development on greyfield sites.

Policy 3.5.4 Accommodate a broad range of retail places by integrating large floor plate retail stores into mixed use buildings.

Policy 3.5.5 Promote high intensity, small parcel business and light industrial development that is compatible with residential uses.

Objective 3.6 Maintain a workplace focus.

Policy 3.6.1 Ensure a long term supply of employment lands in centres is maintained.

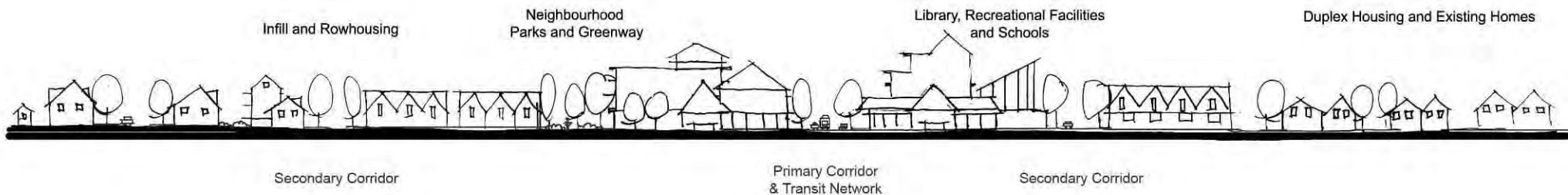
Policy 3.6.2 Ensure choices about land use and density do not preclude the long term role of the centre as an employment node.



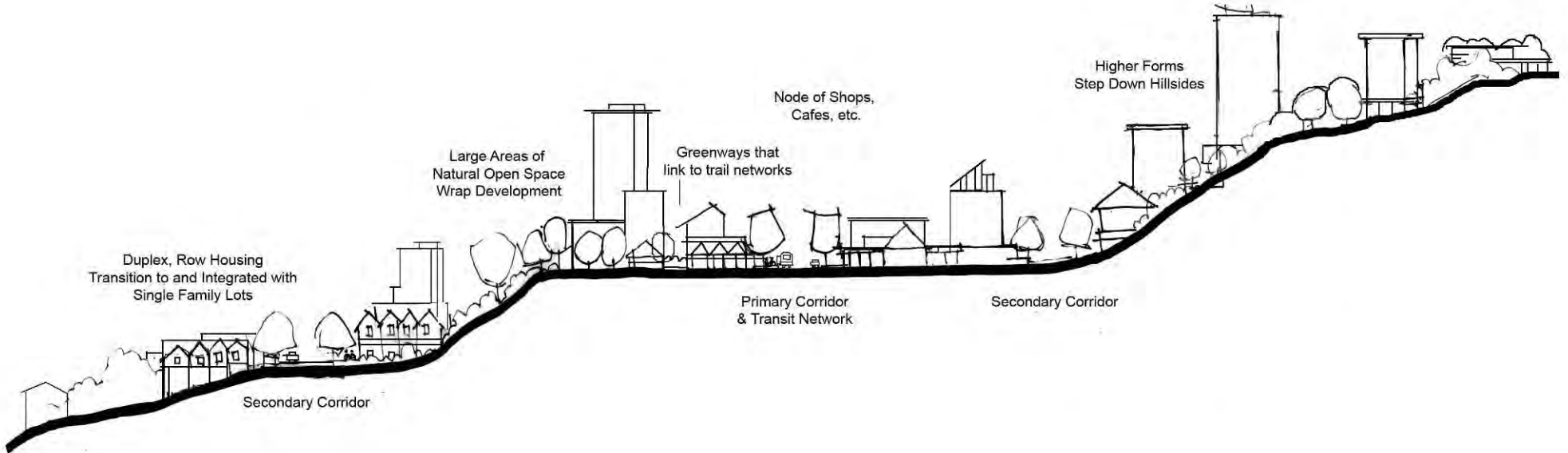
Neighbourhood Centre

- Predominantly residential precinct that supports a range of medium and high density housing, including affordable and rental housing
- Schools, community facilities and other institutional uses also define neighbourhood centres when supported by housing and services in close proximity
- A range of parks and open spaces are integrated throughout centres
- Transit stops are located at centres where appropriate
- Small scale local-serving retail node defines the predominant commercial uses

A Concept for a Neighbourhood Centre on the Valley Floor



A Concept for a Neighbourhood Centre on a Hillside



Possibilities for our Neighbourhood Centres



Public places for all members of the community



Mixed use buildings at key intersections with rental & affordable housing



Greenways connecting places



Community gathering



"Woonerfs" – streets for all users



Farmers markets



Neighbourhood Centre cluster on a hillside

→ Neighbourhood Centres

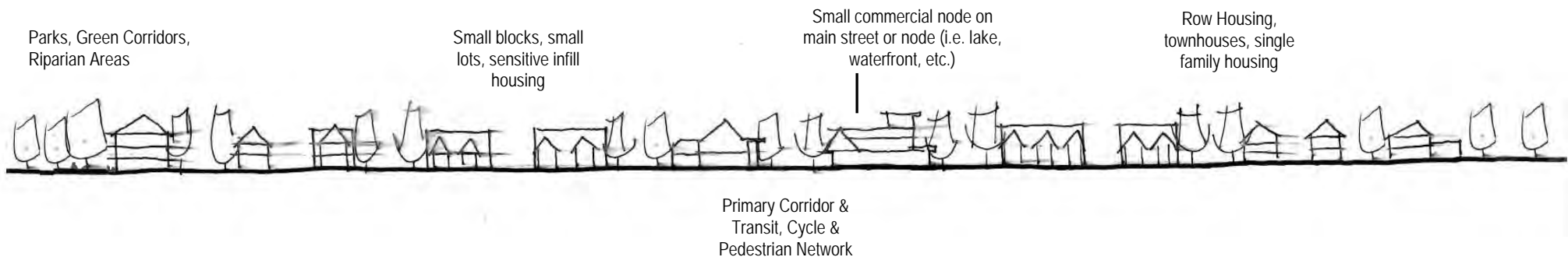
- Objective 3.7** Allow for the emergence of new neighbourhoods areas and/or centres and areas in all parts of the community.
- Policy 3.7.1 Recognizing that general densification over time may lead to the need and/or viability of neighbourhoods and centres that serve the needs of residents, neighbourhoods in all areas of the city will be permitted.
- Policy 3.7.2 Council may request 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. An NAP or NCP 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 3.7.3 An NAP can contain information about a neighbourhood centre. In these instances, an NCP will not be required so long as the plan for the centre meets the objectives of Section 5.0.
- Policy 3.7.4 Council reserves the right to complete an NAP or an NCP on a cost recovery basis. That is, all costs associated with developing and adopting a NAP or NCP, including public process, will be funded by the development proponent(s) and/or property owner(s).
- Policy 3.7.5 NAP or NCP processes will include public and stakeholder education and consultation. The process can be executed concurrently with other development approvals.
- Policy 3.7.6 NAPs or NCPs will guide Council decisions about land use and density when in place. NCPs will be adopted by resolution or by bylaw. In instances where an NCP 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

A Concept for Neighbourhood Areas



Possibilities for our Neighbourhood Areas



Alternative energy systems



Multi-family buildings



Parks & open spaces



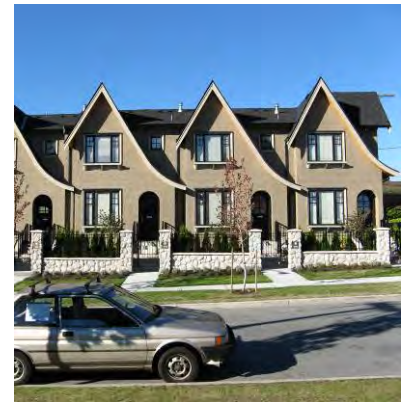
Rear lot coach housing



Small lot housing



3-storey townhouses



Row housing



Corner store / cafe

→ Neighbourhood Areas

Objective 3.8 Redevelop and intensify corridors connecting centres.

Policy 3.8.1 Encourage intensification of transportation corridors in and out of centres as a means to further increase the viability of transit services.

Policy 3.8.2 Ensure redevelopment along corridors is pedestrian-oriented and consistent with liveable street strategies.

Objective 3.9 Permit sensitive infill development.

Policy 3.9.1 Encourage alternative housing types such as coach housing, row housing, live/work units and townhouses that diversify the housing stock.

Policy 3.9.2 Permit small lot subdivision and clustered densification in established areas.

Policy 3.9.3 An overall density objective of 40 units per hectare (16 units per acre) for infill development in Neighbourhood designated area will guide choices about density. 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 3.10 Improve road, cycle and pedestrian connections.

Policy 3.10.1 Retrofit cycle, pedestrian and road networks into existing neighbourhoods.

Policy 3.10.2 Secure easements or public right of way (ROW) dedications through rezoning and subdivisions to improve road, cycle or pedestrian network connectivity.

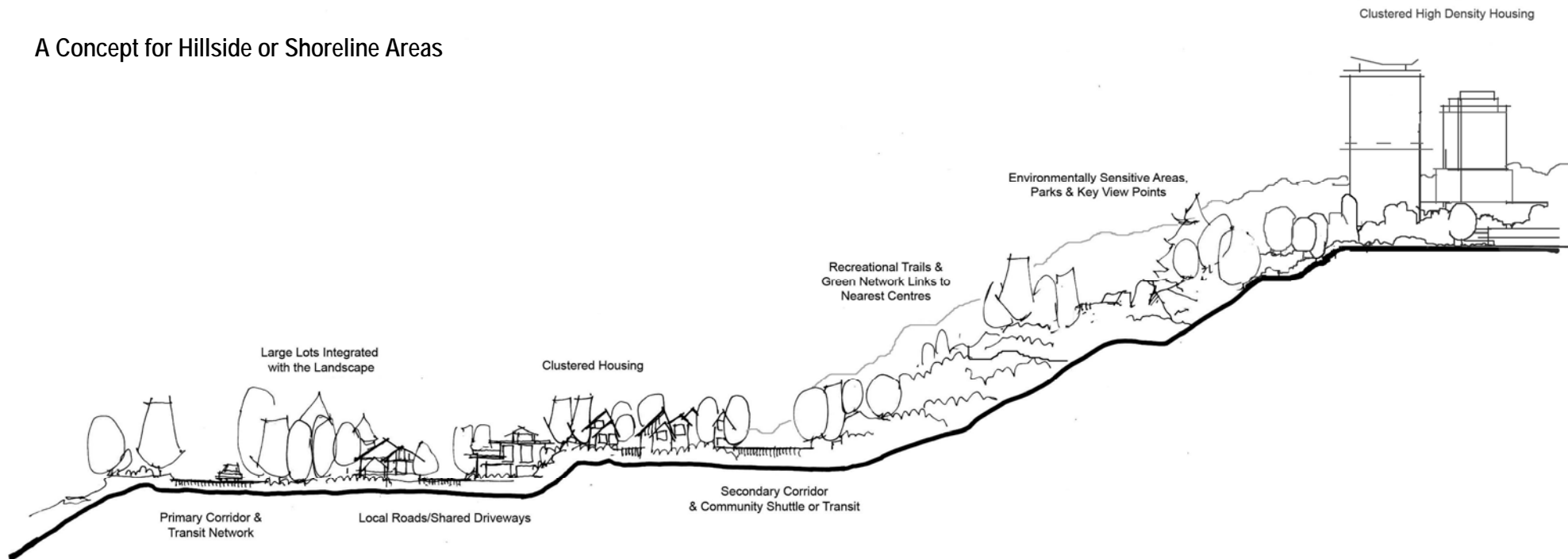


Hillside or Shoreline

Predominantly existing low intensity settled areas throughout community with a high percentage of open space and undeveloped areas located on a hillside or near the shoreline.

- Predominantly residential precinct that supports a range of clustered (See Glossary & next page) low, medium and high density housing choices including secondary suites. Higher building forms, such as point towers, will be permitted on hillsides to maximize open space provided some conditions are satisfied (see policies for this area)
- Schools, community facilities and other institutional uses are permitted throughout the area
- Home-based businesses, 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. Large playfields are discouraged due to grading requirements. Site and topographic responsive pocket parks, enhanced viewpoints, graded hiking and walking trails, children's play areas, including 'tot lots' and outdoor exercise areas are strongly encouraged on hillside areas.
- This area allows for *Neighbourhood Centres* to emerge in the form of high and medium density *clustered* mixed-use nodes
- Transit stops are located where appropriate

A Concept for Hillside or Shoreline Areas



Possibilities for our Hillside or Shoreline Areas



Integrated stormwater management



Properly functioning creeks



Shoreline views



Clustered and terraced medium density building forms



Clustered high density building forms



Natural creeks



Bed & breakfast accommodations



Natural trail networks



Enhanced trails



Hillside lots that preserve trees where possible



Lake enjoyment



Preserve the character of Langford's lakes

→ Hillside or Shoreline Areas

Objective 3.11 Retain significant open space and maintain ecosystem values.

Policy 3.11.1 When considering development on greenfield sites, retain a minimum of 40% of the site area as public and/or private open space. 25% open space retention will be considered if other conditions that are provided deliver significant community benefit such as affordable housing are met. If an NAP or NCP is in place, each subdivision application will benefit from the overall conditions of the NAP 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 in the NAP will not be expected to achieve the 40% open space on a site by site basis.

Policy 3.11.2 Ensure connectivity of open spaces so as to create a network that supports water flow (i.e. creeks), trails and/or wildlife movement.

Objective 3.12 Consider view impacts from the valley or from water bodies and from hillside development sites.

Policy 3.12.1 Set targets for view preservation from the valley and creation from hillsides or shorelines when considering development applications that addresses the community's desire to maintain views of key landscape features such as ridgelines, peaks, rocky outcrops, shorelines and environmentally sensitive areas with the strong demand for hillside development sites with views.

Policy 3.12.2 Encourage the use of 3-D modeling as a visual tool for proposed hillside or shoreline developments to guide decisions about siting and massing so as to ensure views to the site (from the valley) are pleasing and contribute to the sense of place.

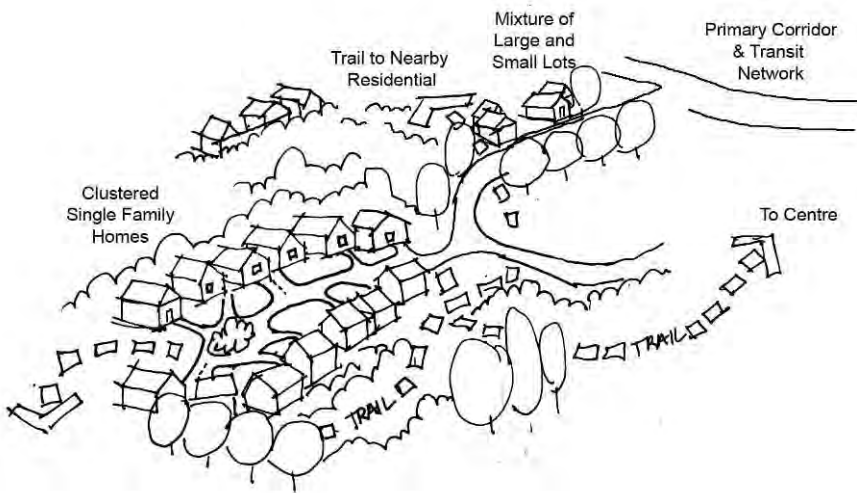


Objective 3.13 Cluster development on hillside sites to facilitate the protection of all or a significant portion of open space and/or environmentally sensitive areas.

Policy 3.13.1 Lower density development sites such as single detached homes and townhouses shall integrate public and private open space and/or preserved historical or environmentally sensitive features extensively in and around development sites.

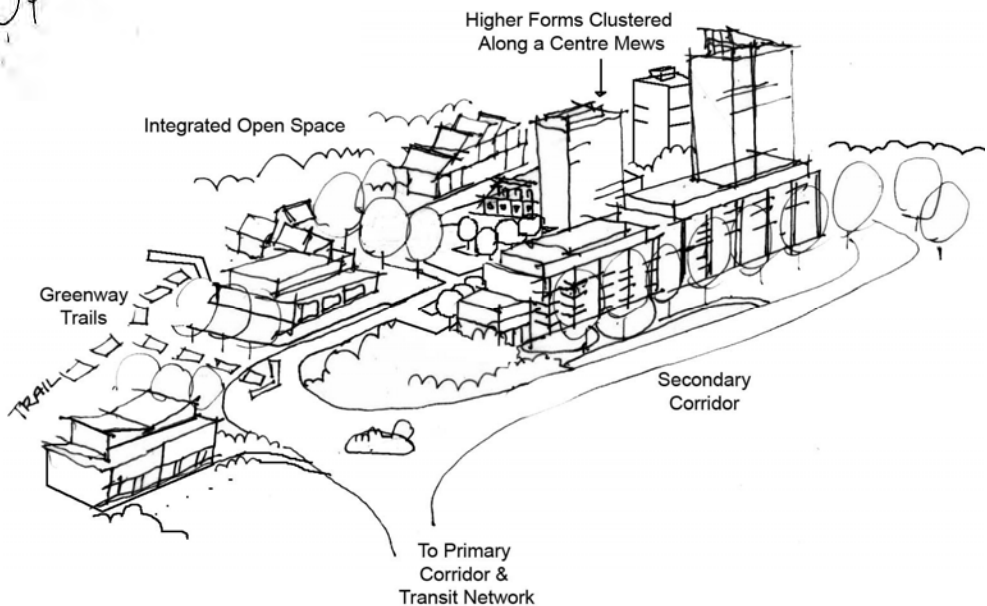
Policy 3.13.2 Higher building forms, such as point towers, will be permitted to maximize open space provided some of the following conditions are provided:

- i. Retention of 50% of ESAs is achieved on an area wide basis.
- ii. Designation of 40% minimum open space on an area wide basis.
- iii. Parking for residents is structured or covered.
- iv. Podium (or base buildings) are included with active uses at grade subject to topography. Acceptable active uses include retail, commercial, private amenity space, or ground-oriented dwelling units.



Low Density Clustered Development
Development that concentrates buildings and infrastructure into a series of development pods that integrates public open space and/or preserved historical or environmentally sensitive features.

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



Objective 3.14 Develop hillside or shoreline appropriate standards.

Policy 3.14.1 Modify infrastructure standards to use terrain adaptive techniques for hillside projects by amending the Subdivision, Development and Servicing Bylaw to permit:

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

Objective 3.15 Preserve the character of Langford’s lakes.

Policy 3.15.1 Create lakefront-specific subdivision regulations, which may include:

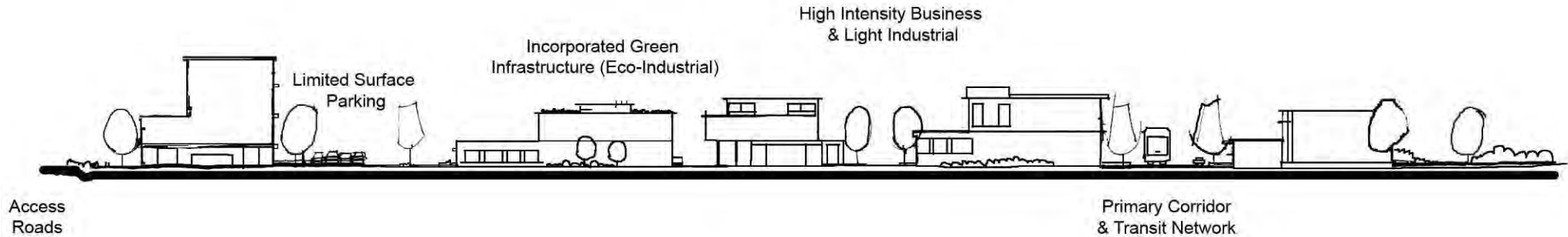
- i. Encourage park dedication to be taken adjacent to lakes, and encourage creation of trail access, boat launches, and viewing platforms, to provide public access to and for the enjoyment of the lakes.
- ii. Exclude streamside protection and enhancement area (SPEA) from minimum lot size calculation
- iii. Create larger minimum lot size for lakefront lots and allow slightly smaller minimum lot size where SPEA is gifted to City as park.

Business or Light Industrial Centre

Predominantly existing business parks and light industrial areas.

- Predominantly business and light industrial precinct that supports a range of business uses
- Parks, open spaces are integrated throughout the centre where appropriate to serve users and employees and green corridors (creeks, wildlife corridors, trails, etc.) that connect to other parts of the community where appropriate.
- Transit stops are located where appropriate

A Concept for Business or Light Industrial Centre



→ Business or Light Industrial Centres

Objective 3.16 Ensure long term supply of employment lands.

Policy 3.16.1 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 3.16.2 Ensure long term availability of land for light industrial, commercial and/or institutional uses.

Policy 3.16.3 Promote high intensity business and light industrial development with smaller setbacks, smaller lots, multi-storey light industrial facilities.

→ Other Uses

- **Agricultural Strategy Lands:** Areas that are currently farmed and/or part of the Agricultural Land Reserve.²
- **Open Space:** Private and public open space.

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.

² Note: Most areas that are currently farmed in Langford are not in the Agricultural Land Reserve (ALR) and are not shown on Map 2.

→ Allowable Density for Centres

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

Allowable Floor Area Ratio		
City Centre	1.5	Greater densities will be permitted provided some of the following is provided as part of a development application and/or amenity package*: <ul style="list-style-type: none"> • Affordable Housing • Green building standards certification (ie. BuiltGreen BC, LEED-NC™ or LEED-ND™ or other) • Open space preservation and rehabilitation • Child care facilities • Park or public square development • Public art • Community safety initiatives • Agricultural land restoration, enhancement or designation • Community shuttle service • Community gathering places such as cultural facilities, meeting spaces • Other amenities as listed by Council policy
Village Centre	1.5	
Neighbourhood Centre	1.5	
Mixed-Use Employment Centre	2.0	
Business or Light Industrial Centre	1.75	

* These amenities may be provided unevenly on individual properties as long as they are achieved on an area wide basis as defined by a Neighbourhood Area Plan.

Part II: Community Objectives & Policies

4.0 Our Natural Setting, Parks & Open Spaces

A community's natural setting, parks and open spaces are form-makers for creating sustainable communities. Langford is located within the Coastal Douglas-fir zone, found only in the southwest corner of British Columbia. Major watersheds include the Colwood, Millstream and Bilston Creek watersheds. This unique bio-geoclimatic zone includes many ecosystems including mature Douglas fir and Garry oak forests and associated ecosystems. 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. The biodiversity within these places is also a vital concern.

→ 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 newcomers.
- As the community grows, some unprotected green spaces, including environmental sensitive areas, will be not preserved. But development in these areas will create opportunities to designate significant parks, open space connections, and natural areas in community trust in perpetuity.
- The current parks and open space system lacks 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.

→ OCP Strategy

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



→ Natural Systems, Habitat & Biodiversity

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

Policy 4.1.1 Maintain all ESAs as part of the ESA Development Permit Area (see Appendices).

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

- i. Endangered and threatened habitats such as Garry Oak ecosystems and/or wildlife corridors
- ii. Riparian corridors, wetlands, shoreline habitats
- iii. Heritage landscapes

Policy 4.1.3 Update Development Permit Area guidelines, based on new technical and scientific data and best practice guidelines as they become available.

Policy 4.1.4 Limit or restrict access to ESAs through sensitive design. Where access is restricted, encourage development of appropriate interpretive media to explain why access is restricted and the ecological significance of the sensitive ecosystems.

Policy 4.1.5 Where development occurs in and/or around ESAs, negotiate targets with development proponents for ESA retention, enhancement (including removal of invasive species), connectivity and/or compensation. As much as possible, ensure retained ESAs on development parcels are placed into public trust or ownership.

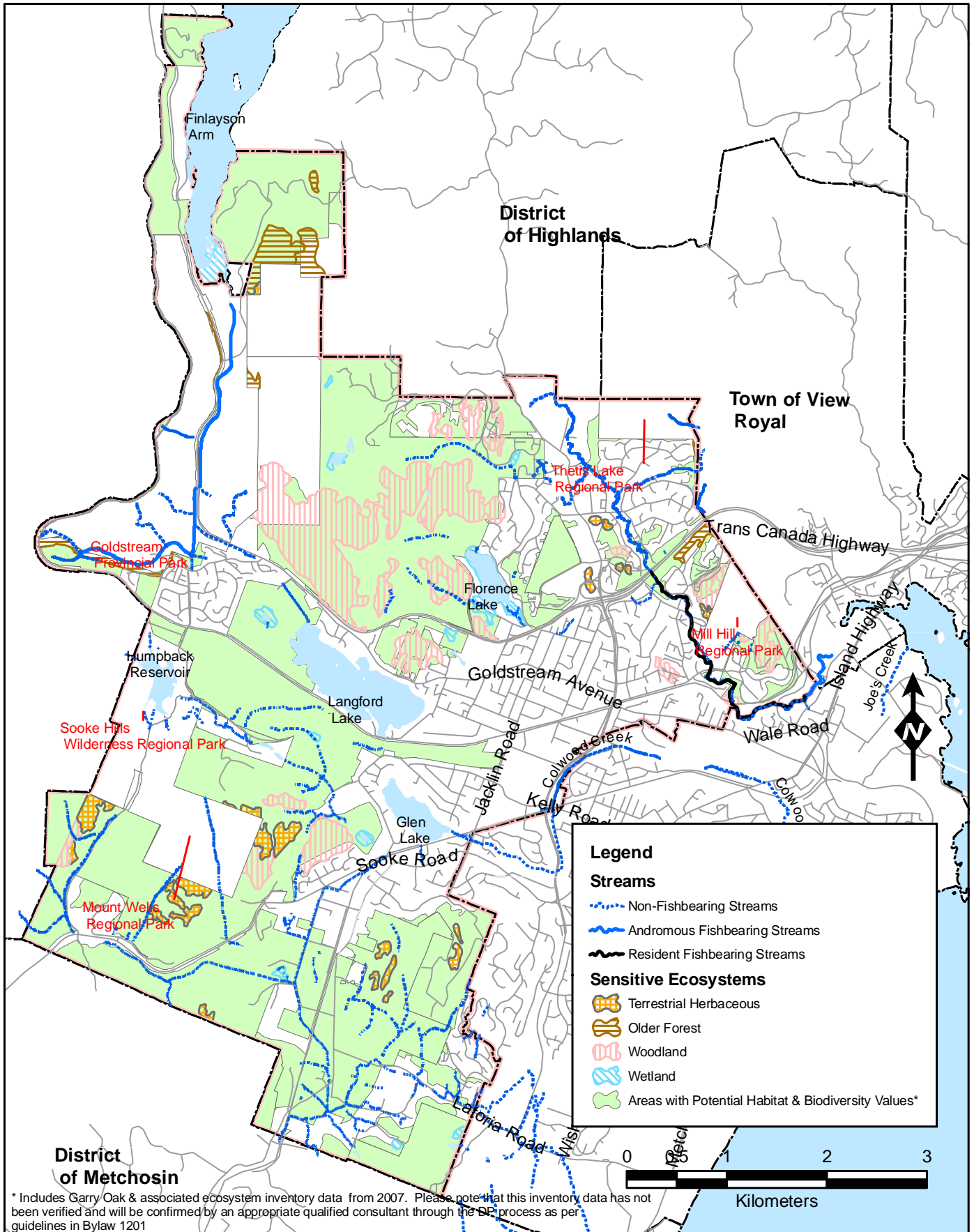
Policy 4.1.6 Continue to support the efforts of senior government agencies and community organizations to restore damaged habitat and sensitive ecosystems.

Policy 4.1.7 Continue to support and encourage individuals and community organizations to be involved in managing sensitive ecosystems, removing invasive species, restoring and enhancing native habitats, planting appropriate native vegetation, preventing erosion, and installing signs to inform and educate the public.

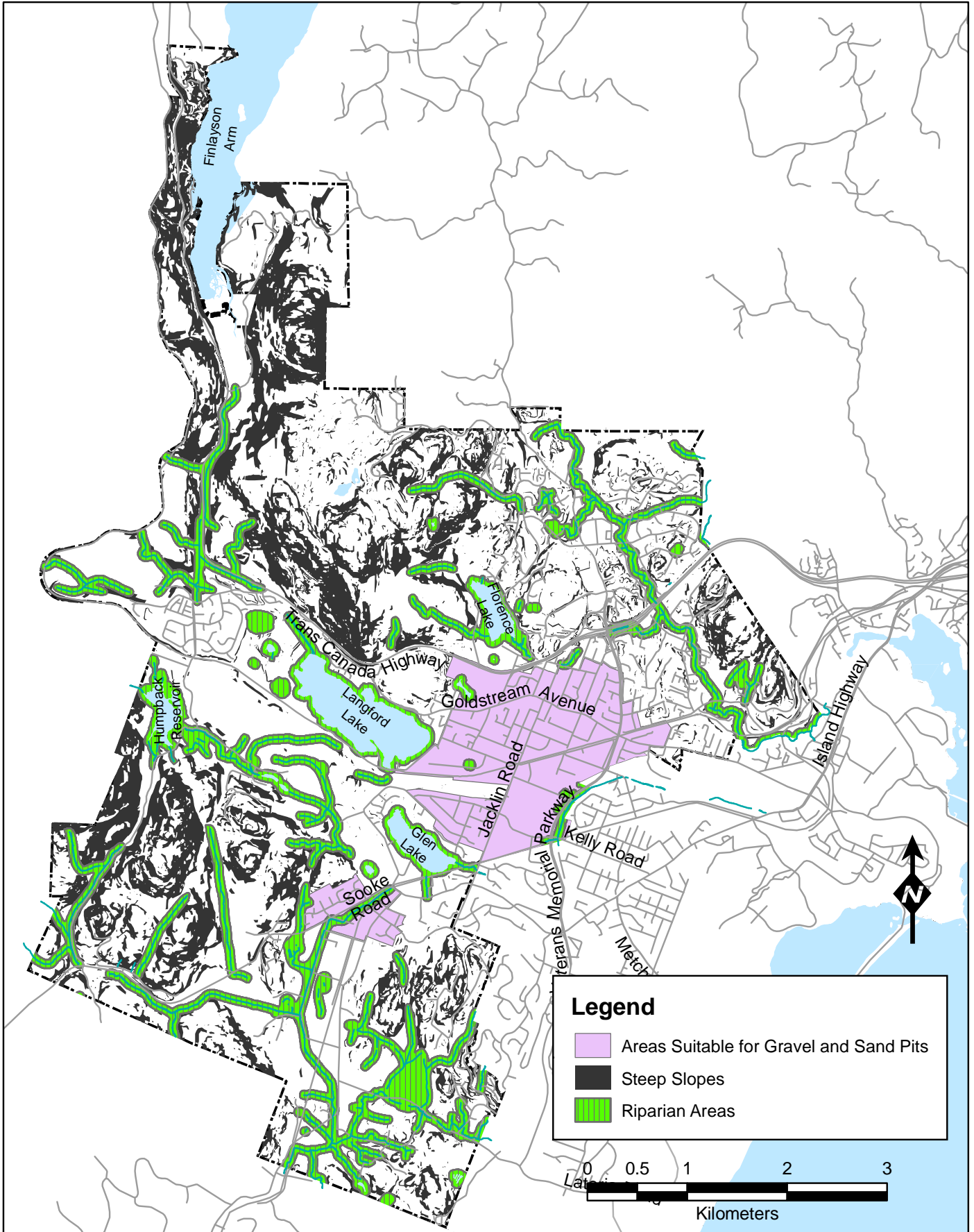
Development Permit Areas are defined in Part IV of this OCP (Bylaw 1200).

Objectives and guidelines relating to site planning, environmental protection and protecting development from hazardous conditions are located in Bylaw No. 1201.

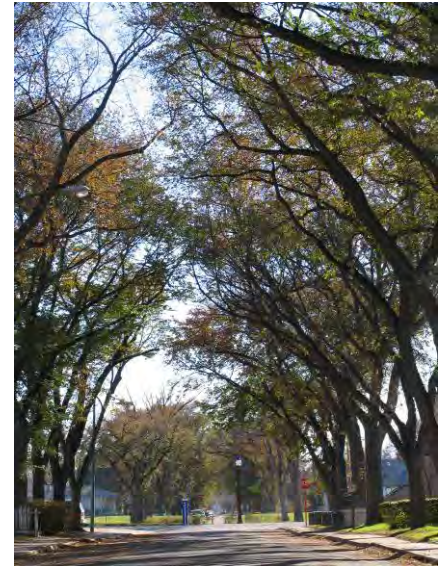
Map 3: Sensitive Ecosystems & Habitat Areas



Map 4: Natural Features



- 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 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, 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 the *Colwood & Langford Natural Setting, Parks & Open Space Integration Strategy (Map 6)*.**
- Policy 4.3.1 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. Standard of park area (ha) per 1000 people
 - ii. Proximity and walkability criteria (e.g. parks with 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 Acquire parklands proposed within the Colwood & Langford Natural Setting, Parks & Open Space Integration Strategy. During acquisitions or dedications, meet separate targets for active parkland, environmental protection and commuter purposes.
- Policy 4.3.3 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 habitat and/or open space value.

Policy 4.3.4 Maintain density bonusing strategies as part of parkland dedications with the intent of optimizing all available land acquisition and designation instruments.

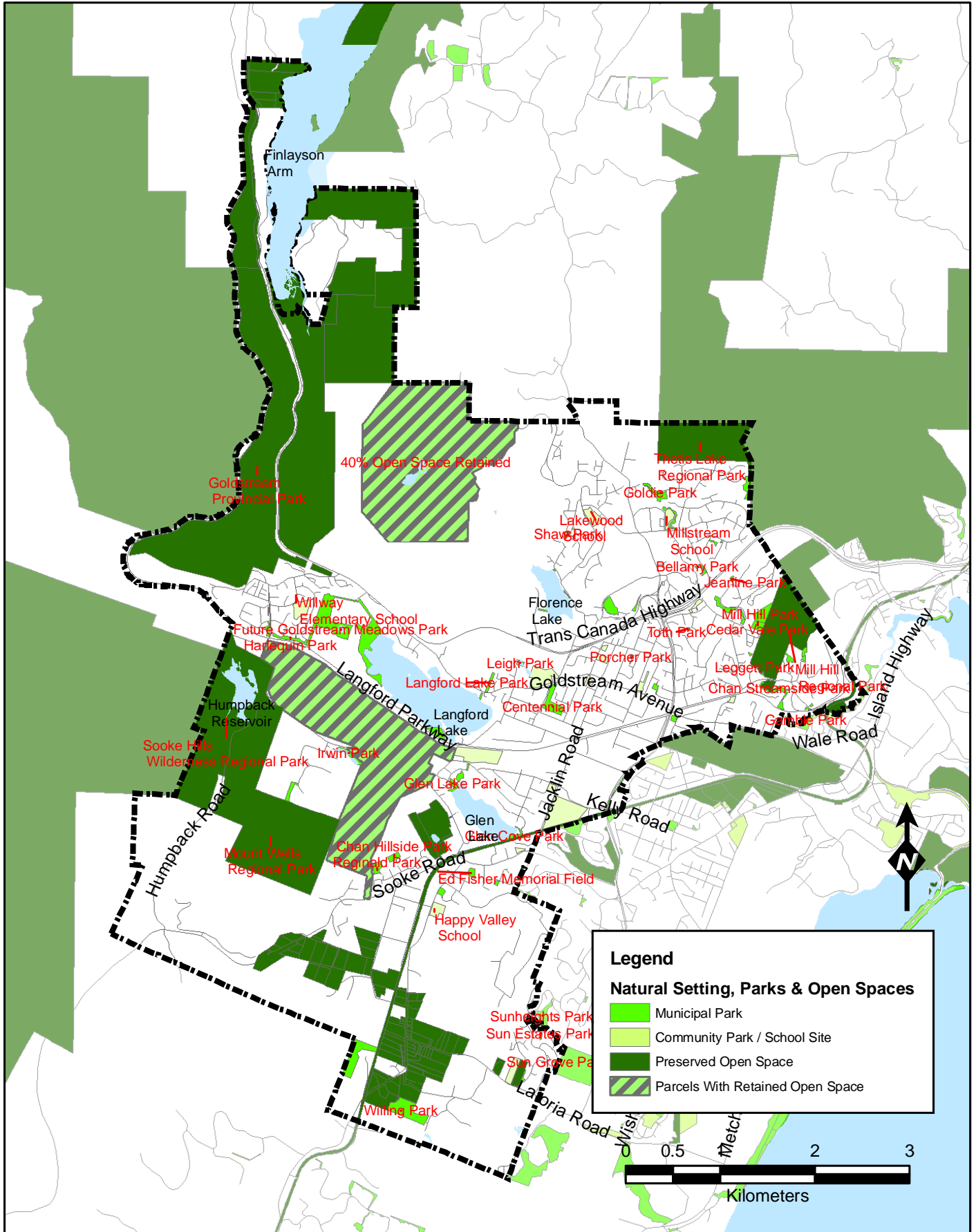
Policy 4.3.5 Ensure park planning and design remains integrated with broader community planning initiatives related to land use, residential development, transportation and provision of community amenities, including:

- 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)

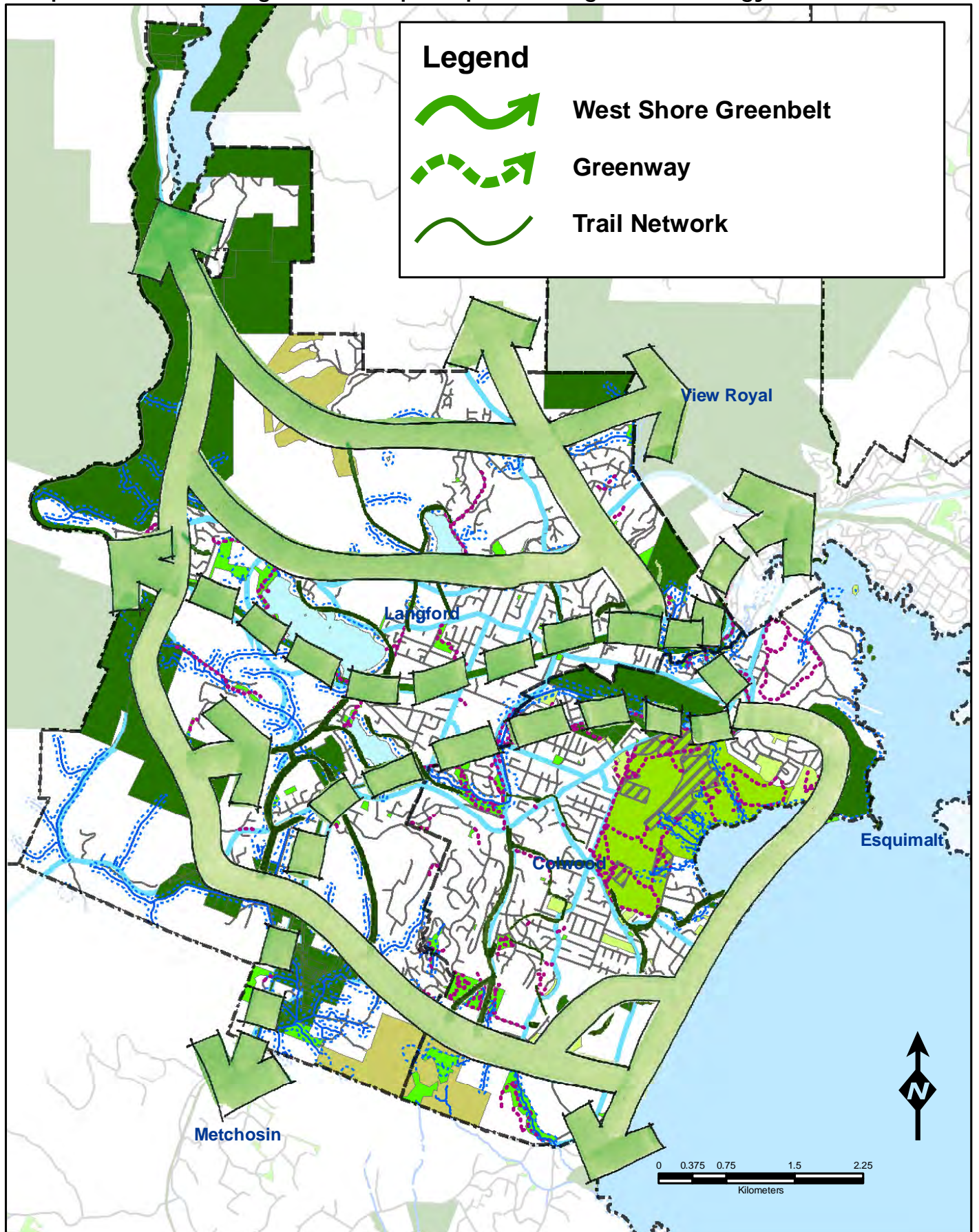
Policy 4.3.6 Ensure movement of wildlife within West Shore Greenbelt such that fencing, roadways, and development do not cause undue impediment.



Map 5: Natural Setting, Parks & Open Spaces Inventory



Map 6: Natural Setting, Parks & Open Spaces 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.

Policy 4.4.2 Exploit options 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. Where ESAs have been identified, limit or restrict public access as appropriate.

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).)

Policy 4.5.3 Equally important to providing public access to ocean, lakes and creek is



The Galloping Goose

→ Landscaping

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

Policy 4.6.1 Maintain and adopt appropriate City policies to promote native habitat restoration, removal of invasive species 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. Langford will continue to 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 and brownfield in some areas. Infill opportunities should be continued to be supported in order to bring better services and amenities closer or within to 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 help optimize 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 and generally decreasing intensity away from them where topographical conditions permit.
- 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 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 (e.g. buffers), 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 5 minute walk (approximately 400 m radius from the main street in the centre) supports a wide range of high intensity land uses and the 10 minute walk (approximately 800 radius from the main street in the centre) supports a



Development Permit Areas are defined in Part IV of this OCP (Bylaw 1200).

Objectives and guidelines relating to site planning and building form and character are located in Bylaw No. 1201.

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 Encourage street-orientation of buildings along all roads and corridors where topographical conditions allow.

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.

Policy 5.5.5 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 5.5.6 Ensure transit stops are active and safe by locating them adjacent to local serving retail and mixed use development.

Policy 5.5.7 Ensure location of development and choices about residential densities are supportive of and do not preclude implementation of rail-based transit along the E & N Railway.

Policy 5.5.8 Higher density rezonings above the allowable density (see page 39) may be required to upgrade the local bus stop (within 200-400m walking distance) with amenities such as shelters, accessibility features or pedestrian lighting.

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)



Transit Village, Plano, Texas: Exemplary transit-oriented development near commuter rail. Pedestrian-oriented retail, office and residential village adjacent to a commuter rail line.

- Objective 5.6** **Ensure a range of public spaces are distributed and integrated across the city and in centres.**
- Policy 5.6.1 Ensure 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 Encourage 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 enhance natural habitat for beneficial insects, birds, and natural predators of garden pests.

Grow food everywhere!

Food can be grown on roofs, balconies and in private and common yards and parks.



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.
- 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 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.

→ 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 Langford.
- 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.
- Policy 6.5.4 Undertake recreational initiatives such as “Recreation 2010” to provide recreation in Langford.

→ Archaeological Heritage

- Objective 6.6** Ensure protection of recorded and unrecorded archaeological sites from land-altering activities.
- Policy 6.6.1 Recognize the significance of archaeological findings, which detail the physical remains of past human activities, as a valuable heritage resource.
- Policy 6.6.2 Educate property owners and builders so that they are aware of recorded and potential archaeological sites.
- Policy 6.6.3 Partner with local First Nations and the Province of BC to identify archaeological sites, as well as First Nations traditional use areas and sacred sites.
- Policy 6.6.4 Actively foster a proactive approach with partners and industry in order to reduce site impacts to archaeological resources, as well as associated costs.

→ **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 Learning Commons with the principle that it will accommodate accredited and continued education opportunities.

Policy 6.7.2 Support community groups in the ongoing development and operation of community 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, 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 regarding post-secondary education, including career or program options, eligibility criteria, etc.

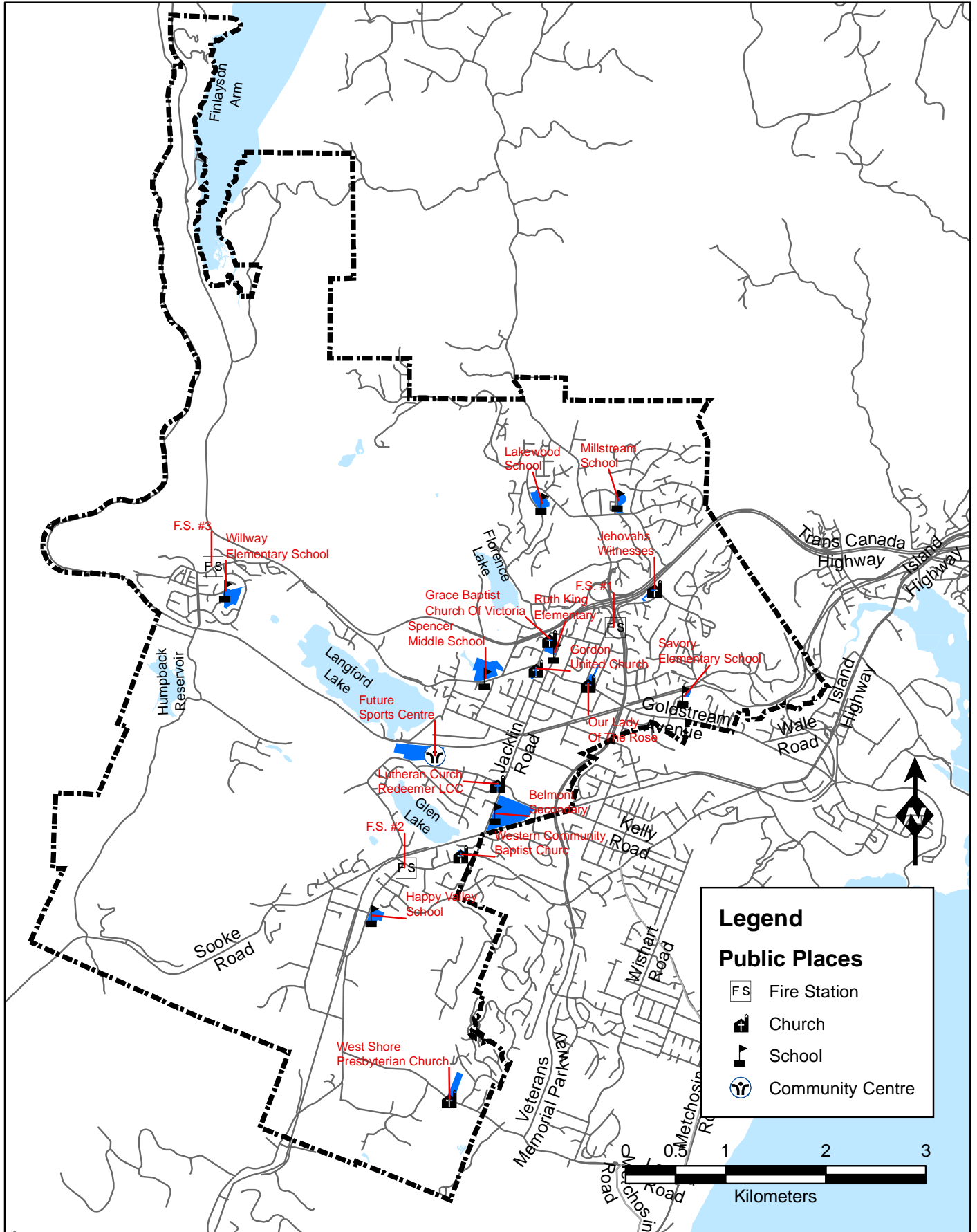
Objective 6.10 Promote the delivery of skills training programs recognizing the need for a skilled workforce for supporting business growth in the community.

Policy 6.10.1 Work with senior governments 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 7: 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.

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 engage citizens and communicate 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 Langford 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.
- 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 96% in the same period.

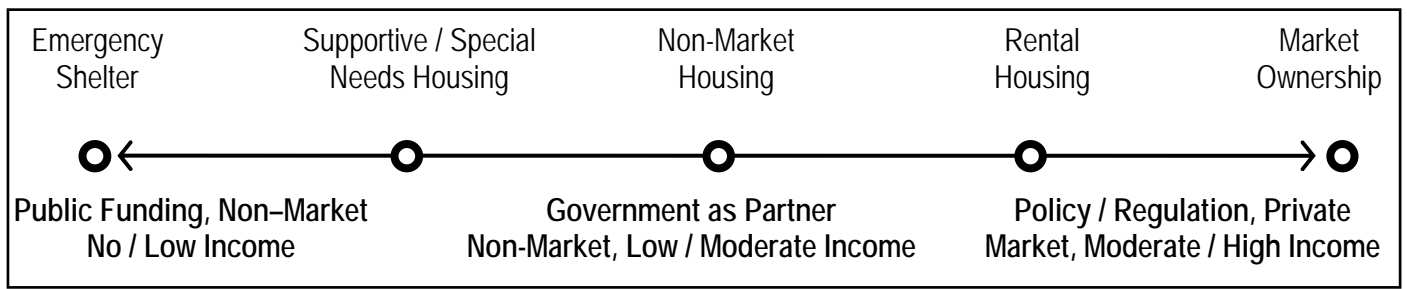
→ OCP Strategy

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.

The Housing Continuum



→ Defining Affordable Housing

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

Affordable housing is defined as housing which has a market price or rent that does not exceed 30% of income 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.

Affordable housing includes a variety of tenure models including ownership, rental, co-housing, cooperative and rental.

→ Affordable Housing

- Objective 7.1** **Preserve and increase the stock of safe and affordable housing.**
- Policy 7.1.1 Regularly maintain the affordable housing strategy which focuses on mechanisms and detailed policies for delivery of affordable housing.
- Policy 7.1.2 Regularly revise the disbursement strategy of funds in the Affordable Housing Reserve Fund.
- Policy 7.1.3 Maintain a density bonus strategy for delivering affordable housing.
- Policy 7.1.4 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 7.1.5 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 7.1.6 Continue to seek development agreements that secure commitments for development proponents to build affordable housing units where cash contributions are not provided.
- Policy 7.1.7 Continue and mandate development of housing with additional dwelling units as secondary suites in all parts of the community in all building types, including multi-family buildings.
- Policy 7.1.8 Streamline approvals process for affordable housing projects.
- Policy 7.1.9 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 facilitating 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, 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 may:
- i. Permit or require secondary suites in new and existing single family housing, including small lot housing and fee simple row housing.
 - ii. Permit or require secondary suites in new and existing multi-family residential buildings in the form of 'lock-off' suites or 'mingles'.
 - iii. Seek commitments from development proponents to develop purpose-built rental housing.
 - iv. Work with non-profit groups, special needs groups and/or other governments to plan and develop rental housing.

Policy 7.2.3 For the delivery of affordable ownership housing, the City will take direction from its affordable housing policy.

Policy 7.2.4 To meet the needs of those residents needing market rental and ownership 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 University) 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 Needs Housing

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.

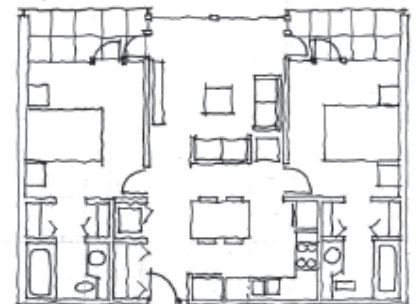
Policy 7.3.2 Use municipal land and other resources to deliver special needs housing.

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.

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

Policy 7.4.1 Ensure the needs of our aging population are met by increasing the diversity of housing options in all parts of



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 two ensuited one-bedrooms that share a main living area and kitchen. Each bedroom can be rented if desired.

the community, with emphasis on integrating housing variety in existing and new centres.

Policy 7.4.2 Ensure accessibility and universal design features are an important aspect of housing that facilitates aging in place.

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, negotiate targets for family-oriented housing in high density development projects. Family-oriented housing is typically ground-oriented but can include two or more bedroom suites in multi-family apartment buildings.

Policy 7.5.2 To ensure “eyes on the street” and active street life, the City will negotiate targets for ground-oriented housing in high density development projects.

8.0 Our Multi-Modal Transportation System

Langford 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, Langford 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. Langford is growing 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.

Congestion is also increasing in Langford (Sooke Highway, Veterans Memorial Parkway) despite relatively recent transportation system improvements. Congestion is increasing because the communities are growing faster than the transportation infrastructure is being improved. In some case, 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. Therefore community sustainability goals need to be considered before congestion is addressed through improvements to infrastructure. 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.

To address these challenges and others, the City of Langford and the Ministry of Transportation commissioned the West Shore Transportation Plan in 2006. The West Shore Transportation Plan included an evaluation of a range of transportation options and recommended a reasonable road network to support travel to, from and within the West Shore communities. Recent transit programs and funding from senior governments will affect transportation infrastructure, modal choices, and travel patterns in the community. The model used for the Plan included an upgraded conventional transit network but did not include rapid transit or commuter rail, concepts that have since become central in the planning of our community.

→ 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, 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

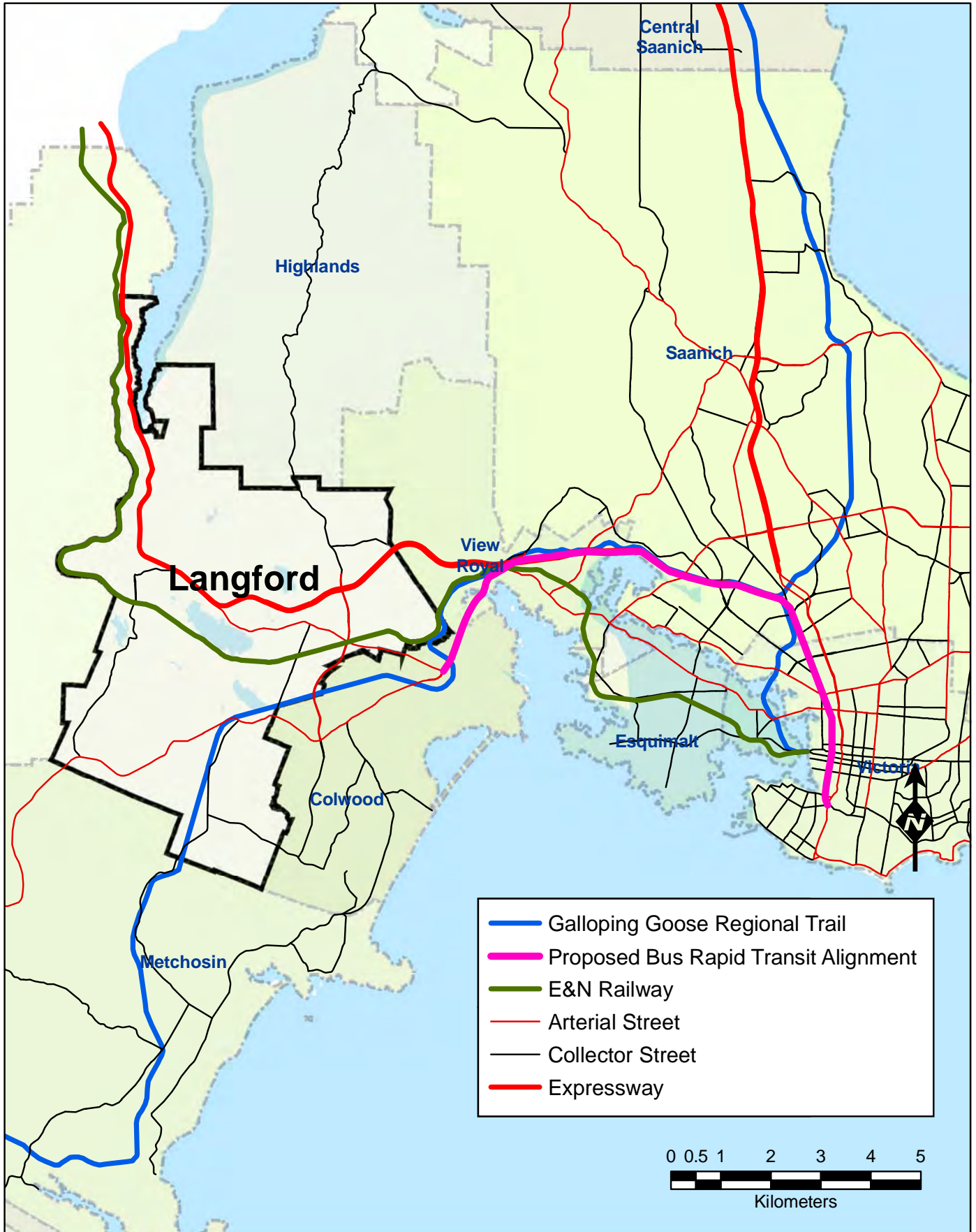
The transportation strategies are closely bound with the growth management and land use strategies. The transportation system needs will be closely allied with the achievement of:

- **Economic Development:** Good quality high paying jobs in Langford 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 regional connections in and through the community
- Accommodate the needs of local residents for all modes of transportation
- 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

Map 8: 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 9)*.

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

- i. Walking
- 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 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. 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;
- ii. Ensure new developments are planned to enhance new transit initiatives.
- iii. Ensure new developments make provisions for transit rights-of-way where appropriate.
- iv. 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.

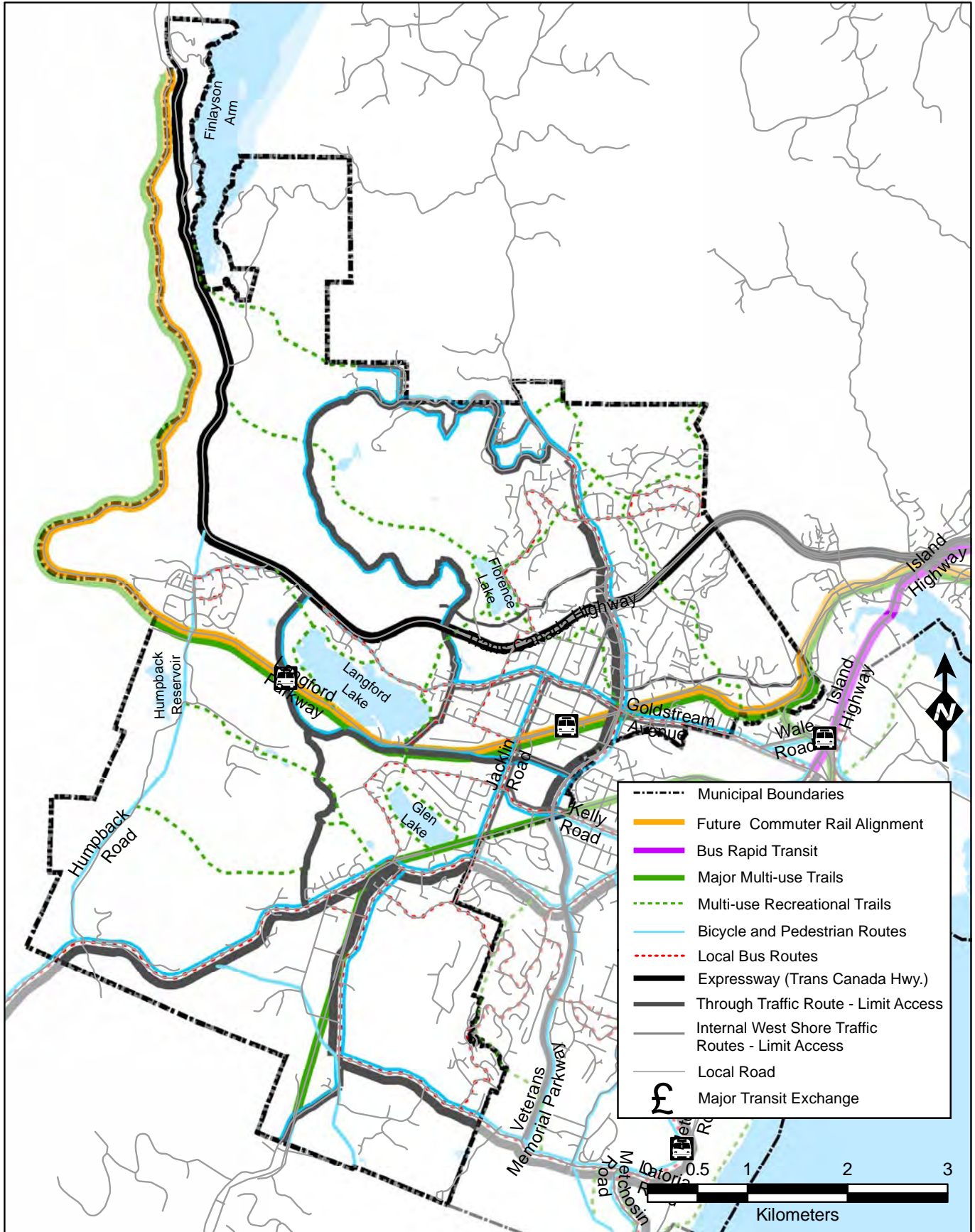


Woonerf Street - Woonerf is a Dutch word that translates to "street for living".

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.

- 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 E & N 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 E & N 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.

Map 9: Multi-Modal Transportation Strategy



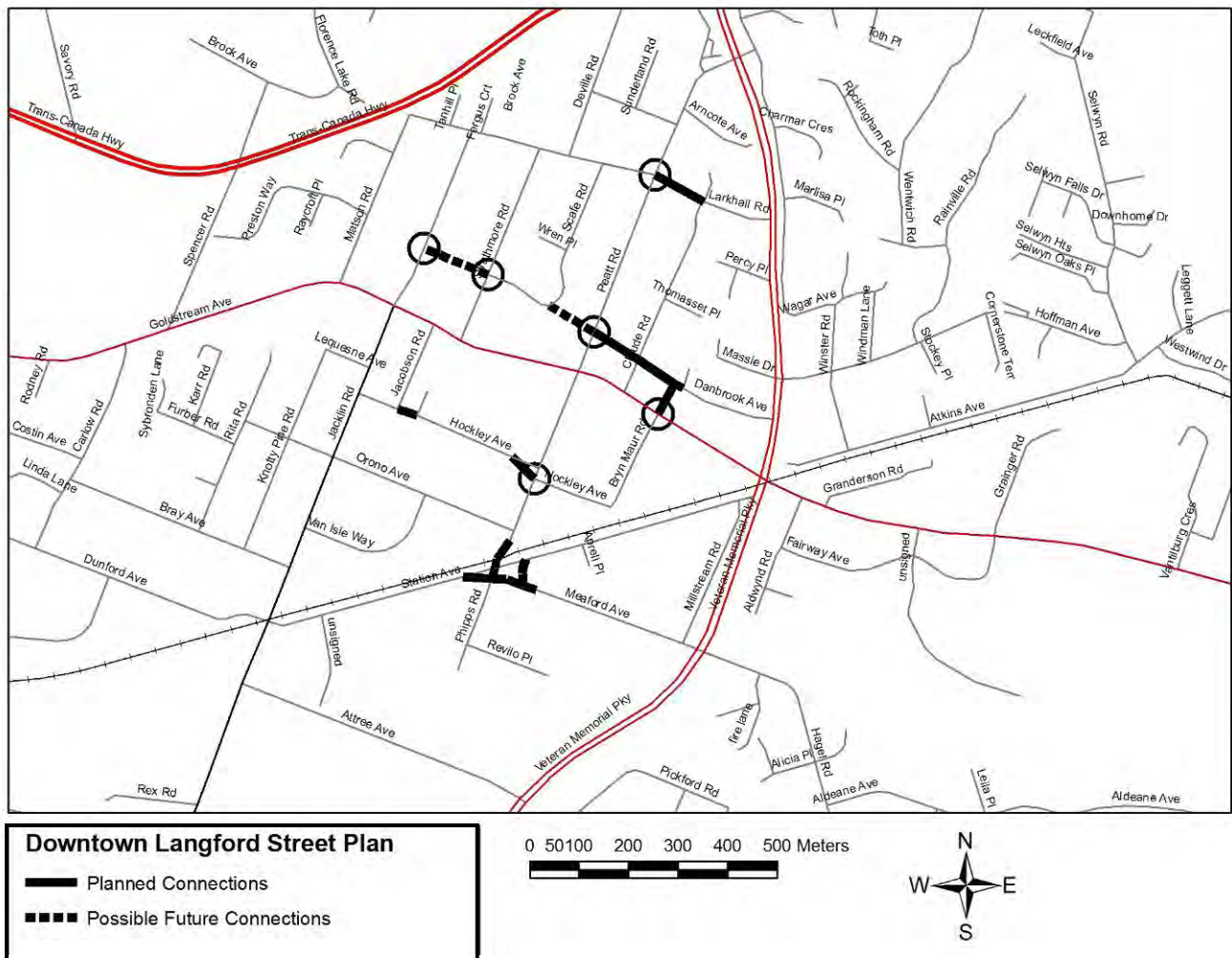
→ Road Network

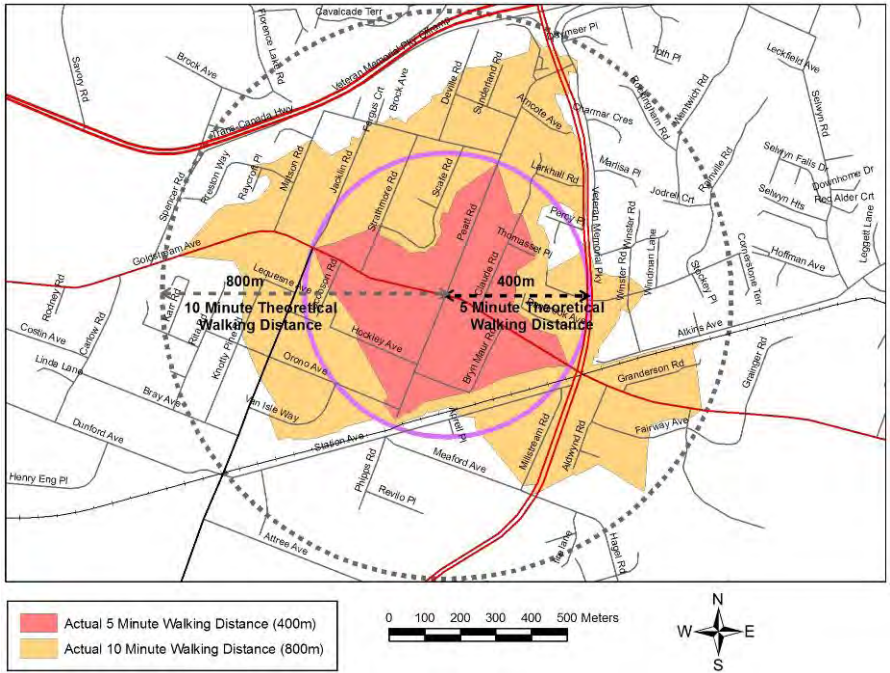
Objective 8.3 Develop more connected and integrated City Centre road networks.

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.

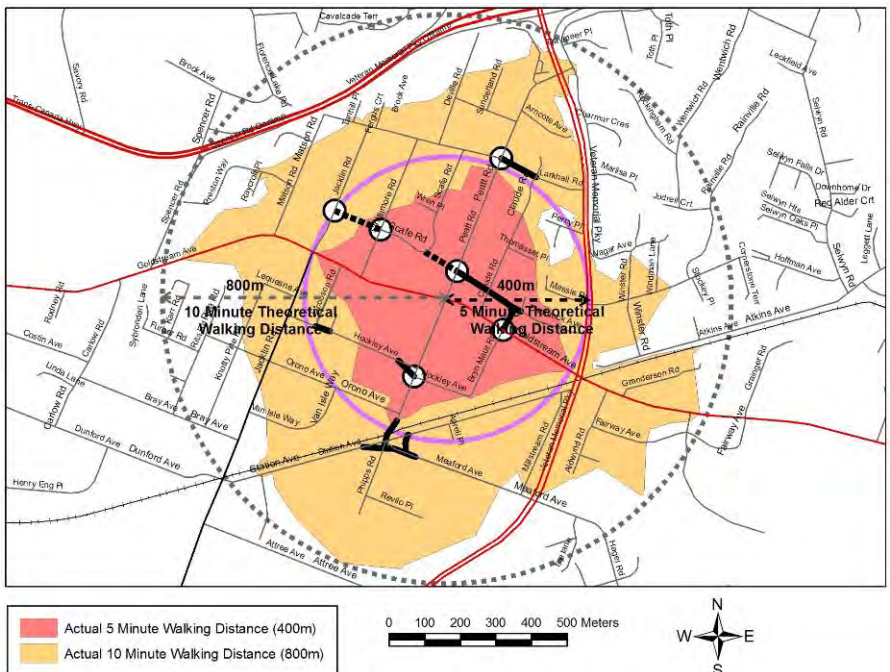
Policy 8.3.3 Seek funding for capital improvement projects that work towards implementing the City Centre network plan from development proponents and/or senior levels of government.





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, many 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 first diagram demonstrates how far one can walk from the corner of Goldstream Ave. & Peatt Rd. in 5 & 10 minutes along existing streets. The theoretical 5 & 10 minute walks are shown as circles.

The second diagram demonstrates how a more integrated and connected road network will contribute to walking in the City Centre by allowing people to get further in the same time.

→ *Transportation Demand Management (TDM)*

Objective 8.4 **Develop TDM strategies for the West Shore.**

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 zoning 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.

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 represented 47% of community GHG emissions in Langford in 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 City of Langford 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 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 incremental costs of green building and/or energy efficient measures on a cost recovery basis.
 - 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.
- 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 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

- Ongoing maintenance and further development of the city's jobs-labour force ratio.
- 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.
- 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 or 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 reevaluate floor area capacities based on this target to

ensure an adequate, long-term supply of employment lands³.

Policy 10.3.2 Assist developers and employers with their site selection activities.

Policy 10.3.3 Prioritize and lobby for job-rich industry types such as government or business office uses.

Policy 10.3.4 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.

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, Colwood) 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.

³ 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. 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.

- 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 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. 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, Langford has very little farmland; most that exists is not in production. The remaining system includes small scale growing, food stores and a Farmer's Market.
- 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

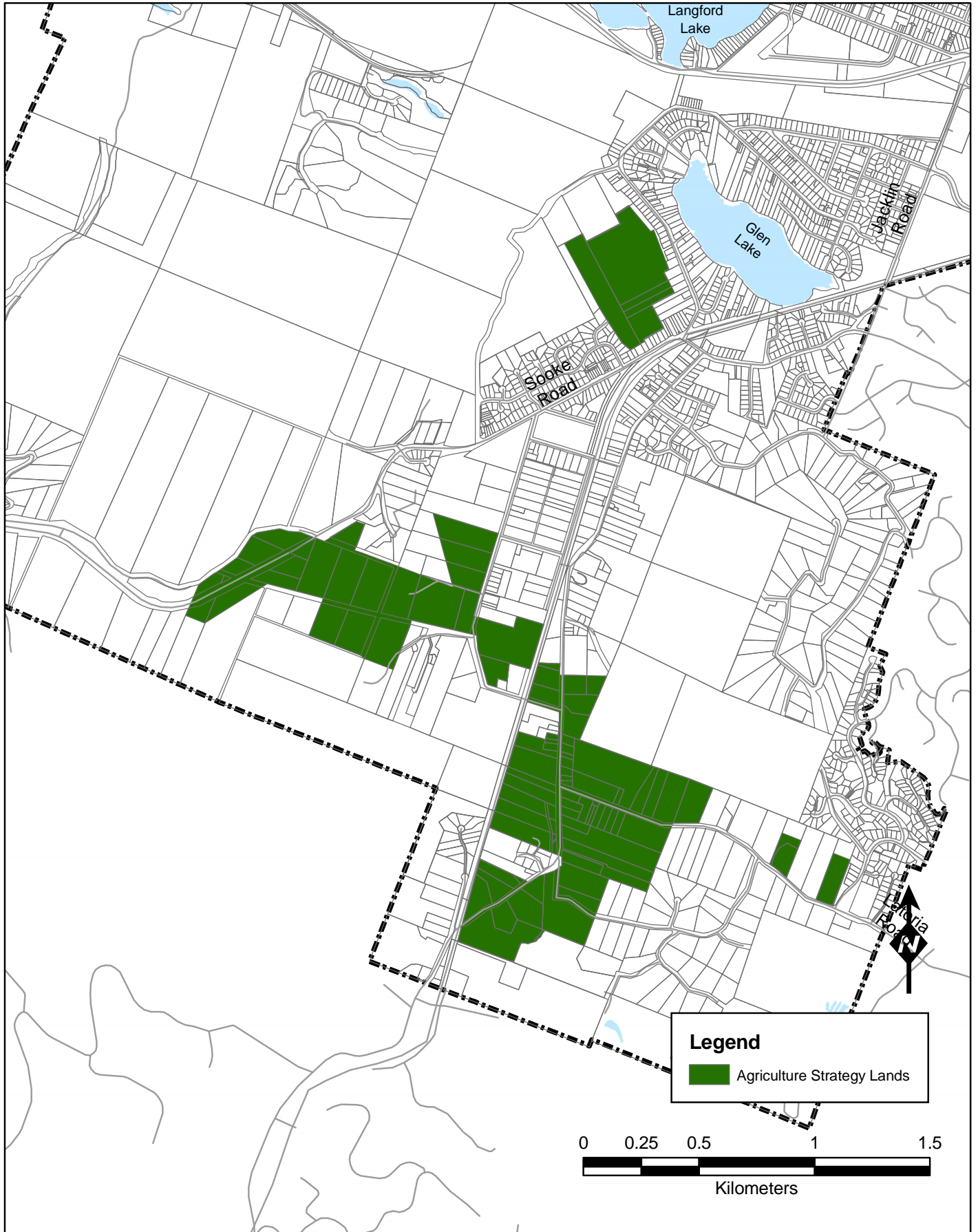
Objective 11.1 Promote and support community agriculture activities

- 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 (parks, right of ways, utility corridors, etc.).
- Policy 11.1.6 Permit greenhouses in most zones; consider development permit area guidelines to control form and character as needed.
- Policy 11.1.7 Encourage planting of edible plant species in lieu 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 Citrus Trees

Map 10: Agricultural Land Reserve (ALR) Inventory



- 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 Review policies to allow for alternative infrastructure as needed to enable viable agriculture activities.
- Policy 11.2.4 Perform a cost-benefit analysis on the institution of farm tax exemption policies as a means to establish local farms.
- Policy 11.2.5 Work with landowners to provide greater security of tenure and affordability for farmlands.
- Policy 11.2.6 Establish targets for local food production.
- Policy 11.2.7 Provide site selection support and for food processors considering locating in the community.
- Policy 11.2.8 Develop a municipal procurement policy to purchase local food.
- Policy 11.2.9 Amend zoning so as to permit farmer markets in public facilities (parks and schools).
- Policy 11.2.10 Actively promote one or more weekly farmers markets including small pocket markets and/or on-street markets.
- Policy 11.2.11 Provide support for food fairs, farmers markets and/or celebrations for local food producers.
- Policy 11.2.12 Work with partners to jointly develop and establish a region-wide branding strategy (e.g. "Locally Grown", "Buy Local" / "Taste of the Region").
- Policy 11.2.13 Encourage the development of locally-owned food / grocery stores and restaurants in new and existing neighbourhoods.
- Policy 11.2.14 Ensure density targets for new and existing neighbourhoods can support a viable local food grocery store, small fruit markets, restaurants, etc.).

- Objective 11.3** **Ensure development in or around farmlands does not preclude long term viability.**
- Policy 11.3.1 Develop an edge planning policy for properties adjacent to ALR properties or acquire farmland as a means to ensure new development will not jeopardize the long term use of the land for agricultural purposes.
- Policy 11.3.2 Support municipal purchasing of farmland that is not being actively farmed (to protect it from future threat of speculation) and the set up a community trust to manage intensive, farm operations on this land for the benefit of the community.
- Policy 11.3.3 As it relates to exclusion applications of farm lands from the Agricultural Land Reserve (ALR), the City will support exclusions provided there is considerable benefit that can be provided such as farmland dedications for community trust and/or upgrades to farming / farmland infrastructure as part of exclusions.

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.
- Sewers are replacing the need for 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.
- Solid waste in the CRD is regionally managed.

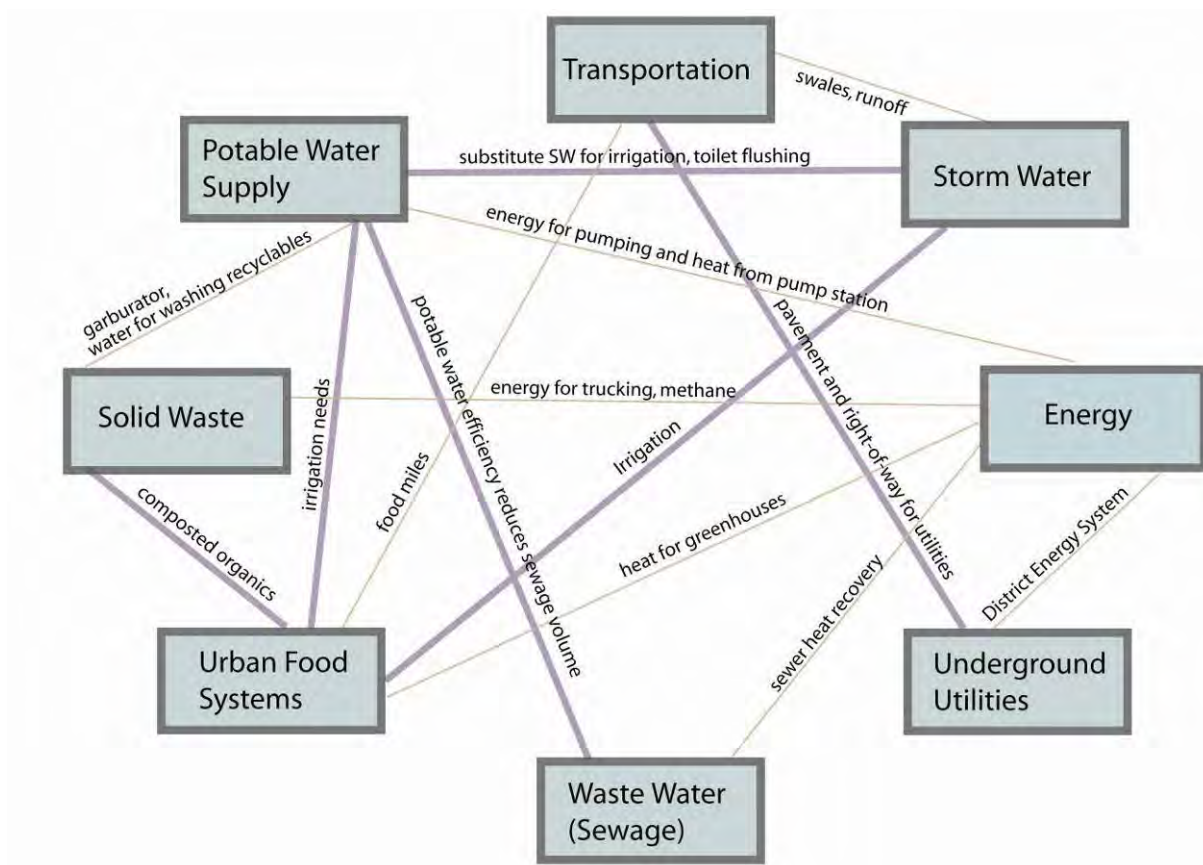
→ OCP Strategy

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 through 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 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 fundamental 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

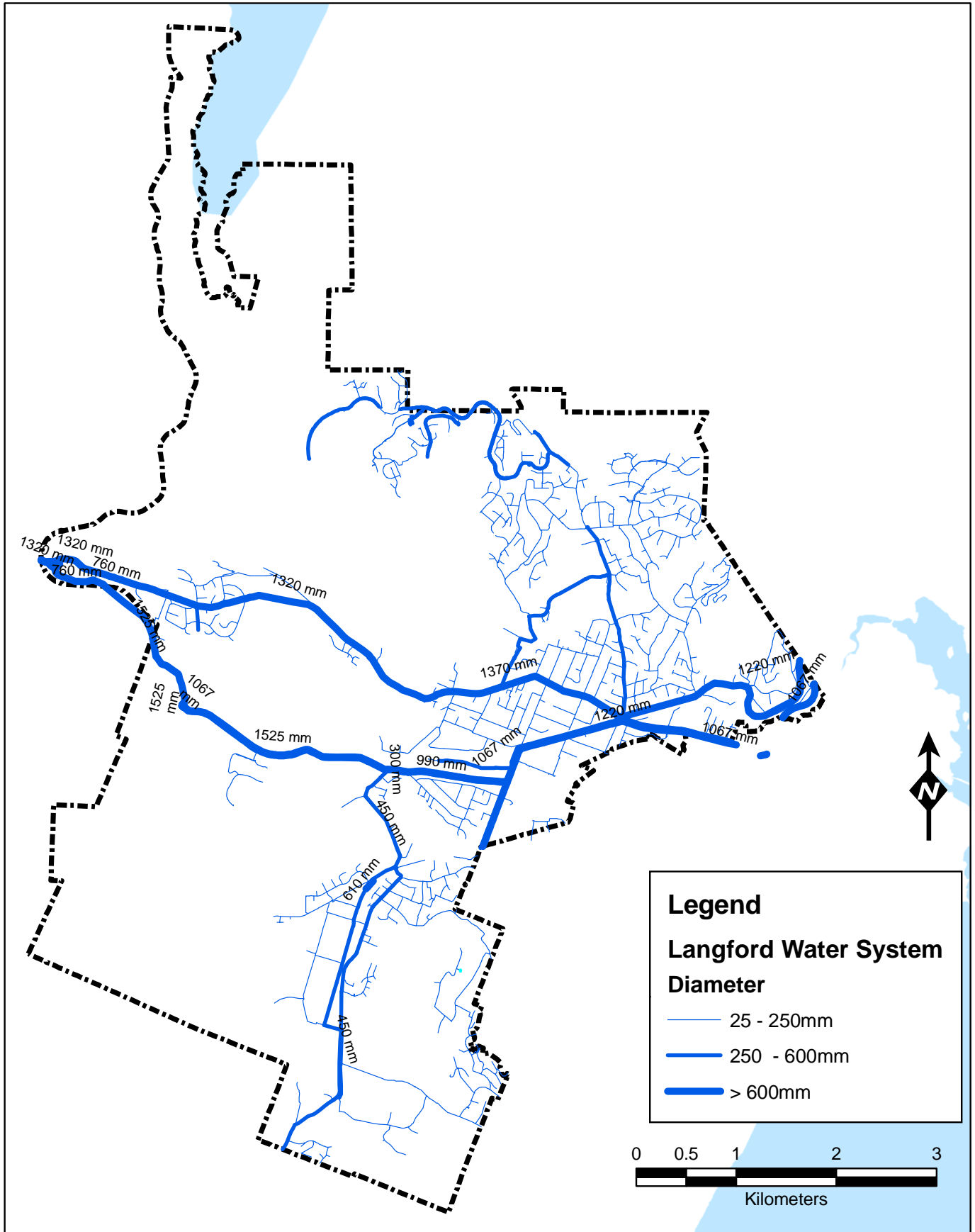
Objective 12.6 Implement sustainable wastewater management and treatment strategies, technologies and infrastructure delivery models.

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

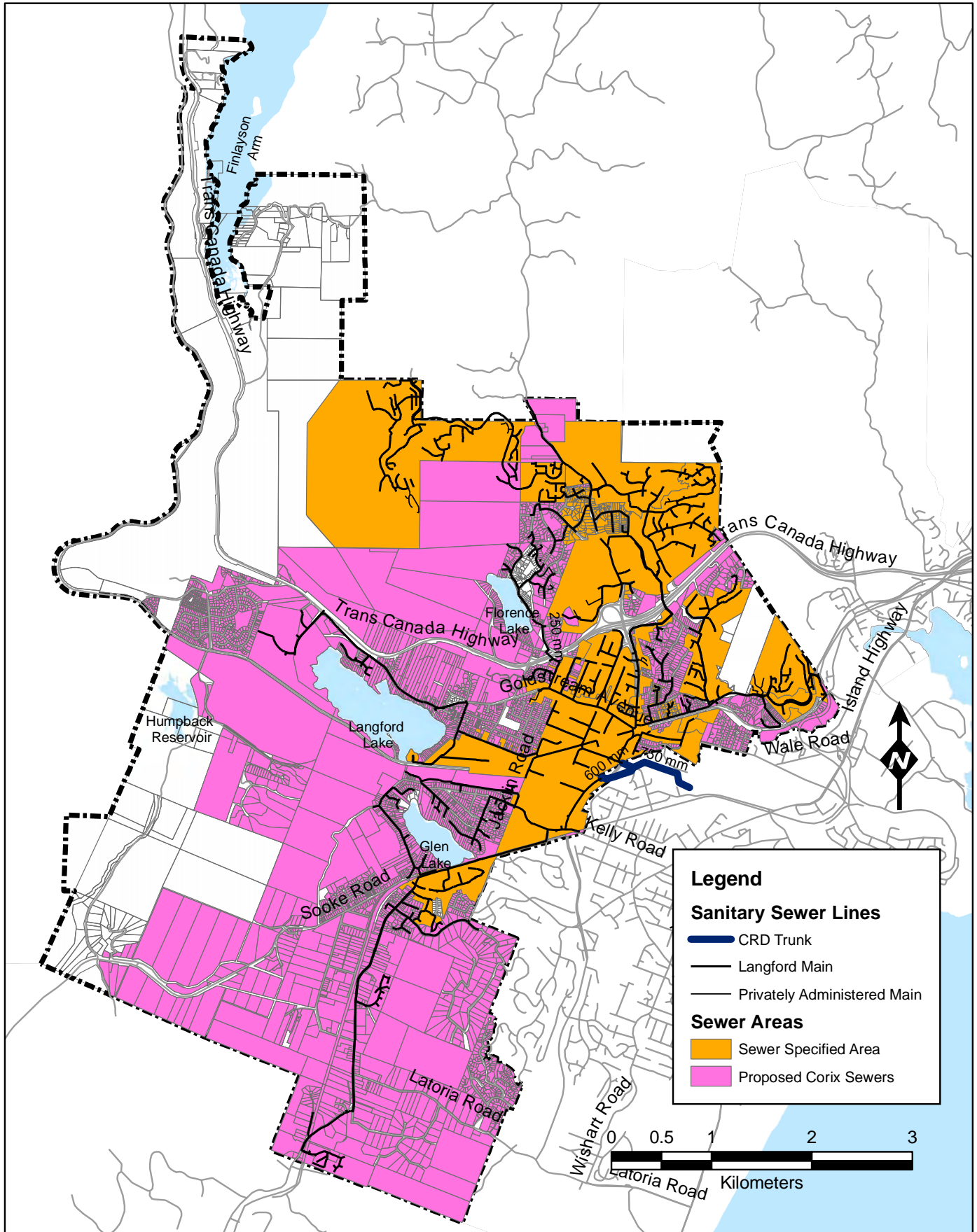
Policy 12.6.2 Investigate and implement integrated wastewater management and treatment technologies that provide greater local social, economic and environmental benefits.

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

Map 11: Water Infrastructure Inventory



Map 12: Sanitary Sewer Inventory



→ Rainwater

Objective 12.7 Improve stormwater management practices.

Policy 12.7.1 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.

→ 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 Colwood 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

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 the rapid-bus transit link between major centres and the metropolitan core is vital to the design and planning process and should be retained on an ongoing basis.

Policy 13.2.2 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,

→ OCP Strategy

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

trails, agricultural lands as well as developed areas that have open space value.

→ Inter-Agency Cooperation

Objective 13.3 Broaden Involvement or Service Agencies in Community Planning.

Policy 13.3.1 Include other governments and/or non-governmental organisations in community development initiatives.

→ 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 Langford was incorporated in 1992 and has been experiencing rapid growth and development since this time. 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

<p>1. Keep urban settlement compact.</p>	<p>The City of Langford 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 Growth Management & Land Use Strategy Map of the OCP designates areas where growth is intended, controlled, or limited so as to ensure a compact urban settlement. Intended growth areas include a range of centres as land use designations (City Centre, Village Centres & 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 Mixed-use Employment Centres, where creative infill or redevelopment of housing is encouraged and Business or light Industrial Centres where business uses are encouraged. The City Centre and Mixed-use Employment Centres, which includes Westshore Town Centre and Millstream Village, constitute the 'Metropolitan Core / Major Centre' in the RGS Map 3 (Growth Management Concept Plan) in Langford.</p> <p><i>Controlled Growth</i> areas include the existing settled areas in the valley where sensitive infill is permitted and intensification of corridors that connect centres is encouraged. <i>Limited Development Areas</i> include hillside and shoreline areas that are already developed or undeveloped. Development is permitted in this area subject to policies that will limit the extent and intensity of the development.</p> <p>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.</p>
<p>2. Protect the integrity of rural communities</p>	<p>The terrain, size and environmental sensitivities of the land in the City are such that a number of areas are not suitable for intensive development. The City is entirely within the Regional Urban Containment and Servicing Policy Area identified on Map 3 of the RGS. Council will consider development in rural parts of the City if it is in the community interest subject to detailed policies that take into account local values, rural and agricultural viability and the need for housing and parkland when making decisions.</p> <p>There are two areas in the City that have been designated as Renewable Resource Lands Policy Area – Forest Land</p>

	Reserve on Maps 3 and 4 of the RGS. Although the Forest Land Reserve classification of property has since been removed, the City's Development Permit policies and guidelines control development in these areas. Areas in the City with the designation of Capital Green Lands Policy Area are park and recreation space. The Our Natural Setting, Parks & Open Space policy section seeks, through a number of policies, to reinforce and enhance the recreational and environmental value of treed areas, lakes, streams and open space systems, which is consistent with Policy 1.2 of the RGS.
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Environment and Resources

<p>3. Protect regional green and blue space</p>	<p>The City's environmental development permit guidelines are in place to protect environmental features on public and private property, including wetlands, watercourses and the lakes in the area, sensitive plant communities, steep sloping terrain and natural heritage features. Areas identified as Unprotected Green Space Policy Area on Maps 3 and 4 of the RGS are among the areas of the City that have been identified on Maps 4(a)-(c) and 5(a)-(c) as Environmental Development Permit areas.</p> <p>The City recognizes the Regional Trail network and has adopted a Parks Master Plan which addresses the construction of segments of this trail within the City's boundaries, including a segment of the Trans-Canada Trail. All new residential development in the City contributes towards park dedications, park acquisition and park improvement by way of a development cost charge. As per the Affordable Housing, Park and Amenity Contribution Policy No. 6930-00-003, residential subdivisions must provide 25% open space in all developments outside the area designated as City Centre. This is consistent with the RGS goal of parkland acquisition and trail construction.</p>
<p>4. Manage natural resources and the environment sustainably</p>	<p>The City recognizes the value of the RGS goals of cooperative initiatives in the areas of regional air quality, energy efficiency, waste management and reduction, and watershed management. The extension of sewers throughout the City to protect the environment is encouraged, and future development without sanitary sewer is discouraged. The City has adopted a Storm Water Management Plan which takes into account development areas as proposed in the Plan, population projections, stream capacity and receiving water quality. There is a recycling facility in the City, assisting in the reduction of solid waste disposal from the City. There is a septage processing plant in the City serving the whole region and southern</p>

Housing and Community

<p>5. Build complete communities</p>	<p>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. The area identified as a Major Centre on Map 3 of the RGS is the area of the City Centre that has been developed as the pedestrian-oriented town centre, auto-oriented commercial area and business park/industrial area. Going forward, maintaining a pedestrian focus will be a priority (Policy Section 5.0) and mixed-use infill in predominantly auto-oriented commercial areas will be encouraged. A mix of housing will be integral to the City Centre core area and is included in the pedestrian-oriented town centre in the form of apartments, condominiums and ground-oriented multi-family developments. Mixed use developments containing commercial and residential uses in one building/development are encouraged in the City centre.</p>
<p>6. Improve housing affordability</p>	<p>Policy Section 7.0 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, Park, and Amenity Contribution Policy No. 6930-00-003 addresses the need for affordable housing in the region. As per the City's policy, all new single-family residential subdivisions for ten lots or more shall include small-lot small-house affordable lots.</p>

Transportation

<p>7. Increase transportation choice</p>	<p>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 Colwood 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</p>
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	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.
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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 largescale 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.
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Inconsistencies Between the OCP and RGS:

RGS Policy	Inconsistencies	Resolution of Inconsistencies
Policy 1.2, Action 2	The City has land designated for residential development designated on Maps 3 and 4 of the RGS as Renewable Resource Land – Forest Land Reserve.	The difference has been acknowledged. The development plan will follow the City's development permit policy and guidelines for retaining environmentally sensitive areas within the property, so that some areas within the property will remain environmentally sustainable, thereby consistent with the RGS.
Policy 2.1	The City has land designated for residential development and a future major road connection in and through areas shown as Unprotected Green Space on Maps 3 and 4 of the RGS.	The difference has been acknowledged. The development and planning of the roads will be carried out with attention to and protection of sensitive ecosystems in these areas, as per the City's Development Permit Areas policy, and with as little disturbance to the Unprotected Green Space areas as possible, thereby reducing the inconsistency with the RGS. It should be noted that one of the proposed major road connections is required for safety and emergency access reasons, to provide a second access to a large mixed-use development in the City.

Part III: Background Information

→ 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.

→ Public & Stakeholder Involvement

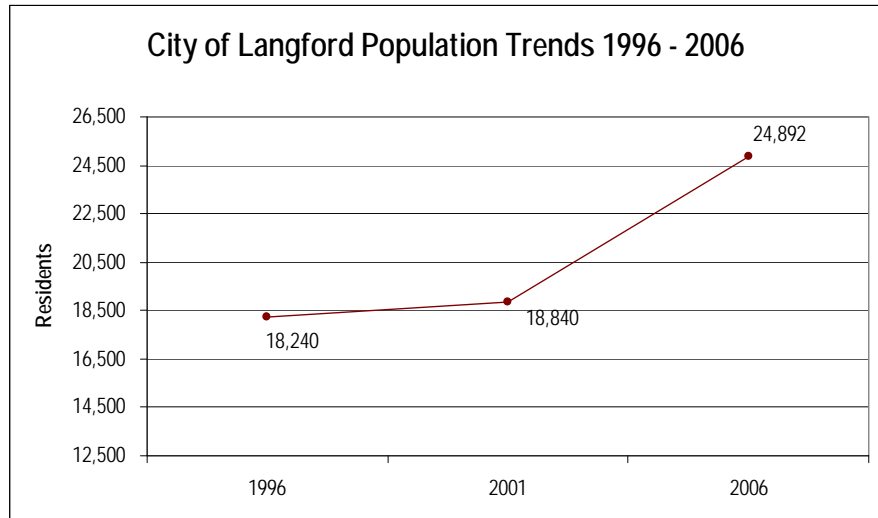
This OCP is the result of a one year process that was carried out jointly with the Cities of Langford & Colwood. The process involved a broad group of individuals at the following key stages:

OCP Steering Committee <i>May 2007-April 2008</i>	12 volunteers from the community over approx. 7 meetings total
Futures Forum <i>June 23-24, 2007</i>	225 people from Colwood & Langford with a minority of individuals from the region
Stakeholder Workshops Oct. 1-2, 2007	<p>Est. 125 local, regional or provincial stakeholders. Representatives from the following organisations participated in one (or more) of 12 workshops:</p> <ul style="list-style-type: none"> • 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 • Keycorp Development • Capital Bike and Walk Association • Turner Lane Properties • 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 • Garry Oak Ecosystem Recovery Team • Juan de Fuca Recreation Society • Esquimalt Lagoon Stewardship Initiative
OCP Design Workshop <i>Nov. 10-14, 2007</i>	150 people from Colwood & Langford over 4 days.
OCP Draft Open House <i>March 8, 2008, 2008</i>	200 people from Colwood & Langford

→ Community Profile

Island & Regional Trends⁴

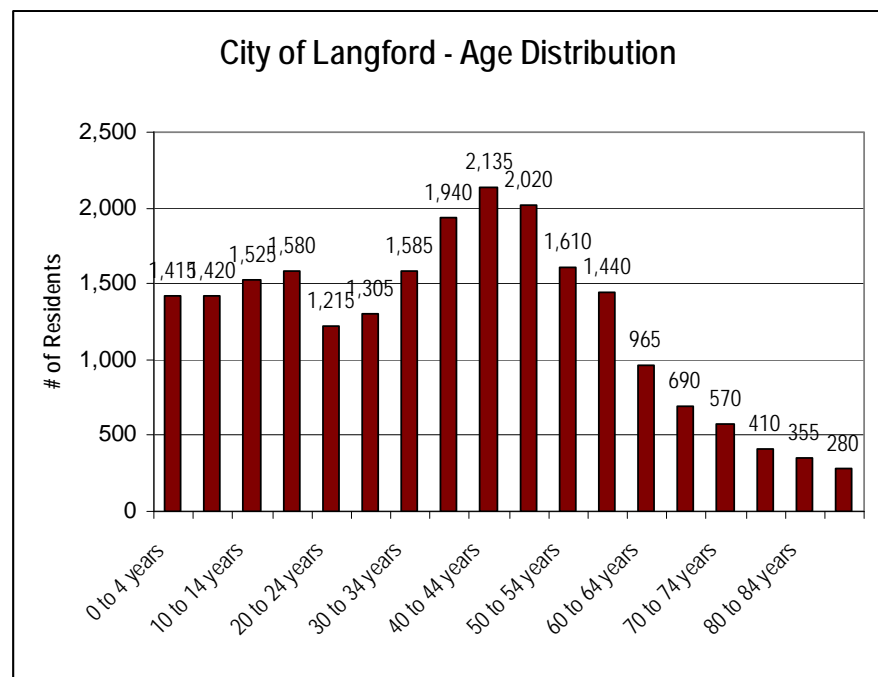
Most of the population in the Vancouver Island-Coast region is concentrated in the south-east corner of Vancouver Island, particularly within the Capital and Nanaimo regional districts which have experienced population growth and expansions over the past five years.



The short-term outlook for the 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 Langford and Colwood. 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 Population Growth Trends

Langford is a relatively newly-incorporated community and accurate historical information has not readily available as incorporation occurred after previous Census periods. Historically, adjacent communities such as Colwood increased its population by 3.3% per annum, and View Royal grew at 3.5% per annum and the CRD experienced a 2.5% per annum growth rate. It is assumed that Langford experienced similar growth rates. In 1995, Langford was



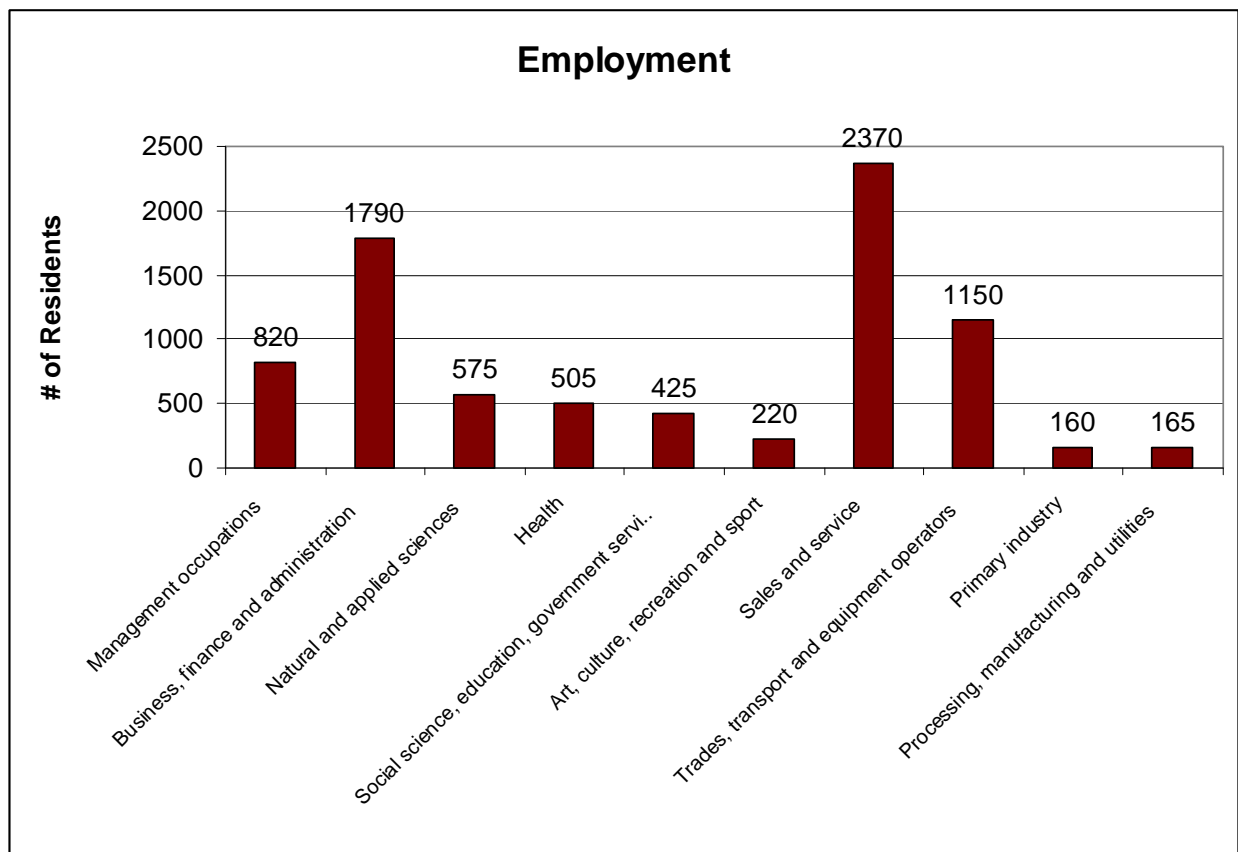
⁴ P.E.O.P.L.E. 32 Regional Migration Assumptions August 2007, BC Stats, Ministry of Labour and Citizens' Services
 City of Langford Official Community Plan | Bylaw No. 1200 | 116 | 16 Jun 08

estimated to have a population of 18 025. In recent years, Langford’s growth rate was relatively low between 1996 and 2001, but between 2001 and 2006, the City experienced the largest population growth rate of all CRD municipalities, at a staggering 19%. This growth rate places the City amongst the fastest growing city’s in Canada. In 2006, 24,892 people called Langford home.

In 2006, the population of Langford was younger than the regional average, with a median age of 38. This compares with 43.6 years for the CRD. The City has a larger share of children under age 15 years and a smaller share of seniors age 65 and older than the region as whole. Where as the dominant section of the population was aged between 25 and 44 in 1995, which led to a correspondingly large number of people aged 5 to 19, today the dominant group is between the ages of 45 to 64. Clearly those young adults have aged, but it also indicates many middle age newcomers have arrived from other communities.

Langford remains still very much a family oriented community which is reinforced by the percentage of families with children at home. Langford has 54.8% of its families with children compared to only 44.8% in the greater Victoria area. Also the percentage of owner occupied dwellings is substantially greater than metro Victoria, with Langford ownership comprising 79.3% of total dwellings compared to 64.7% in the Victoria area.

In relation to employment in 2006, Langford also has most of its labour force employed in sales and service (29%), followed by business, finance and administration (22%), with another 14% in trades, transport and equipment operators. 10% of the employed in Langford are in management.



Part IV: Development Permit Areas

14.0 Development Permit Areas

Applicants are required to provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason shall be made. Council may diverge from the applicable development permit area guidelines where a compelling rationale which preserves the qualitative intent of the guidelines is supplied. If, during a consultative process, Council receives a compelling reason for modifying a guideline, the applicant shall be requested to consider amending the proposal.

Development Permit and Development Approval Information Areas – General Designations, Objectives and Justifications

The City of Langford has hereby designated the City, Village and Neighbourhood Centres, the Mixed-Use Employment Centres, the Business / Light Industrial Centres, and those lands within the Neighbourhood and Hillside and Shorelines designations identified on Map 2: City of Langford – Growth Management & Land Use Strategy of this bylaw as development permit areas pursuant to provisions in the *Local Government Act*.

The City of Langford has hereby designated all areas identified on Maps 13, 14, and 15 as being environmentally sensitive as Development Permit Areas for the purpose of protecting the natural environment, its ecosystems and biological diversity from development. In relation to any areas shown on Map 13 comprising or connected to a ravine, the Riparian Development Permit Area includes, despite the appearance of the area on Map 13, an area defined by the following criteria, and for that purpose a “ravine” is a narrow valley with an average grade on either side greater than 3:1 measured between the natural boundary of the water body contained in the valley and the top of the valley bank, and the top of the valley bank is the point nearest the water body beyond which the average grade is less than 3:1 over a horizontal distance of at least 15 metres measured perpendicularly to the water body:

- a) For a ravine less than 60 metres wide, an area on both sides of the water body measured from the natural boundary of the water body to a point that is 30 metres beyond the top of the ravine bank; and
- b) For a ravine 60 metres wide or greater, an area on both sides of the water body measured from the natural boundary of the water body to a point that is 10 metres beyond the top of the ravine bank.

The City of Langford has hereby designated all areas identified on Maps 16, 17, and 18 as being floodplain, steep slopes, or areas of drainage concern as Development Permit Areas for the purpose of protecting development from hazardous conditions.

The City of Langford has hereby designated all lands shown as extreme or high hazard on Map 19 as a Development Permit Area for the purpose of ensuring development within high and extreme wildfire hazard risk areas are developed in a way that minimizes the risk associated with these hazards.

The justification for these designations is to ensure that council has the ability to secure necessary information for considering development applications in order that traffic and Storm Water resulting from development is well-managed, rare, endangered, or sensitive ecosystems, plants, and animals are protected and development impacts mitigated; development is protected from hazardous conditions, and to

establish conditions on development such that the density, quality of public realm, form and character of new development area of high quality, and best suited to both the surrounding properties and the vision of community established in the OCP.

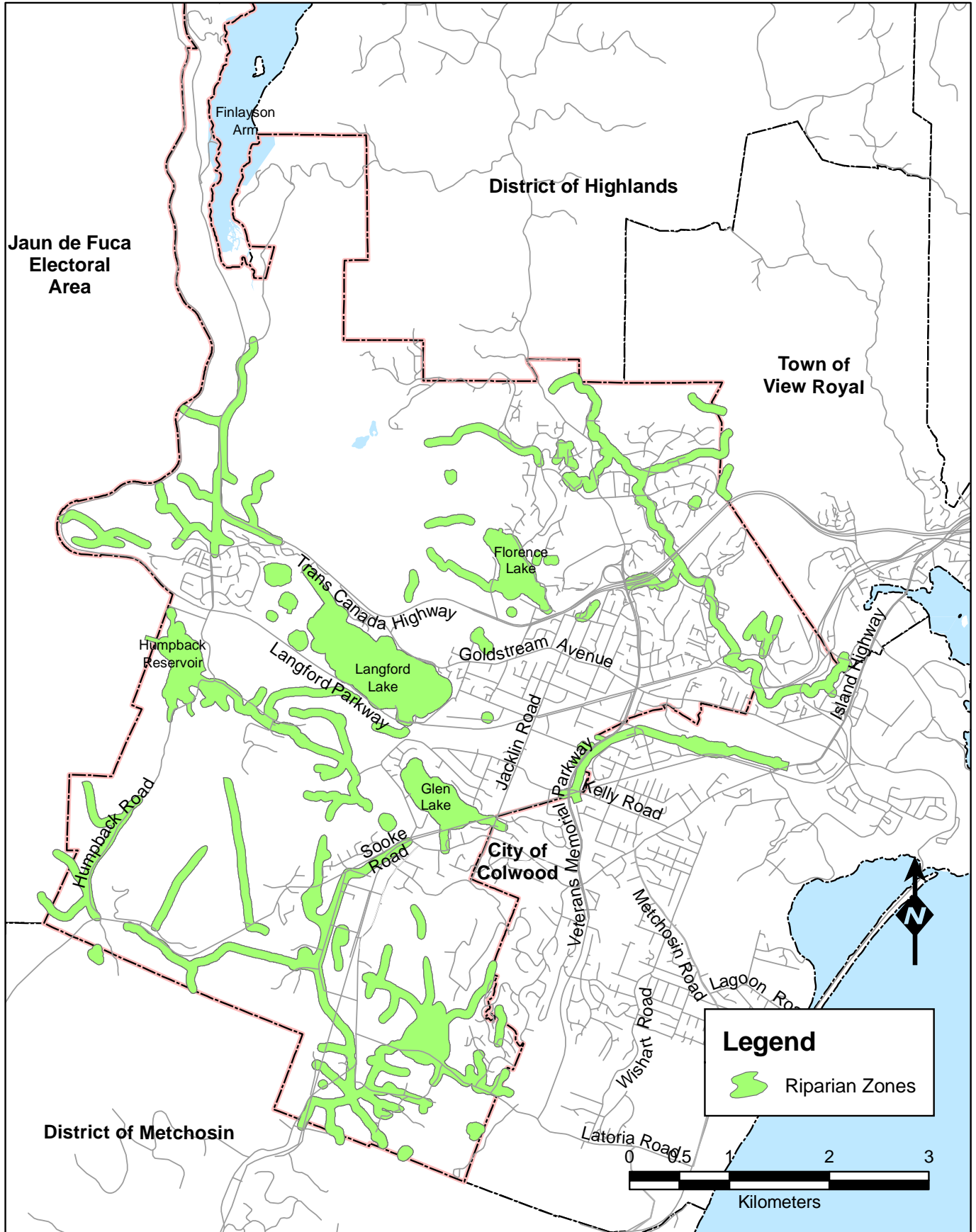
Development permit objectives and guidelines relating to site planning, building form & character, environmental protection and protecting development from hazardous conditions for the development permit areas defined in this section are located in Bylaw No. 1201.

→ **Development Permits**

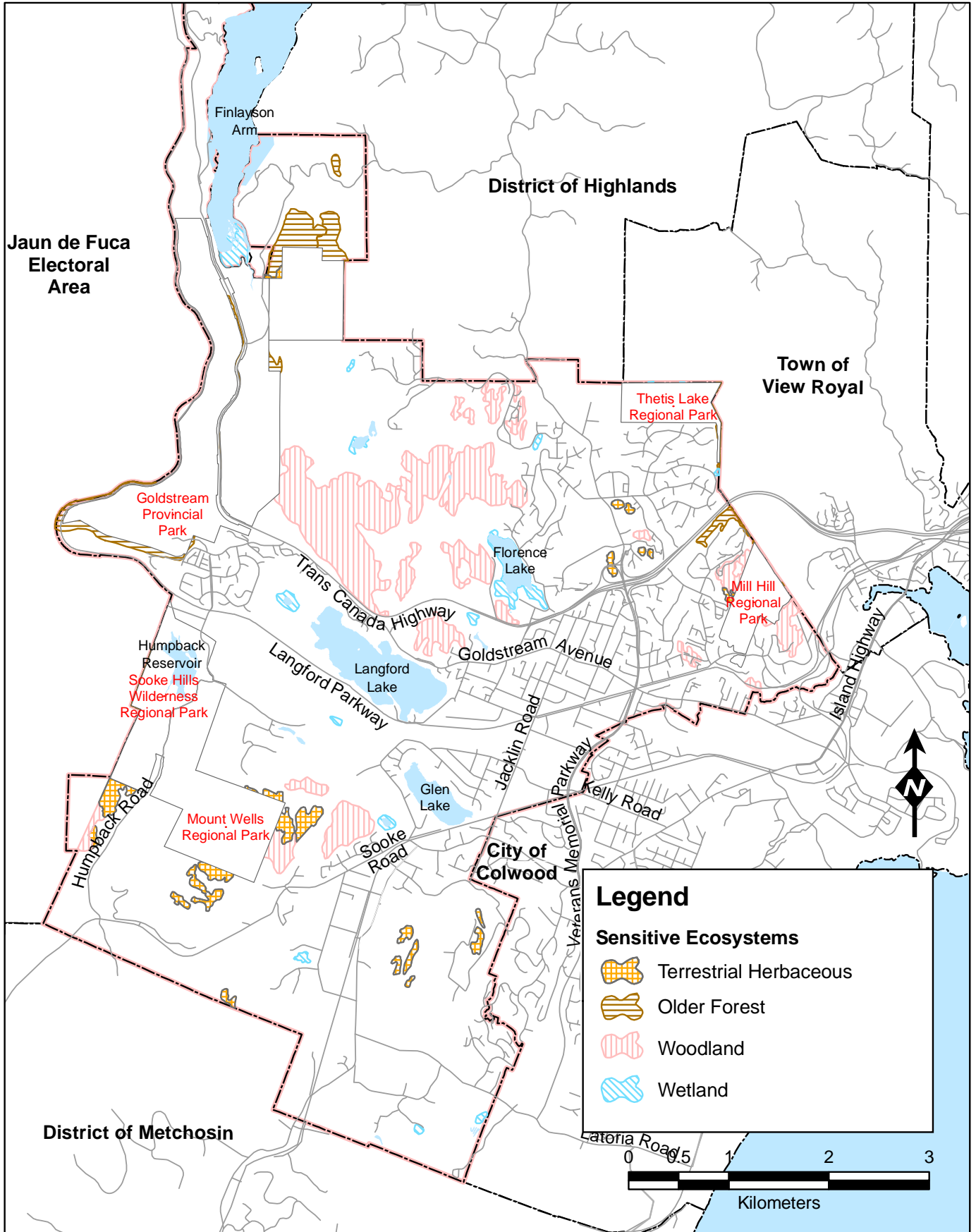
Council has the authority to issue a Development Permit which may be used to vary bylaw provisions other than the use or density of land or floodplain specifications.

Council may consider requests for relief of bylaw specifications (e.g., height, siting of buildings and parking requirements) where such change is appropriate from an environmental perspective or represents a community benefit.

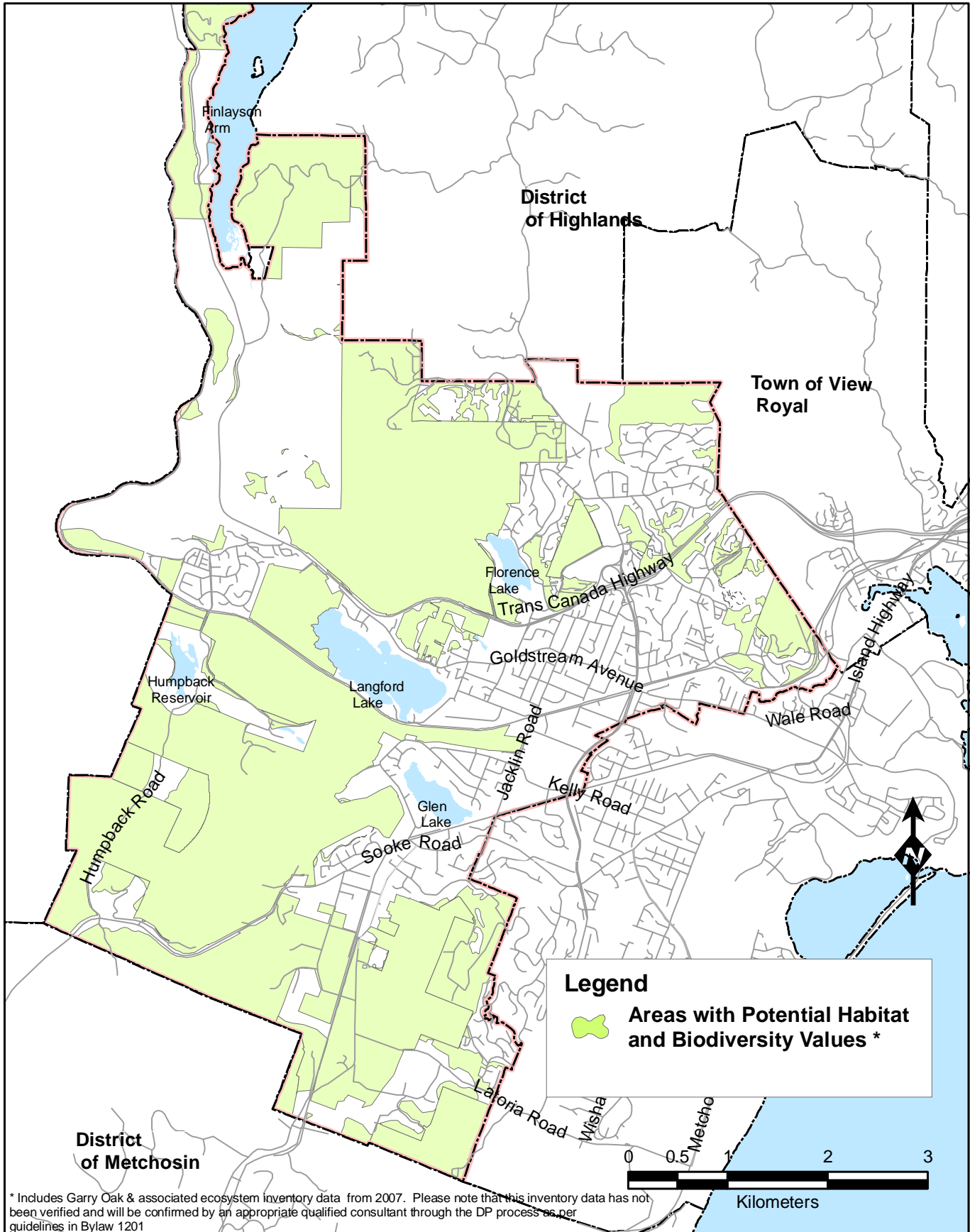
Map 13: Riparian Zones



Map 14: Sensitive Ecosystems

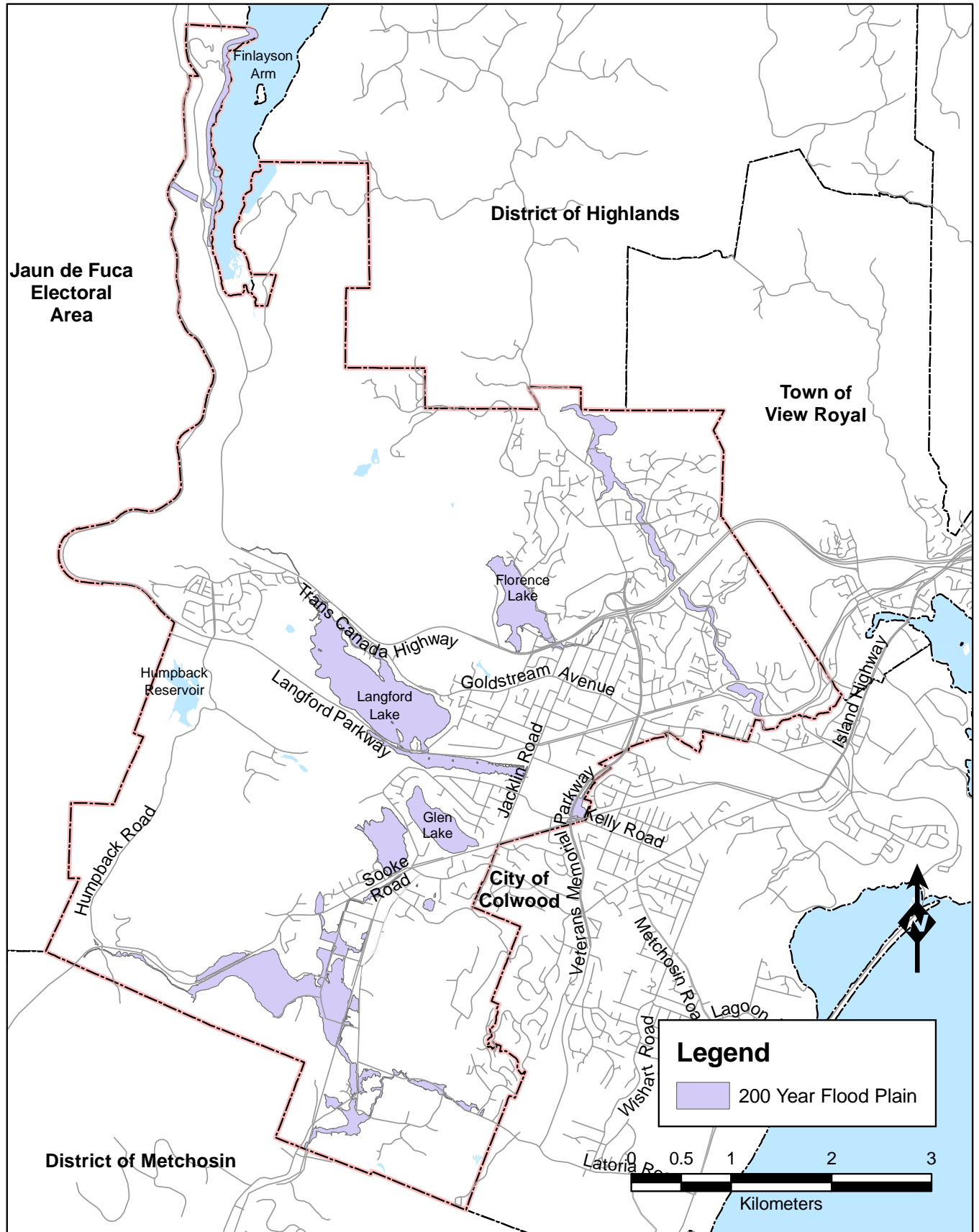


Map 15: Areas with Potential Habitat & Biodiversity Values

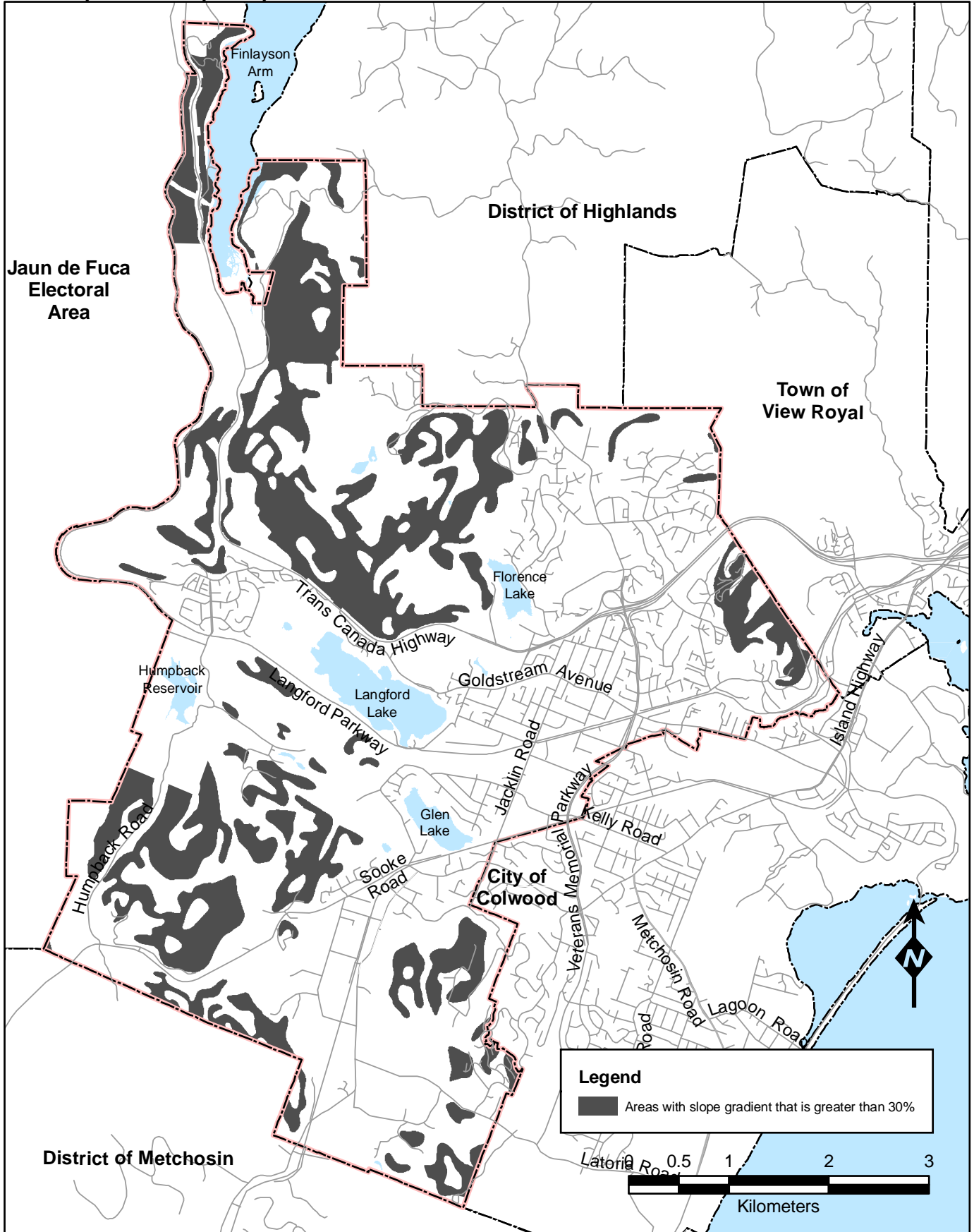


* Includes Garry Oak & associated ecosystem inventory data from 2007. Please note that this inventory data has not been verified and will be confirmed by an appropriate qualified consultant through the DP process as per guidelines in Bylaw 1201

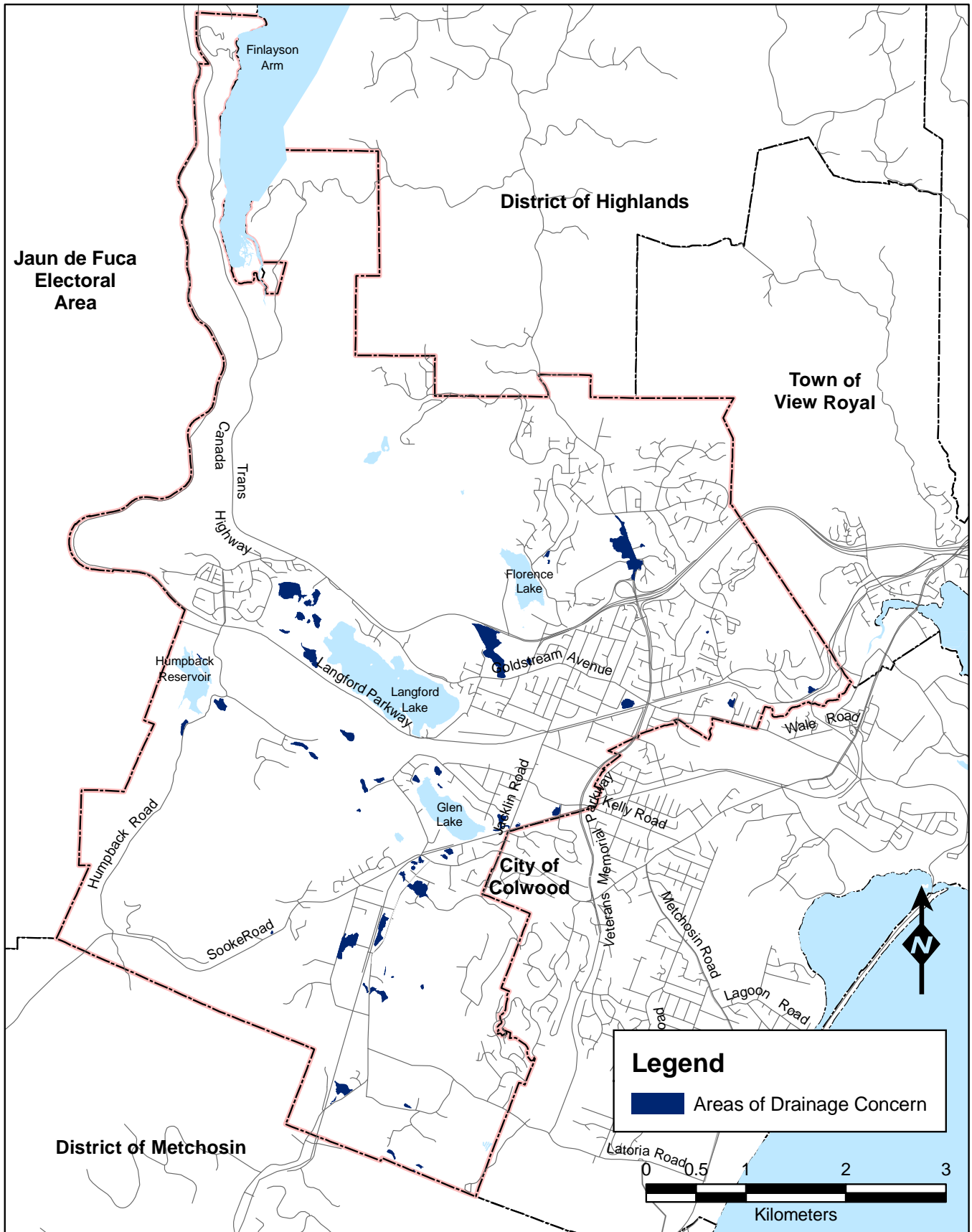
Map 16: 200 Year Flood Plain



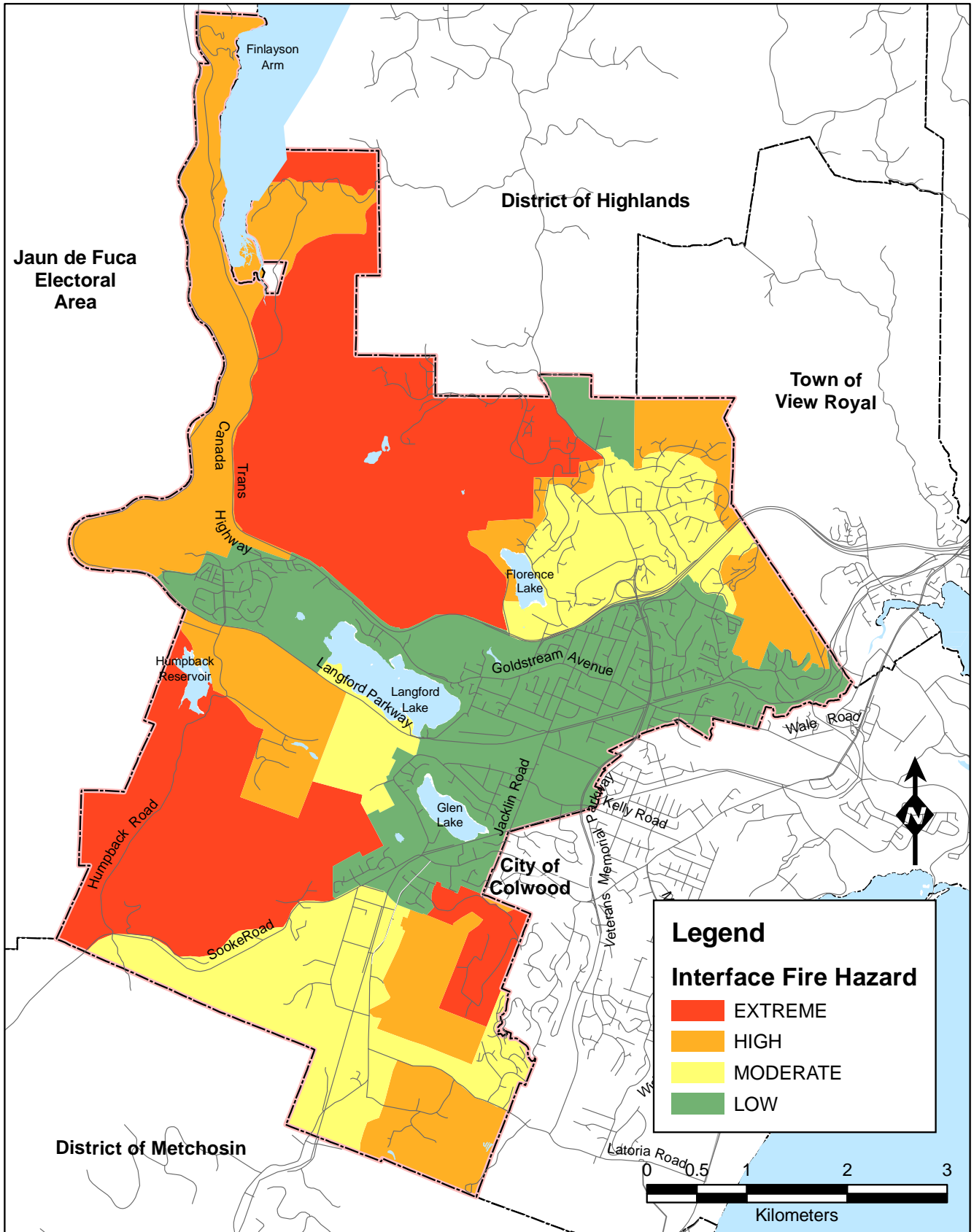
Map 17: Steep Slopes



Map 18: Drainage Concerns



Map 19: Interface Fire Hazard Areas



Part V: Glossary of Terms

A

Accessory Dwelling Unit (*see also Secondary Suite*)

An accessory dwelling unit or a secondary suite is an urban planning term for an additional separate dwelling unit on a property or within a multi-family building that would normally accommodate only one dwelling unit. A secondary suite is considered "secondary" or "accessory" to the primary residence on the parcel.

Active Transportation

Also known as Non-motorized Transportation, includes walking, bicycling, small-wheeled transport such as strollers, skates, skateboards, and push scooters.

Adaptability

Whether it's the design of space in a building or an outdoor space such as a park, when thinking longer term, is it important to 'build in' the ability to allow changes to whatever we build or design so that we can accommodate the needs of different users in the long term.

Adaptation (re. Climate Change)

The ability of a system (e.g. ecosystem, social systems) to adapt to climate change or other environmental disturbances. This may mean moderating potential damages, taking advantage of opportunities, or coping with the consequences.

Affordable Housing

Housing affordability is a function of housing cost and household income. Affordable housing is defined as housing which has a market price or rent that does not exceed 30% of income 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. Affordable housing includes a variety of tenure models including ownership, rental, co-housing, cooperative and rental.

Aging in Place

"Aging in place" is growing older without having to move from a building or, more often, a neighbourhood or city.

Asset Management

Asset management is the systematic process of maintaining, upgrading, and operating physical assets in a cost-effective manner.

B

Bare Land Strata Plan

A strata plan on which the boundaries of the strata lots are defined on a horizontal plane by reference to survey markers and not by reference to the floors, walls or ceilings of a building, or any other strata plan defined by regulation to be a bare land strata plan.

Baseline

Data on a current process that provides the metrics against which to compare improvements.

Bioregion

An area defined by its unique natural features and ecological characteristics such as watersheds, species, flora, and fauna.

Bioswale

A technology that uses plants and soil and/or compost to retain and cleanse runoff from a site, roadway, or other source (e.g. vegetated ditch or depression)

Brownfield

Abandoned, idled or underutilized industrial and commercial facilities where expansion or redevelopment is complicated by real or perceived contamination.

Built Green BC

Built Green™ is a building industry based standard to promote construction of buildings that are healthier for the occupants and healthier for the environment. Sustainable or “green” building practices can reduce the tremendous impact that building has on both people and nature.

Building Code of BC

Provincial legislation containing standards to which buildings must comply with health and safety requirements.

C

Carbon Neutral

The point at which greenhouse gas emissions from one’s activities, such as driving or flying, are offset by planting trees or investing in solar, wind or other clean-energy projects.

Charrette

An intense time limited workshop held early in the design phase of a project in which the design team, contractors, end users, community stakeholders, and technical experts are brought together to develop goals, strategies, and ideas for maximizing the performance of a project.

Chicane

An `S` bend in a roadway that reduces speeds by forcing drivers to drive through in a single file.

Climate Change

Changes in long-term trends in the average climate, such as changes in average temperatures. According to the United Nations Framework Convention on Climate Change (UNFCCC), climate change is a change in climate that is attributable directly or indirectly to human activity that alters atmospheric composition.

Cluster Development

Development that concentrates buildings and infrastructure in specific areas on a site to allow remaining land to be used for recreation, common open space, or the preservation of historical or environmentally sensitive features.

Complete Street

A multi-modal street that is designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move along and across a complete street.

Construction and Demolition Waste

Waste building materials, tree stumps, and rubble resulting from construction, remodeling, repair, and demolition of homes, commercial buildings and other structures and pavements.

Cost and Benefit Analysis

An economic method for assessing the benefits and costs of achieving alternative health-based standards at given levels of health protection.

Crown Land

Land owned by a ministry of a provincial or federal government.

D

Densification (see also Infill)

As far as land use planning in BC is concerned, this term means to add new residential units to an existing neighbourhood. This may or may not include population increase as people per household declines. This can include a house, an apartment unit, a condominium or any other form of housing.

District Energy System

District energy is an approach to supplying thermal energy in the form of steam, hot water and cold water through a distribution system of pipe from a central plant to individual users. Users then extract the energy from the distribution system for their individual heating, cooling and process requirements.

E

Easements

An easement is the right to do something or the right to prevent something over the real property of another. At common law, an easement came to be treated as a property right in itself and is still treated as a kind of property by most jurisdictions, e.g. an access easement may provide access to from Parcel A to Parcel B.

F

Food Security

Access by all people at all times to enough food for an active, healthy life. Food security includes at a minimum: ready availability of nutritionally adequate and safe foods; and, an assured ability to acquire acceptable foods in socially acceptable ways. (USDA)

G

Geo-Exchange

Solar heat stored in the upper layers of the earth. This heat can be extracted and delivered to a building through a ground source heat pump.

Green Building

A building that conforms to environmentally sound principles of construction practices, resource use and operations.

Green Infrastructure

The ecological processes, both natural and engineered, that act as the natural infrastructure. This includes, swales, ditches, creeks, wetlands, parks, open space, vegetation, green roofs, gardens, working lands, aquifers and watersheds that supply drinking water.

Green Roof

Contained green space on, or integrated with, a building roof. Green roofs maintain living plants in a growing medium on top of a membrane and drainage system.

Greenfield

Previously undeveloped parcels that are not surrounded by existing development, or are surrounded by partially developed/low-density areas.

Greenhouse Gas (GHG)

Components of the atmosphere that contribute to the "greenhouse effect." Some greenhouse gases occur naturally, while others come from activities such as the burning of fossil fuel and coal. Greenhouse gases include water vapor, carbon dioxide, methane, nitrous oxide, and ozone.

Greyfield Development

The development of non-contaminated retail areas such as old malls, strip malls, or institutional areas into complete, livable communities.

Ground-Oriented Multi-Family Units

Dwelling units that are accessible by ground, including with one flight of stairs, with outdoor living space. Examples include townhouses, rowhouses and duplexes. First or second floor units of low-rise multi-family dwellings may also be considered.

Growth Management

A general term used regarding regulation of land use and development that seeks to focus, guide or contain urban development.

Greywater

Waste water from the kitchen, laundry and bathroom (but not the toilet). It usually contains soap, detergents and fats.

H

High Occupancy Vehicle

A passenger vehicle carrying more than a specified minimum number of passengers, such as an automobile carrying more than one or more than two people. HOVs include carpools and vanpools, as well as buses.

Home Streets

See *Woonerf*

I

Infill (see also Densification)

As far as land use planning in BC is concerned, this term means to add new residential units to an existing neighbourhood. This may or may not include population increase as people per household declines. This can include a house, an apartment unit, a condominium or any other form of housing.

Inventory (re. Climate Change)

A tool developed to better understand and predict the impact of GHG emissions on climate change. A climate change inventory may be used as a tool to develop atmospheric models, develop mitigation strategies, establish compliance records with allowable emission rates, and track the effectiveness of policies related to GHG emissions.

J

K

L

LEED™

The Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ is the nationally accepted benchmark for the design, construction, and operation of high performance green buildings.

Level of Service

A standardized measure of infrastructure operating conditions, often defined with reference to a benchmark. The most common example is used by transportation engineers to indicate that traffic is moving at ideal, average, or poor efficiency and measured on a grade scale of "A" through "F".

Life Cycle

Refers to all stages of a building's development, from extraction of materials to construction, use, and disposal.

Life Cycle Analysis (LCA)

The assessment of a building's full environmental costs, from raw material to final disposal, in terms of consumption of resources, energy and waste.

Livability

Livability refers to the environmental and social quality of an area as perceived by residents, employees, customers and visitors. This includes safety and health (traffic safety, personal security, and public health), local environmental conditions (cleanliness, noise, dust, air quality, and water quality), the quality of social interactions (neighborliness, fairness, respect, community identity and pride), opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources (e.g., historic structures, mature trees, traditional architectural styles). Livable communities directly benefits people who live in, work in or visit an area, increases property values and business activity, and it can improve public health and safety. Livability is largely affected by conditions in the public realm, places where people naturally interact with each other and their community, including streets, parks, transportation terminals and other public facilities, and so is affected by public policy and planning decisions. (TDM Encyclopedia, Victoria Transport Policy Institute)

Local Government Act

A law enacted by the BC Legislature formerly called the Municipal Act. The purposes of this Act are: (a) to provide a legal framework and foundation for the establishment and continuation of local governments to represent the interests and respond to the needs of their communities, (b) to provide local governments with the powers, duties and functions necessary for fulfilling their purposes, and (c) to provide local governments with the flexibility to respond to the different needs and changing circumstances of their communities.

Location-Efficient Mortgage (LEM)

A mortgage that helps people become homeowners in location efficient communities. LECs are convenient neighbourhoods in which residents can walk from their homes to stores, schools, recreation, and public transportation. People who live in location efficient communities have less need to own or drive motor vehicles, which allows them to save money and reduce their environmental impact. The LEM combines a low down payment, competitive interest rates, and flexible criteria for financial qualification.

Location-Efficient Mortgage (LEM)

A mortgage that helps people become homeowners in location efficient communities. These are convenient neighborhoods in which residents can walk from their homes to stores, schools, recreation, and public transportation. People who live in location efficient communities have less need to drive, which allows them to save money and reduce their environmental impact. The LEM

combines a low down payment, competitive interest rates, and flexible criteria for financial qualification.

Long Term Thinking

Sustainability requires us to think long term. 'Long term' has been defined many ways; some think about it as the next generations, some people actually prescribe time lines such as 50 years ahead or even 100 years. For the most part, plans or strategies are developed for 10-20 year time frames. Thinking long term permits us to think about what the future might look like and start planning for it early. If the last 100 years were any indication of how things can change, imagine the next 100!

Low-Impact Development

A comprehensive land planning and engineering design approach with a goal of maintaining and enhancing the pre-development hydrologic regime of urban and developing watersheds. This design approach incorporates strategic planning with micro-management techniques to achieve superior environmental protection, while allowing for development or infrastructure rehabilitation to occur.

Low Income Households

Low income households include those earning up to the maximum of \$38,000/yr; the new ceiling for eligibility for the provincial Rental Assistance Program.

M

Median Household Income

As reported by the Census, it is a form of average representing the midpoint of all household incomes in an area.

Mitigation (re. Climate Change)

An intervention to reduce the extent of global warming through reducing the sources or enhance the sinks of greenhouse gases.

Mixed Use

Provision of a mix of complementary uses, such as residential, community and leisure uses, on a site or within a particular area.

Multi-modal Transportation

Most goods and people movements involve more than one mode of transportation. Main modes include: walking, cycling, transit (e.g. bus, railcar, taxi, ferry, etc.), vehicles (single occupant and high occupant), and trucks, aircraft, boat and railcars for goods movement.

N

Neighbourhood

An imprecisely defined area within which people live, work, learn, and/or play. Its edges may be well-defined or more loosely felt by residents. Although it is often defined by a radius equal to an easy walk, its size may vary, from an easily walkable district to a larger region. In some cases, neighborhoods may overlap, especially where they are well-connected.

Neo-Traditional Design

A traditional neighborhood, where a mix of different types of residential and commercial developments form a tightly knit unit. Residents can walk or bike to more of the places they need to go and municipal services costs are lower due to the close proximity of residences. A more

compact development also reduces the amount of rural land that must be converted to serve urban needs.

New Urbanism

Neighborhood design that promotes the creation and restoration of diverse, walkable, compact, vibrant, mixed-use communities composed of the same components as conventional development, but assembled in a more integrated fashion, in the form of complete communities.

Nodal Development

Concentrating new development into centres with existing, but not always, infrastructure capacity and serviced by transit.

O

Open Space Preservation

The protection of natural areas both within and around communities that provide important community space, habitat for plants and animals, recreational opportunities, farm and ranch land (working lands), places of natural beauty and critical environmental areas (e.g. wetlands).

Orientation (Solar)

Orientation of a structure for controlled solar gain is essential to the success of passive and active solar design elements. Sun charts and software assist in orienting a building for maximum solar benefit. Designing for solar considerations can substantially reduce both heating and cooling.

P

Passive Solar

Strategies for using the sun's energy to heat (or cool) a space, mass, or liquid. A window, oriented for solar gain and coupled with massing for thermal storage (e.g., a Trombe wall) is an example of a passive solar technique.

Peak Oil

The point at which we reach maximum global oil production. Peak Oil is not the end of oil or is it an energy crisis. However, many people increasingly believe it is a liquid fuel crisis and a potential economic, political and social crisis. The concept requires us to think about how we'll transition from a fossil fuel-based lifestyle and economy to one that is void of this convenient and low cost fuel.

Placemaking

Designing a building or space to make it more attractive to the people who use it and compatible with its surrounding geographic and cultural context.

Q

R

Rainwater Harvest

On-site rainwater harvest and storage systems used to offset potable water needs for a building and/or landscape.

Recycled Content

The content in a material or product derived from recycled materials versus virgin materials.

Regional Growth Strategy

Growth management is a process involving collective action between government, residents and businesses to develop solutions to problems associated with rapid population growth, and ensure the long-term livability of the region. The Capital Regional District (CRD) Regional Growth Strategy (RGS) was adopted by the CRD Board on August 13, 2003. The strategy represents an agreement, developed and approved by the member municipalities and the regional district in partnership, on social, economic, and environmental goals and priority actions.

Renewable Resource

A natural resource (such as wood, water, wind, solar energy, etc.) that can be replenished or replaced by natural processes.

Revolving Loan Fund

A fund established to finance a cycle of operations to which reimbursements and collections are returned for reuse in a manner such as will maintain the principal of the fund, e.g., working capital funds, industrial funds, and loan funds.

Right of way

The right to pass over property owned by another, usually based upon an easement. (2) A path or thoroughfare over which passage is made. (3) A strip of land over which facilities such as highways, railroads or power lines are built.

S

Secondary Suite

Secondary Suite is an urban planning term for an additional separate dwelling unit on a property that would normally accommodate only one dwelling unit. A secondary suite is considered "secondary" or "assessory" to the primary residence on the parcel.

Shared Parking

A type of parking management in which parking spaces are shared by more than one user, which allows parking facilities to be used more efficiently. Shared Parking takes advantage of the fact that most parking spaces are only used part time by a particular motorist or group, and many parking facilities have a significant portion of unused spaces, with utilization patterns that follow predictable daily, weekly and annual cycles.

Shared Street

A common space created to be shared by pedestrians, bicyclists, and low-speed motor vehicles. They are typically narrow streets without curbs and sidewalks, and vehicles are slowed by placing trees, planters, parking areas, and other obstacles in the street.

Smart Growth

A collection of urban development strategies to reduce sprawl that are fiscally, environmentally and socially responsible. Smart Growth is development that enhances our quality of life, protects our environment, and uses tax revenues wisely.

Social Marketing

The use of marketing principles and techniques to influence an audience to voluntarily accept, reject, modify or abandon a behaviour for the benefit of individuals, groups or society as a whole.

Solid Waste Infrastructure

The set of systems and facilities that are used to manage solid waste (garbage and recyclable materials); this includes storage, collection, transport, recycling, and disposal systems and facilities.

Special Needs Households

Special needs households consist of those households with individuals who require supports to obtain and maintain housing, and may include persons with physical and mental disabilities, mental illness and addictions.

Split Incentive

A market barrier to an innovation, in which higher capital costs of an innovation are borne by one market participant while its operating savings benefit another. The financial incentive to adopt the technology is split from the participant responsible for putting it in place.

Sprawl

The unlimited outward expansion of suburbs created by low-density residential and commercial development. Sprawl is characterized by low-density greenfield development; the separation of residential, work and shopping areas; lack of well-defined centres; and a road network consisting of very large blocks with limited points of entry into the blocks.

Stormwater Infrastructure

Stormwater infrastructure is the network of piping, systems and facilities that manage runoff from areas such as paved surfaces and roofs.

Stormwater Management

Building and landscape strategies to control and limit stormwater pollution and runoff. Usually an integrated package of strategies, elements can include vegetated roofs, compost-amended soils, pervious paving, tree planting, drainage swales, and more.

Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis

A strategic planning tool used to evaluate the Strengths, Weaknesses, Opportunities, and Threats involved in a project. Because it concentrates on the issues that potentially have the most impact, it is useful when there is a limited amount of time available to address a complex strategic situation. The SWOT analysis can serve as an interpretative filter to reduce information to a manageable quantity of key information.

Sustainability

Practices that would ensure the continued viability of a product or practice well into the future.

Sustainable Development

An approach to progress that meets the needs of the present without compromising the ability of future generations to meet their needs.

Sustainable Infrastructure

Is the term referring to a broader, sustainable approach to water, wastewater, stormwater, solid waste, and energy systems with a focus on climate-friendly strategies.

Sustainable Landscape

A landscape that uses environmental and financial resources efficiently. Characteristics of a sustainable landscape may include water conservation and infiltration, invasive plant prevention, and habitat enhancement.

T

Traditional Neighborhood Development

Development that is based on human-scale design with concern for walkability, and exhibits several of the following characteristics: alleys, streets laid out in a grid system, buildings oriented to the street, front porches on houses, pedestrian-orientation, compatible and mixed land uses, village squares and greens.

Traffic Calming

Traffic calming involves changes in street alignments, installation of barriers, and other physical measures to reduce traffic speeds and/or cut-through volumes to improve street safety and livability.

Transit-Oriented Development (TOD)

Moderate and high-density housing concentrated in mixed-use developments located along transit routes. The location, design and mix of uses in a TOD emphasize pedestrian-oriented environments to encourage the use of public transportation.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) aims to focus efforts on reducing the demand for roadway space through the planning and implementation of programs that seek to reduce road space demand by influencing travel choices and the amount and timing of travel. TDM aims to encourage more walking, cycling, public transit use, car-pooling, and tele-commuting.

U

Unbundled Parking

A parking strategy in which parking spaces are rented or sold separately, rather than automatically included with the rent or purchase price of a residential or commercial unit. Tenants or owners are able to purchase only as much parking as they need, and are given the opportunity to save money and space by using fewer parking stalls. Unbundled parking is more equitable and can reduce the total amount of parking required for the building.

Universal Design

Access to environments and products that are designed to the greatest extent possible, to be accessed and used by everyone regardless of their age, ability, or circumstance.

Urban agriculture

The practice of growing of plants and raising of animals for food and other uses within and around cities and towns, and related activities such as the production and delivery of inputs and the processing and marketing of products.

Urban Containment Boundary

A boundary established by a land use authority where urban land ends and rural land begins. Typically, a firm urban containment boundary will over time, result in the concentration of growth in a region in centres and connecting corridors, that can be effectively served by express-bus transit.

Urban Forest

The collection of all the trees and shrubs that grow within a city, town or a suburb looked together as one forest. In a wider sense it may include any kind of woody plant vegetation growing in and around human settlements. The benefits of urban forests are many, including beautification, reduction of the urban heat island effect, reduction of stormwater runoff, reduction of air pollution, reduction of energy costs through increased shade over buildings, enhancement of property values, improved wildlife habitat, and mitigation of overall urban environmental impact.

V

View Corridor

A three dimensional area extending out from a viewpoint. The width of the view corridor depends on the focus of the view.

W

Walkability / Walkable

Walkability reflects overall walking conditions and usually takes into account the quality of pedestrian facilities, roadway conditions, land use patterns, community support, security and comfort for walking. The quality of pathways, building access ways and related facilities, the existence of sidewalks and crosswalks, roadway conditions (road widths, traffic volumes and speeds), accessibility (the relative location of common destinations) and the quality of connections between them all affect walkability.

Wastewater

The spent or used water from a home, community, farm, or industry that contains dissolved or suspended matter.

Wastewater Infrastructure

Wastewater infrastructure could include everything between the point where wastewater (sewage and graywater) is collected, and the discharge of treated effluent such as a river or ocean. System components include wastewater collection (sanitary sewers), wastewater treatment plants, residuals (sludge or biosolids) management systems, and effluent discharge systems.

Water & Wastewater Infrastructure

The network of pipes, systems and facilities that provide fresh water supply and wastewater (sewage) management for communities.

Watershed

Area of land that contributes runoff to a particular, common body of water.

Water Supply Infrastructure

Water supply infrastructure could include everything between the water source, and the buildings or site where the water is delivered. System components include water supply conveyance, water treatment plants, and water distribution networks.

Wildfire Interface

The wildland-urban interface where risk of harm to people and property can be significant.

Woonerfs / 'Home Streets'

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.

Work Force Housing

Housing that is affordable for moderate income families, living or working in a city, with at least one dependent child and earning up to the median household income. May consist of single family dwellings, multi-family dwellings and be ownership or rental tenure.

X

Xeriscaping

An environmentally friendly form of landscaping that uses a variety of indigenous and drought-tolerant plants, shrubs, and ground cover.

Y

Z

