



# Official Community Plan

—  
BYLAW NO. 2200

CITY OF  
**Langford**

**LET'S PLAN LANGFORD.  
FOR 100,000.**





# Land Acknowledgement

The City of Langford acknowledges and honours the traditional territories of the Coast Salish, specifically Xwsepsum (Esquimalt), Lekwungen (Songhees), Sc'ianew (Beecher Bay), and the WSÁNEĆ Peoples represented by the Tsartlip, Pauquachin, Tsawout, Tseycum, and Malahat Nations. We thank them for sharing this beautiful land.

The City of Langford acknowledges and honours the importance of listening, understanding, and engaging meaningfully and intentionally with local First Nations. The City is committed to building strong relationships with the local Nations and is committed to ensuring this work is a priority and approached in a good way. While there is much work to do, and will be an ongoing evolving process, the City is going to start by understanding the priorities of all local First Nations on a one-on-one basis. This Plan may be enhanced to honour what we learn and will keep the City accountable to our commitments. This approach to building relationships with local First Nations will be applied to all City projects and initiatives with the commitment of being accountable partners, and strong allies to the Indigenous community.

The City will work to implement the actions specific to local government as outlined in the Truth and Reconciliation Commission of Canada: Calls to Action



# Contents

<b>PART 1</b>	Background on this new Official Community Plan . . . .	2
<b>PART 2</b>	What We Heard . . . . .	8
<b>PART 3</b>	Targets and Commitments . . . . .	11
<b>PART 4</b>	Emphasizing Urban Infill. . . . .	14
<b>PART 5</b>	Mobility Choice, Not Car Dependency . . . . .	18
<b>PART 6</b>	Land-Use and Growth Management Strategy . . . .	27
	Land-Use Designations . . . . .	30
<b>PART 7</b>	High Quality City-Building . . . . .	52
<b>PART 8</b>	Emphasizing Housing Action . . . . .	60
<b>PART 9</b>	Climate Action and Sustainable Infrastructure . . . .	66
<b>PART 10</b>	Protecting Ecological Systems and Biodiversity . . . .	72
<b>PART 11</b>	Economic Resilience and Prosperity . . . . .	78
<b>PART 12</b>	Embracing the Creative City . . . . .	83
<b>PART 13</b>	Food Systems and Security . . . . .	89
<b>PART 14</b>	Parks, Places, and Services for People. . . . .	95
	 Appendix A: Development Permit Areas . . . . .	 103
	Appendix B: Regional Context Statement. . . . .	.115
	Appendix C: Sand and Gravel Deposits . . . . .	122





A scenic view of a lake with a forested shoreline and mountains in the background, seen from a red kayak. The water is blue with small waves. The sky is blue with white clouds. The shoreline is covered in green trees. The mountains are in the distance. The kayak is red and has a black paddle. The text is white and is on a dark blue background.

# PART 1

## **Background on this new Official Community Plan**

---



# Background on this new Official Community Plan

## Introduction

The City of Langford is a rapidly growing community that has been transitioning from a primarily suburban municipality to a vibrant urban destination in the heart of the capital region. With a population increase of nearly 60% over the past two census periods, Langford continues to be one of the fastest growing cities in Canada.

Generally, growth and change has been accepted and even embraced by Langford residents, as it brings numerous benefits to the community. For instance, increased tax revenues from new development has been reinvested into enhancing public spaces, improving amenities, and building new facilities. Additionally, new development has created jobs, expanded services, and provided affordable housing options, along with a more diverse housing market.

Throughout this change, Langford has remained one of the most affordable cities in the region.

At the same time, many residents have been calling for a more strategic, purposeful and proactive approach to community planning and development. This OCP lays the groundwork for future development by strategically aligning community objectives with best practices in city planning and prioritizing the direction of future growth. This new Plan is intended to address the multiple challenges facing our community while providing greater clarity on the location and nature of new development as Langford enters a new era of growth.





## What is an Official Community Plan?

An Official Community Plan (OCP) is a long-term land use plan and policy document that guides a municipality's growth and development. The vision set by an OCP reflects the input of residents, community partners, professionals, and municipal staff who contributed to its creation. It also incorporates best practices in city planning, tailored to the local context. By integrating land use, transportation, economy, environment, urban design, quality of life, community needs, and services, the OCP provides a comprehensive strategy for decision-making and dialogue about the city's future.

---

**An Official Community Plan is a long-term land use plan and policy document that guides a municipality's growth and development.**

---

This OCP outlines how the city will grow to address both current and future challenges while ensuring accountability, transparency, and follow-through on community objectives. Rather than replacing the previous OCP entirely, many of its valuable policies have been retained and enhanced. This “refresh” approach allows the City to build on existing strengths while incorporating bold new ideas. In this way, key sections have been strategically consolidated, reorganized, and refined to make meaningful progress while optimizing public time and resources.

A significant shift in this OCP is its emphasis on implementation and outcomes. Rather than planning for a fixed number of years with uncertain outcomes, the refreshed OCP plans for a population of 100,000 residents. This approach offers the key advantage of zeroing in on what Langford needs to support this milestone, no matter how long it takes to get there. It's an example of “planning for outcomes rather than timeframes;” a best practice that keeps the city's growth strategies relevant over time with unknown variables.

The strategic direction of this OCP is organized around “desired outcomes,” which serve as specific goals for the future. Each desired outcome is supported by a range of policies that guide implementation, resourcing, and strategic planning. By focusing on outcomes, this OCP provides a flexible, forward-thinking framework that adapts to changing conditions while keeping the City on course toward its long-term vision.

It is acknowledged that conditions and public priorities can shift as new opportunities and challenges emerge. 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, any new or amended bylaws or works undertaken by a Council must align with the OCP. In this way, an OCP serves as a high-level guide for growth and development, while other municipal plans, bylaws, and policies work in coordination to implement its objectives.

The next critical step in achieving the OCP's desired outcomes is the completion of several key projects, including a Transportation Master Plan, an Active Transportation Plan, a Climate Action Master Plan, a Parks and Trails Master Plan, an Arts and Culture Strategy, and an Economic Development Strategy. These initiatives will outline specific actions to support community-wide objectives, such as updating City Bylaws—including the Zoning Bylaw and the Subdivision and Development Servicing Bylaw—to shape future development and infrastructure improvements. They will help to establish how new amenities and community benefits are integrated into developments, guide strategic property acquisitions and capital investments, and identify opportunities to enhance transportation networks with active transportation and transit-priority infrastructure. As these implementation measures take shape, the OCP will be updated to ensure a cohesive, integrated plan for Langford's future.



## What do we mean by a Plan for 100,000 residents?

The reference to 100,000 residents in this OCP does not reflect a population goal for Langford, but it isn't a random number either. Langford has been growing quickly and consistently for the last two decades. In fact, Langford was the third fastest growing city in Canada between 2016 and 2021 – and shows no signs of slowing. Past projections have suggested that Langford could reach 100,000 residents within 15-20 years, but we can't know with real certainty when we will hit this number. What we do know is that growth is expected to continue.

Expectations outlined in the Capital Regional District's (CRD) Regional Growth Strategy and the new Provincial housing legislation point to the need for Langford to accommodate regional growth expectations. In fact, Provincial housing legislation now requires local governments to calculate the five- and 20-year housing needs for their community using standardized methodology and data sources, and account for the identified number of new homes in both their OCPs and Zoning Bylaws.

For Langford, the 20-year housing need is projected to be nearly 17,000 new homes, which will add approximately 42,000 new residents to Langford's 2024 population of just over 58,000. The projected housing needs of the city must be reviewed and adjusted every five years to account for changing needs and the actual pace of new growth. For the time being, this housing needs projection roughly aligns with the 100,000 residents accounted for in this OCP.

To be clear, Langford's growth isn't expected to be "finished" when we reach 100,000 people. Rather, that would signify the ending of this Plan's tenure, and the beginning of the next planning phase for the city. In other words, 100,000 is not a new density decision, but density that is already expected, and required to be planned for through the Provincial housing legislation. The key decisions in this new OCP involve where and how we grow.





## Tackling the Five Crises

In 2023, the City's first Five-Year Strategic Plan was adopted. This is different from the OCP in that it is a separate Council Plan that outlines their vision, core values, and key priorities to guide decision making on a range of topics over a five-year period. In the Strategic Plan, Council identified and prioritized many strategic objectives around the "Five Crises" that are

facing all cities, including Langford. These crises are so significant and daunting that they require a shared set of goals and actions if they are to be comprehensively and successfully addressed. The Five Crises, and how the City can address the complex challenges they represent through this OCP, are emphasized in this OCP.

### THE FIVE CRISES



#### 1 - Climate Crisis

The way we plan and build our cities and suburbs will determine a large part of our success or failure in mitigating the climate crisis. How far and how fast we go with the decisions contained in the new OCP, particularly our land-use and transportation decisions, will be the most important step our community will take toward this goal.



#### 2 - Housing and Affordability Crises

Housing and transportation represent the two biggest costs in determining how affordable or unaffordable our city will be as it grows. The new OCP decisions around density, land-use mix, community completeness, housing types and tenures, and mobility options will either greatly support or hinder our affordability goals.



#### 3 - Equity Crisis

The extent to which our city and its opportunities are equitable and accessible for all citizens, now and in the future, is strongly influenced by our city-building practices and policies. Such policies and practices guide decisions that support creating more housing options, the availability of viable transportation choices, and how the community's many needs are met. The new OCP policy choices seek to enable a more equitable city throughout every part of the Plan.



#### 4 - Public Health Crisis

The way we build cities and suburbs dramatically affects our individual health and the overall public health system. This is due to the health implications of designing opportunities for regular activity and environmental quality into our communities. The land-use and transportation policies that guide the new OCP will be the bedrock for a healthier city as we grow.



#### 5 - Infrastructure Cost Crisis

Where and how we grow has a powerful effect on overall urban economics, and particularly the infrastructure, services, amenities, and municipal taxes that residents and the City can or can't afford. In short, some types and locations of growth cost a lot more public funding, both initially and over the long term, than others. Growth that positively contributes to the local economy, and even subsidizes more expensive growth, both immediately and in the long term, will be emphasized in this OCP.



## Designing the Plan around Big Ideas

An effective Official Community Plan (OCP) begins with a strong, community-driven vision for the future. To ensure this vision was accurately captured, community feedback was actively sought and integrated in multiple phases throughout the planning process.

In addition to public input, one of the most common best practices in OCP development is to centre the Plan around “Big Ideas.” These Big Ideas, shared with the public during the engagement process,

are designed to strategically address the needs of a growing population of 100,000, while tackling critical challenges such as climate change, housing affordability, social equity, public health, and rising infrastructure costs—the ‘Five Crises’.

Some of these Big Ideas are reflected as distinct policy sections within the OCP, while others serve as the foundational principles that underpin all policies and land-use strategies.

### OCP BIG IDEAS

 <p><b>The Five Crises</b></p>	<p>All policies put forth in the OCP will either directly or indirectly address one or more of the Five Crises.</p>	 <p><b>Measuring Success</b></p>	<p>Use clear and quantifiable measurables wherever possible in the OCP to strengthen accountability, transparency, and follow-through.</p>
 <p><b>Quality City-Building</b></p>	<p>Strengthen, clarify, and consolidate our urban design, amenities, mobility, and parks/urban nature policies by creating a new section of the OCP focused entirely on high quality city-building.</p>	 <p><b>New City Centre Policy</b></p>	<p>Explore what new or expanded role the City Centre, and a clearly defined downtown within it, will play in accommodating new development.</p>
 <p><b>Parks, People-Places, and Urban Nature</b></p>	<p>Coordinate our parks and urban nature policies, while improving our understanding and approaches to urban people-places (including squares, plazas, and transformed streets) that aren't necessarily parks.</p>	 <p><b>Centres, Corridors, and Complete Communities</b></p>	<p>Review how we manage growth, along with the type, number, location, and size of urban centres and corridors.</p>
 <p><b>Transportation and Mobility</b></p>	<p>Emphasize more sustainable and equitable transportation options to provide more choice in how we get around, and explore how 42,000 new residents will move around the city without needing a lot more cars.</p>	 <p><b>A “Made in Langford” Approach</b></p>	<p>Apply a local lens to ensure we address the new Provincial housing legislation in a way that strategically benefits the future of Langford while addressing the Five Crises.</p>



A person is seen from behind, walking up a steep, rocky hill. The hill is covered in patches of moss and some dry, yellowish grass. The sky is a clear, bright blue. The person is wearing a dark shirt and pants, and has a backpack on. The overall scene is one of a quiet, natural hike.

## PART 2

# What We Heard

---



# What We Heard

## Engagement Activities and Reach

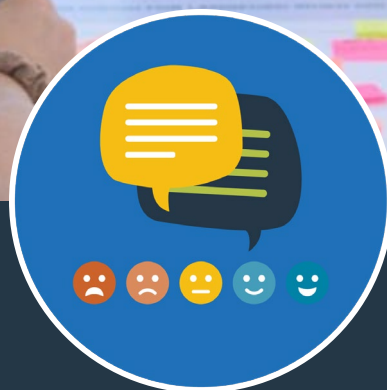
The public engagement process was divided into two main phases, each involving various consultation methods:

### Phase 1 (Summer 2024):

- **Online Survey**  
404 responses collected.
- **In-Person Engagement**  
Five community pop-up events reaching 600+ residents.
- **Social Media & Digital Outreach**  
Over 5,000 views on Facebook and Instagram, advertisements in local newspapers, and digital platforms.
- **Total Project Website Visits**  
3,260 visitors.

### Phase 2 (Fall 2024):

- **Online Surveys**  
741 responses collected from 347 individuals across four surveys.
- **In-Person Engagement**  
Open House event at Ruth King Elementary School, attended by approximately 85 residents.
- **Social Media & Digital Outreach**  
25,000+ views across digital campaigns, print ads in Times Colonist and Goldstream Gazette.
- **Total Project Website Visits**  
3,691 visitors.



The City of Langford launched a multi-phase engagement process to update its Official Community Plan (OCP), involving extensive public outreach, including online surveys, in-person events, and digital media campaigns, to gather input on key community planning priorities.

Engagement efforts focused on themes such as housing, transportation, sustainability, and community livability.



## Key Themes Across the Public Engagement Process



### Housing and Urban Growth

- Strong preference for higher-density housing near transit corridors and urban centers while minimizing urban sprawl.
- Support for mixed-use developments that integrate residential, commercial, and green spaces.
- Concerns over rapid development, construction impacts, and the need for more family-sized housing options.



### Transportation and Mobility

- Widespread support for improved public transit.
- Calls for enhanced pedestrian and cycling infrastructure to promote active transportation.
- Concerns about congestion and inadequate infrastructure to support new development.



### Community Livability and Green Spaces

- Strong support for policies to increase parks, trails, and urban forests.
- Demand for vibrant, walkable neighbourhoods with access to local shops, services, and amenities.
- Emphasis on community gathering spaces, such as urban plazas and public markets, to foster social interaction.



### Balanced Development and Infrastructure

- Calls for development that aligns with infrastructure upgrades, including roads, schools, and healthcare.
- Mixed opinions on building height limits, with some favouring mid-rise development (four to six storeys) and others preferring higher density in strategic areas.
- Concerns about ensuring new developments contribute to public amenities and community improvements.



## PART 3

# Targets and Commitments

---



# Targets and Commitments

A key objective of this OCP is to enhance accountability, transparency, and follow-through to effectively achieve the community's long-term goals. In support of this commitment, all measurable targets from each section of the OCP are consolidated and tracked to ensure they remain a central focus throughout the Plan's implementation.

The success of the OCP implementation depends on maintaining strong alignment with Corporate (Five-Year) Financial Planning, Council Strategic Plans, departmental work programs, and the availability of funding. To advance the OCP's objectives, capital planning must be coordinated with the Plan's priorities to guide investments and resource allocation that support the community's vision.

To uphold accountability and transparency, these targets will be reviewed annually. This review will assess progress on key actions and measurable targets, consider updates to corporate planning documents, and identify any emerging trends, risks, or opportunities. Staff will prepare an annual report to Council summarizing implementation progress, outcomes, and any recommended adjustments to maintain alignment with both corporate priorities and the OCP.



## The Commitment

Ensure OCP priorities, measurable targets, and implementation actions are included in annual financial, strategic, and legislated decision-making frameworks and reporting processes.

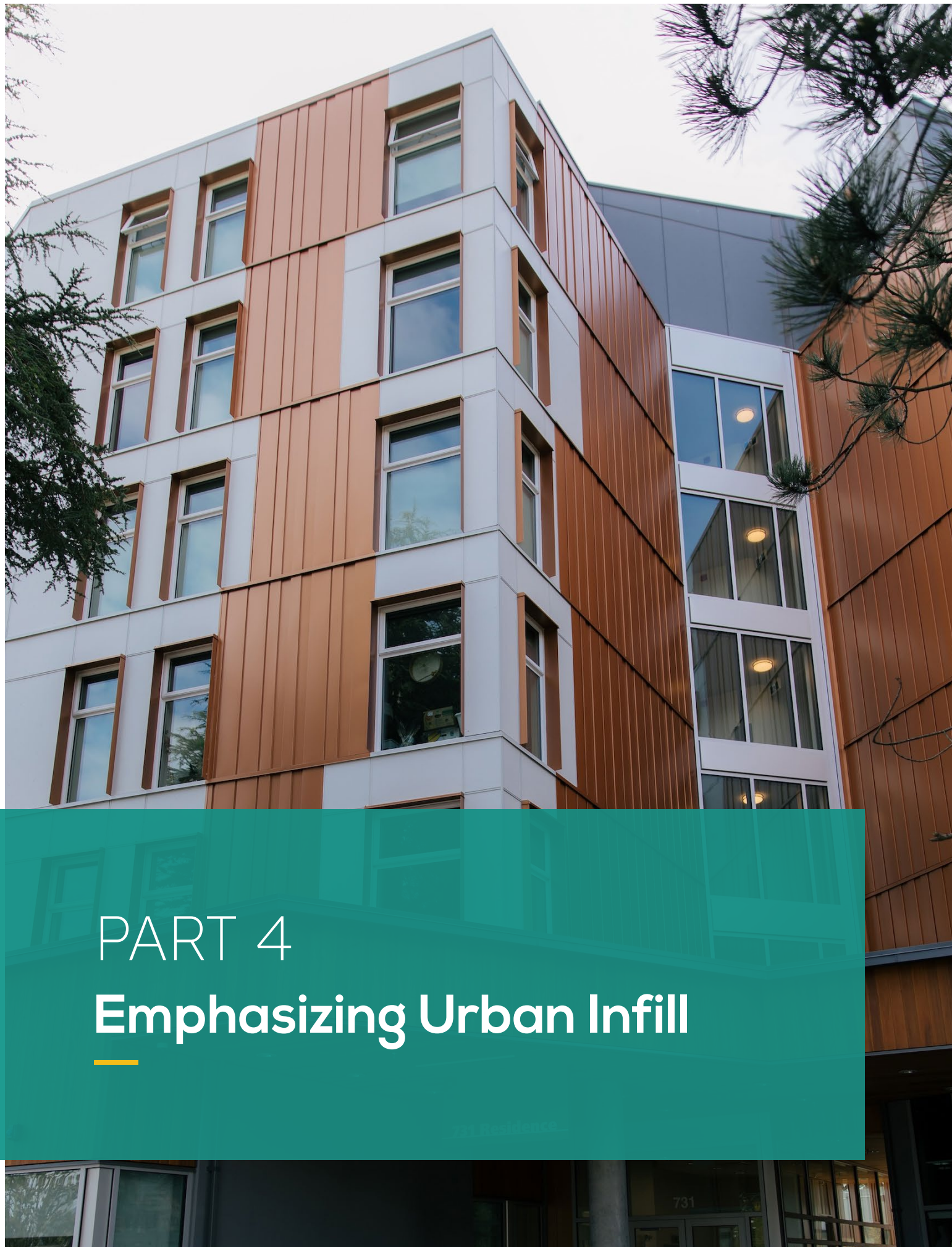


## Targets and Commitments

1. Continue to work with Indigenous partners, celebrate Indigenous culture, and ensure that our work is grounded with the intentional lens of truth and reconciliation.
2. Achieve a multi-modal transportation system that sees 42% of all trips made by walking, rolling, cycling, and/or public transit by 100,000 residents.
3. Work with BC Transit to increase the public transit mode-share target for Langford beyond their current target of 10% by 2050.
4. Ensure all areas of Langford's City Centre and Urban Centres have a walk score of 70 or higher by the time we reach 100,000 residents (indicating most errands can be accomplished within a short walk, roll, or bike ride).
5. Achieve a minimum of 5,081 new homes by 2030 and 16,942 new homes by 2045.
6. Reduce the number of households experiencing Core Housing Need to below 10% by the 2026 census.
7. Reduce the City's corporate emissions by 50% (from 2007 levels) by 2030, and achieve net zero emissions by 2050.
8. Decrease community-wide GHG emissions by 61% from 2007 levels by 2038.
9. Ensure an urban forest canopy of at least 40% in 2050.
10. Plant at least 300-600 new trees (excluding replacement trees) per year on public and private property.
11. Establish a minimum of one community garden per neighborhood by the time we reach 100,000 residents.
12. Increase the amount City-owned parkland by 50% by the time we reach 100,000 residents.
13. Ensure 95% of residents live within 400m of a usable park or public space by the time we reach 100,000 residents.







## PART 4

# Emphasizing Urban Infill

---

## Emphasizing Urban Infill

As noted, about 17,000 new homes will be needed to support a population of 100,000 and meet Langford's Housing Needs Report requirements. Significantly, approximately 40%-50% of this housing is already accounted for through previous zoning approvals. These zoned lands include considerable areas of lower-density development that are generally car-dependent today, although it is anticipated that new commercial and mixed-use areas will emerge to improve access to shops, services, amenities, and public transit as build-out occurs.

To support growth based on the Big Ideas of this OCP and the sustainable vision of the community established through public engagement, the new housing approvals enabled by this OCP focus on denser, multi-modal, multi-family "infill" development in the City Centre, existing and new Urban Centres, Corridors, and Complete Communities (see Part 6 – Land Use and Growth Management Strategy).

In the context of this OCP, infill refers to compact urban development generally located within the built-up urban areas that are supported by walking, rolling, biking, and transit. This is distinct from "greenfield" development, which generally refers to lower density, car-dependent sprawl usually (but not always) located on the edge of the built-up area. It is important to note that from a purely location-based perspective, not all infill is beneficial (as it can be single-use, low density and lacking mobility choice), and not all greenfield development is detrimental (as it can be dense, mixed-use, and multi-modal). Thus, the crucial factors are mobility choice, mixed-use spaces, and density.



### The Commitment

The majority of new growth, except for the completion of existing zoned approvals for greenfield developments, will be through urban multi-modal infill development, with no new car-dependent greenfield rezoning permissions given in the city relative to this OCP to 100,000 residents.



Multi-modal infill is a strategic, economically viable, and socially and environmentally responsible approach that is essential to realizing the vision outlined in this OCP. By prioritizing key areas that can accommodate increased residential and commercial land uses while enabling greater choices in housing, jobs, transportation, and services, this approach is a significant way of addressing the Five Crises. It supports critical mode-shift targets by reducing traffic congestion while accommodating a growing number of trips, and promotes high-quality, cost-effective urban development with broad public benefits. These benefits, strongly supported by the community during public engagement, include the efficient use of infrastructure, thoughtful urban design, improved access to a variety of amenities, a diverse mix of housing for all ages and life stages, and convenient access to a range of active transportation options for daily commutes and errands.

In this way, multi-modal infill aligns land-use and transportation planning, adding homes, jobs, and services without significantly increasing vehicle congestion in order to support a more sustainable and efficient city that prioritizes quality of life and overall well-being.

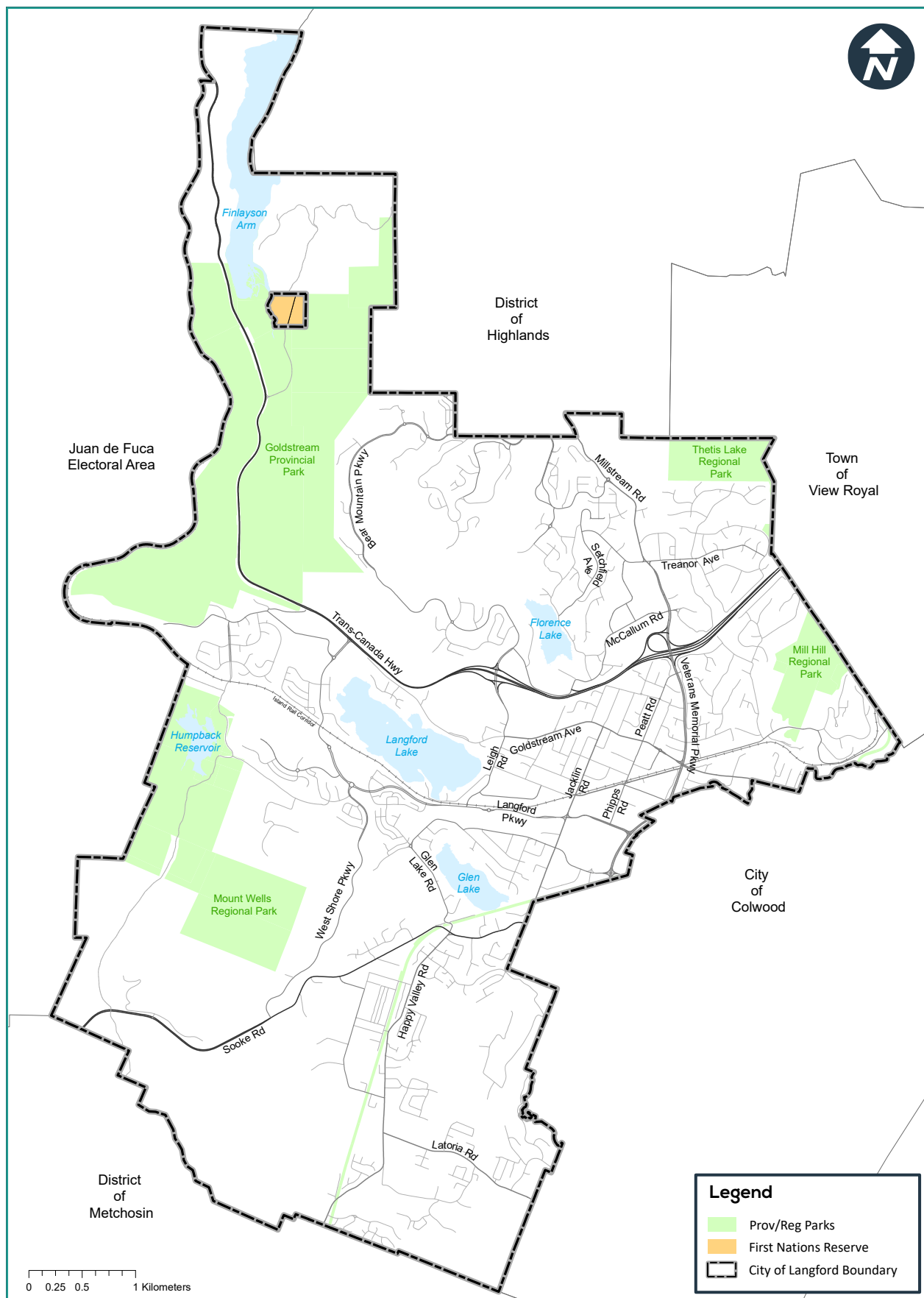
This OCP identifies ample urban locations for beneficial infill growth near key infrastructure, including anticipated expansions to public transit. Therefore, proposals to develop greenfield locations in a more urban way would not be considered necessary, strategic, or beneficial.

**Moving forward with this approach is essential. If additional car-dependent greenfield development is enabled through approvals during the life of this Plan beyond the already committed 40-50%, the many stated policy goals and targets of both this OCP, and its predecessor, will not be achievable.**

Regional-level goals and policy objectives would similarly not be achievable. Aligning planning with action is crucial to realizing the City's vision effectively and authentically. By ensuring this alignment, the City can avoid significant costs and create a thriving environment for both current and future residents.

While this strategy incorporates best practices in city planning, it is also driven by community input. During public engagement, Langford residents strongly supported the BIG Ideas shaping this Plan, including tackling the housing and affordability crisis, enhancing social equity, responding to the climate emergency, promoting active living, and making more efficient land use and infrastructure decisions. Prioritizing multi-modal infill over greenfield development is essential to turning these ideas into action.





MAP 1: PLANNING AREA





# PART 5

## Mobility Choice, Not Car Dependency

---

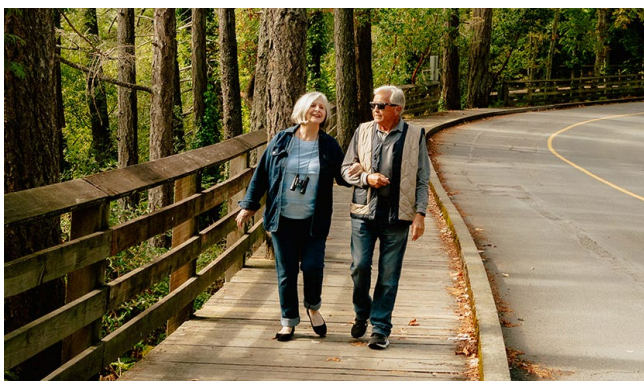


# Mobility Choice, Not Car Dependency

This OCP prioritizes greater mobility choice by reducing reliance on cars and supporting transportation options that lower costs, cut emissions, reduce pollution, use space more efficiently, and improve overall public benefits.

Experience from other cities shows that building additional or wider roads does not reduce congestion. Instead, it encourages more driving, leading to increased costs, environmental impacts, and continued traffic issues, an effect known as “induced demand” or the “fundamental law of congestion.”

The best solution is a range of reliable and accessible transportation options, combined with smart land-use and safe, connected infrastructure. Success depends on ensuring that homes, shops, services, parks, and amenities are located near multiple transportation choices. A well-planned network benefits everyone, including those who need or prefer to drive, by reducing congestion and offering more flexibility in daily travel.



## The Challenge

Langford remains highly dependent on automobiles, with the lack of comfortable and accessible infrastructure identified as the top barrier preventing residents from choosing active transportation. How do we support a growing population and increasing numbers of visitors while improving mobility and avoiding greater vehicle congestion and its consequences?

## Desired Outcomes

1. The city's multi-modal transportation system will reflect the Modal Hierarchy.
2. Langford will have an integrated multi-modal transportation network that serves all ages and abilities.
3. A balanced policy between ridership and coverage will ensure reliable public transit access for all residents through the City's strong partnership with BC Transit.
4. All city-building policies and bylaws will contain a clear and strong synergy between smart land use planning and enhanced mobility options.

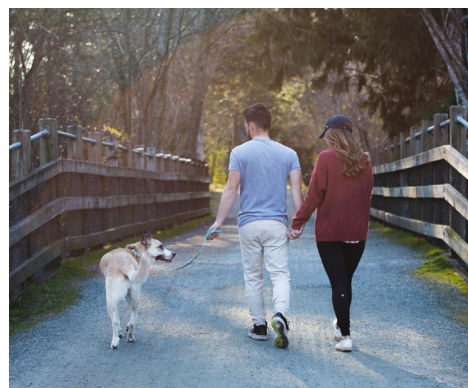
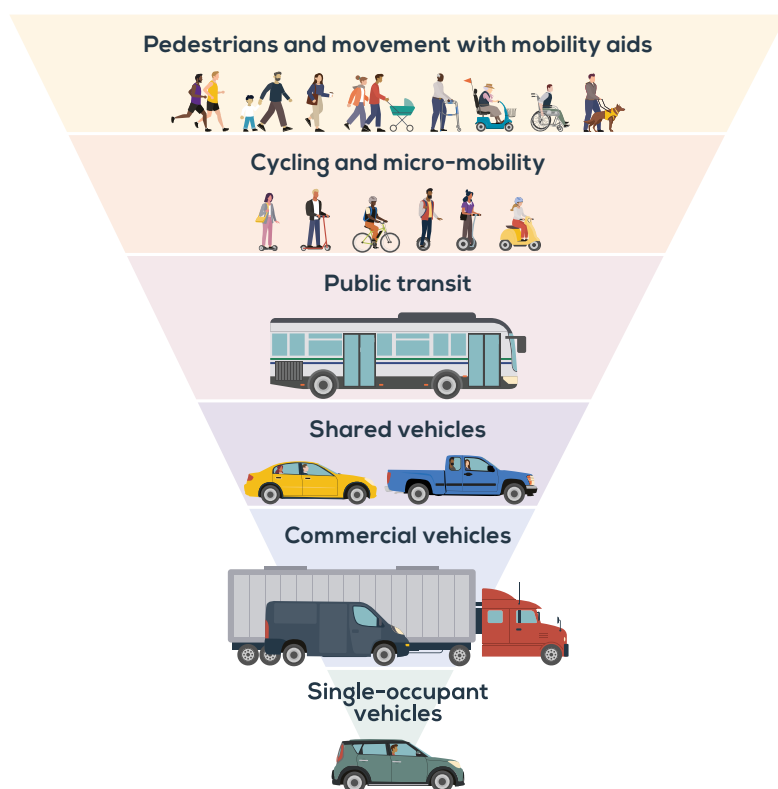




## Desired Outcome #1: The city's multi-modal transportation system will reflect the Modal Hierarchy.

5.1. Direct all transportation infrastructure improvements and guide all aspects of the Active Transportation Plan, Transportation Master Plan, and integrated land-use decisions according to the following Modal Hierarchy:

- A. Pedestrians and movement with mobility aids.
- B. Cycling and micro-mobility.
- C. Public transit.
- D. Shared vehicles.
- E. Commercial vehicles.
- F. Single-occupant vehicles.



- 5.2. Incentivize active transportation modes such as walking, rolling, and cycling by creating a convenient, comfortable, accessible, and attractive experience.
- 5.3. Support and facilitate multi-modal trips involving more than one mode, such as biking, transit and walking in a single trip.
- 5.4. Improve bike and active transportation parking/storage and end-user facilities.
- 5.5. Implement vehicle parking maximums where considered strategic in existing or planned highly urban and multi-modal areas.
- 5.6. Reduce or remove parking minimums in the City Centre and key Urban Centres and Corridors, while improving bike and active transportation parking/storage and end-user facilities.
- 5.7. Eliminate minimum parking requirements for affordable housing built or operated by non-market housing providers in the City Centre or other key Centres and Corridors.
- 5.8. Advocate to other levels of government to prioritize their improvements to the multi-modal network in key growth areas, with a focus on the Modal Hierarchy.
- 5.9. Work with other levels of government and external agencies, such as BC Transit, the Capital Regional District, the Sooke School District, and the Ministry of Transportation and Transit to align their long-term plans with this OCP, the Transportation Master Plan, and the Active Transportation Plan to collaboratively achieve the mode shift target.
- 5.10. Assist the CRD in meeting the Regional Growth Strategy's 2038 target by aligning, where possible, key policies, plans, and bylaws.



### Multi-modal infrastructure

Streets, paths, and public spaces designed to support different ways of getting around—like walking, biking, taking the bus, and driving.





2

## Desired Outcome #2: Langford will have an integrated multi-modal transportation network that serves all ages and abilities.

- 5.11. Create a complete active transportation network of corridors, that are physically separated from vehicular traffic where possible, to link neighbourhoods to Urban Centres and Corridors, transit hubs, and regional active transportation corridors.
- 5.12. Improve the existing Galloping Goose and E&N Rail Trail corridors by supporting paving initiatives and street crossing visibility improvements at major road network crossings.
- 5.13. Wherever possible, the principles of AAA (all ages and abilities) infrastructure will be applied to the design of new streets, and when retrofitting existing streets.
- 5.14. Strategically implement traffic diversion strategies that allow for pedestrian and cycling passage but not vehicles.
- 5.15. Improve safety measures along streets and intersections by ensuring adequate lighting, incorporating raised crossings where appropriate, ensuring audio and visual signals to indicate safe crossing, and other similar measures where warranted.
- 5.16. Enhance wayfinding signage across the city to help residents and visitors navigate key areas and landmarks more easily.
- 5.17. Ensure accessible parking and loading spaces are appropriately dimensioned to accommodate different types of accessible vehicles, are located near building entrances, and incorporate ramps or let-downs to ensure safe and convenient access from the parking space to sidewalks and pathways.
- 5.18. Implement traffic calming strategies consistent with the intended function of the street.
- 5.19. Where appropriate, implement traffic calming measures that use design techniques to reduce vehicle traffic speeds and discourage through-traffic while improving safe and direct passage for other users.
- 5.20. Ensure safe interactions between all modes along streets and at intersections. Where volumes and conflicts are high, prioritize physical separations where possible.
- 5.21. Improve active transportation facilities by such means as reducing unnecessary barriers, increasing convenient and prioritized opportunities for crossing busy roads safely, and providing direct routes where possible.
- 5.22. Work with neighbouring municipalities and other levels of government to align improvements to the multi-modal network to create a seamless transition for all street users as they cross municipal borders and different jurisdictions.
- 5.23. Prioritize connectivity for multi-modal transportation between North and South Langford.





**Desired Outcome #3: A balanced policy between ridership and coverage will ensure reliable public transit access for all residents through the City's strong partnership with BC Transit.**

- 5.24. Work with BC Transit to prioritize transit service investment and the installation of new transit-rider amenities along key transit corridors and transit hubs, including bicycle storage facilities, sidewalks, bus stop shelters, and washrooms.
- 5.25. Support BC Transit in initiatives to improve operational efficiencies and reliability of transit service, particularly along identified Frequent and Rapid Transit corridors. Measures may include queue jumpers, bus priority at traffic signals, and dedicated transit lanes, where appropriate.
- 5.26. Ensure street design and private development integrates accessible 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.
- 5.27. Make provisions for transit rights-of-way where appropriate to support the implementation of planned transit corridors and new transit hubs.



**Desired Outcome #4: All city-building policies and bylaws will contain a clear and strong synergy between smart land use planning and enhanced mobility options.**

- 5.28. Ensure the City Centre, Urban Centres, and key Corridors have densities and land-use mixes that specifically support walking, biking, rolling, and public transit, and can become locations for future transit-oriented areas.



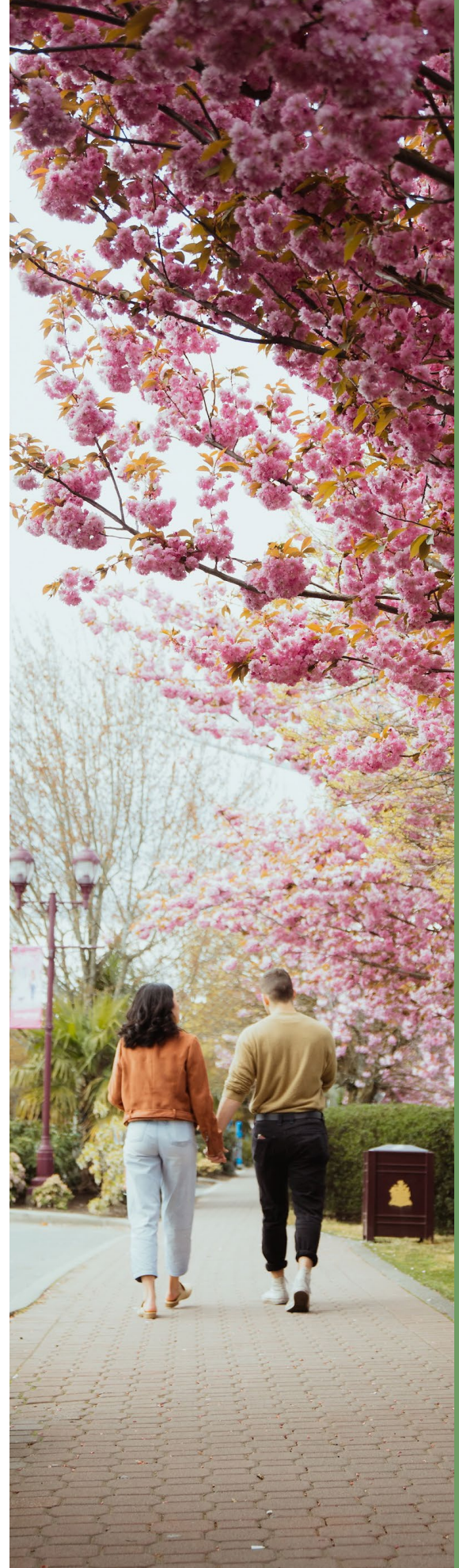




## Targets and Commitments

### To achieve the desired outcomes, Langford will:

- 5.29. Continue to assess the option of replacing bus rapid transit (BRT) with light rail transit (LRT) during the life of this plan. The growth and land use strategies in this OCP support successful BRT, but also provide the basis for future considerations of LRT.
- 5.30. Achieve a multi-modal transportation system that sees 42% of all trips made by walking, rolling, cycling, and/or public transit by the time we reach 100,000 residents (2022 data identified the current trip share for these modes at 13%).
- 5.31. Work with BC Transit to increase the public transit mode-share target for Langford beyond their current target of 10% by 2050.
- 5.32. Work with BC Transit to consider policy options that address the tension between transit ridership and coverage. Possible policies include ensuring that 50% of residents are within a five-minute walk of frequent transit and 90% of residents are within a five-minute walk of all transit in alignment with the regional targets.
- 5.33. Ensure all areas of Langford's City Centre and Urban Centres have a walk score of 70 or higher by the time we reach 100,000 residents (indicating most errands can be accomplished within a short walk, roll, or bike ride).
- 5.34. Continue to implement safe routes to schools programs and encourage students to walk, roll, and bike to school.
- 5.35. Establish and maintain a Transportation Master Plan (TMP) and Active Transportation Plan (ATP) to guide upgrades and improvements to Langford's multi-modal transportation network. These plans will include:
  - 5.35.1. Measures that would achieve the city's mode-split target of 42% with key partners.
  - 5.35.2. Specific strategies and actions to create a multi-modal transportation network that will significantly improve transportation choices within and through the city and achieve the stated mode shift target and modal hierarchy in a safe, inclusive, and accessible manner.





- 5.35.3. A long-term network plan for the City Centre and other designated Urban Centres and Corridors to define a finely-grained and connected multi-modal network that facilitates greater densities and transportation choices in key targeted growth areas.
- 5.35.4. The location of preferred and viable transit priority corridors for expanded frequent and rapid bus service and future higher-order transit service.
- 5.35.5. The location of a viable active transportation corridor network that would successfully connect North Langford to the City Centre and connect neighborhoods to Urban Centres and the Galloping Goose or E&N Rail Trail corridors.
- 5.35.6. A “Complete Streets” strategy that increases transportation choices within planned and current streets, and which:
  - i. Ensures safe, accessible, attractive, and comfortable active transportation facilities that are buffered from vehicular traffic as much as feasible through the use of separated boulevards or bollards, and includes street trees or street furniture.
  - ii. Aligns improvements with neighbouring municipalities as well as regional and provincial standards to create seamless connectivity at borders.
  - iii. Identifies pedestrian priority areas in Urban Centres where pedestrian environments are to be especially encouraged.
  - iv. Ties in best practices of urban design, functionality, place-making, and weather protection into the public realm.
- 5.35.7. A recommended implementation plan that will include:
  - i. High-level cost estimates and potential funding sources.
  - ii. A phasing strategy for short-, mid-, and long-term priorities. Short- and mid-term priorities will include improvements in the City Centre as well as other Urban Centres and Corridors to ensure a multi-modal network in high density areas.
  - iii. Recommended amendments to other City plans, bylaws, and policies to incorporate Complete Streets principles into mandated road cross-sections.





- 5.36. Develop a Transportation Demand Management (TDM) strategy with specific and achievable TDM goals and objectives for new developments as well as existing developed areas, which may include the following:
- 5.36.1. Require new development proponents to develop site-specific TDM strategies and ensure implementation of agreed TDM measures, such as exceeding minimum bicycle parking standards and providing bike amenities (such as a repair and wash station).
  - 5.36.2. Advocate to implement TDM measures in existing developed areas by working with key partners, such as BC Transit, shared micromobility operators, and car-share operators to expand or establish additional mobility options.
  - 5.36.3. Work with key partners and transit agencies to implement transit pass programs for major workplaces, schools (all levels), and/or existing residential buildings.
- 5.37. In addition to strategic and proactive action in the context of capital budgets, work collaboratively with key partners to secure public right of way dedications as a condition of rezoning, subdivision, and/or building permit approval to create a multi-modal network in alignment with the TMP and ATP, including:
- 5.37.1. Road widening to facilitate active transportation infrastructure, dedicated bus lanes, and transit-rider amenities.
  - 5.37.2. Road or right-of-way dedication to establish new transit hubs.
  - 5.37.3. New pathways to shorten distances to walk, roll, or bike to transit, parks, shops and services.
- 5.38. Continue to discuss opportunities to maximize alignment between the City's OCP and BC Transit's *Victoria Regional Transit Plan*.
- 5.39. Commit to making the Langford Exchange transit station more comfortable and accessible, so that everyone feels welcome and secure. These may be interim improvements until a permanent station is established, or the current site is fully redesigned.







PART 6

# Land Use and Growth Management Strategy

---



# Land-Use and Growth Management Strategy

## The Plan at a Glance

The land-use and growth management strategy is the heart of an OCP, as it guides land use decisions and defines where and how the city will grow as we plan to meet the needs of 100,000 residents.

The “4Cs” concept of place hierarchy—City Centre, Urban Centres, Corridors, and Complete Communities—is the foundation of this Part. It establishes a hierarchy of designations where different types of development will be enabled in order to direct the desired land-use mix and density into the right areas of the city and support the desired outcomes of the OCP. The remaining urban fabric of the city consists of distinct focal points for employment, parks, agricultural uses, as well as a diversity of existing zoned areas.

The following table summarizes the land use and density permitted within the designations covering the intended growth areas of this Plan:



## Density Bonusing

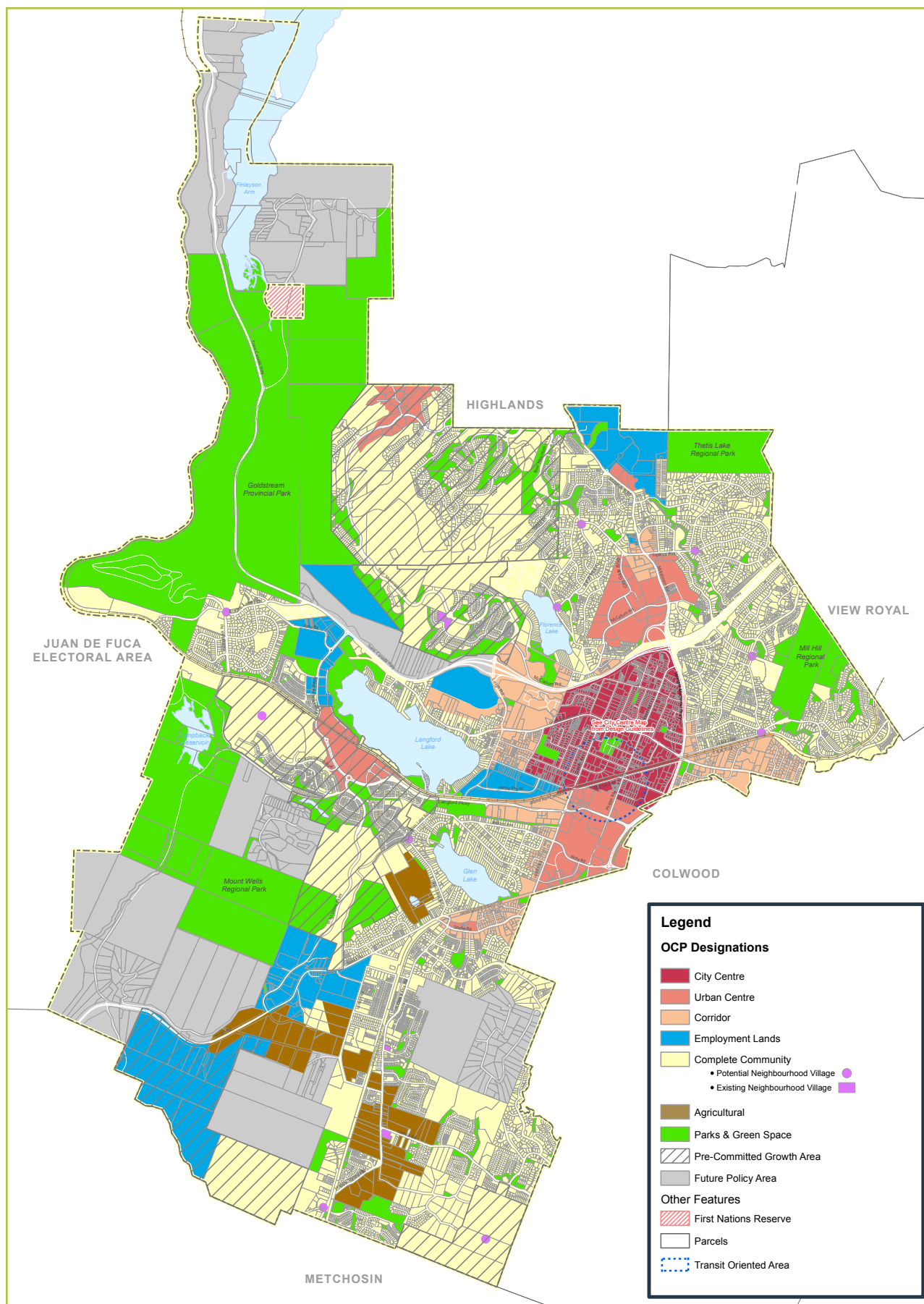
A system where developers are allowed to build more (like extra floors or units) in exchange for providing public benefits, like parks, affordable housing, libraries, etc.



LAND-USE DESIGNATION	LAND-USE AND DENSITY
City Centre - Downtown	<ul style="list-style-type: none"> <li>Multi-family residential, commercial, and institutional uses are permitted.</li> <li>Mandatory ground floor commercial uses are required throughout this area.</li> <li>On Goldstream Avenue and portions of Peatt Road, highly street activating retail/restaurant/commercial uses are required.</li> <li>Maximum height of 28 storeys,* including the mandatory ground floor commercial.</li> <li>An additional two storeys are permitted for additional non-residential floors, to a maximum of 30 storeys.*</li> </ul>
City Centre – Moderate High-Rise	<ul style="list-style-type: none"> <li>Multi-family residential, commercial, and institutional uses are permitted.</li> <li>Maximum height of 12 storeys,* including optional ground floor commercial.</li> </ul>
City Centre – Mid-Rise	<ul style="list-style-type: none"> <li>Multi-family residential, commercial, and institutional uses are permitted.</li> <li>Maximum height of six storeys,* including optional ground floor commercial on corner lots.</li> </ul>
Urban Centres	<ul style="list-style-type: none"> <li>Multi-family residential, commercial, and institutional uses are permitted.</li> <li>Maximum height of 22 storeys,* including mandatory ground floor commercial fronting the street.</li> <li>An additional two storeys are permitted for additional non-residential floors, to a maximum of 24 storeys.*</li> </ul>
Corridors	<ul style="list-style-type: none"> <li>Multi-family residential, commercial, institutional, and compatible light industrial uses are permitted.</li> <li>Maximum height of six storeys,* including choice of residential and/or non-residential uses.</li> </ul>
Complete Communities	<p><b>Throughout the designation</b></p> <ul style="list-style-type: none"> <li>Walk-up residential buildings are permitted, including a range of housing types to a maximum height of three storeys.</li> </ul> <p><b>Neighbourhood Villages</b></p> <ul style="list-style-type: none"> <li>Multi-family residential, commercial, and institutional uses are permitted.</li> <li>Maximum height of six storeys, including mandatory ground floor retail, restaurants/cafes and street-activating services.</li> <li>Located at key intersections.</li> </ul> <p><b>Corner Convenience</b></p> <ul style="list-style-type: none"> <li>Multi-family residential, commercial, and institutional uses are permitted.</li> <li>Maximum height of four storeys, including mandatory ground floor retail, restaurant/cafe, or neighbourhood services.</li> <li>Located at intersections.</li> </ul>
Employment Lands	<ul style="list-style-type: none"> <li>Limited to light industrial land uses and limited accessory or small-scale retail and office space.</li> <li>Maximum height of three storeys.*</li> </ul>

*\*This is height subject to continuing density bonusing considerations (see section 7 – High Quality City Building) and thus may not be permissible without additional expectations relating to public benefits.*





MAP 2: CITY OF LANGFORD - GROWTH MANAGEMENT & LAND USE STRATEGY

## 6. Land-Use Designations

### 6.1. City Centre with a Defined Downtown

Langford's City Centre is envisioned as a high-density, highly mixed, vibrant, and walkable area with convenient multi-modal connections to a range of transportation options, regional hubs, and other neighbourhoods. The City Centre is divided into a defined Downtown, plus three downtown-supporting sub-areas: Moderate High-Rise, Mid-Rise, and an Industrial Innovation Area. Each area plays a key role in the function and overall success of the larger City Centre and a vibrant, thriving downtown.

The Downtown will be the economic, social, arts, cultural, and entertainment core of the city, featuring the highest density and tallest buildings, with mandated mixed-use including a high concentration of active pedestrian-oriented uses along Goldstream Avenue and Peatt Road, which represent the downtown area's "main streets." Goldstream Avenue is intended to be the heart of downtown Langford; the "centre of the centre."

Development density will generally extend outward from the Downtown, incorporating urban nature, people-centered spaces, and high-quality urban design. The City Centre areas immediately adjacent to the Downtown shall be highly walkable, interconnected, and architecturally diverse areas with housing that supports and is supported by the Downtown. The City Centre will create community cohesiveness through civic features, mixed-use, and walkable high-density residential developments.



### Desired Outcomes

1. The long-term development pattern of the City Centre will include a vibrant, mixed-use Downtown that supports and is supported by surrounding neighbourhoods.
2. The City Centre will be a well-established regional growth, employment, and transportation hub, serving as the heart of the West Shore.
3. A distinct, people-centered Downtown will provide a safe and inviting environment for all, featuring core shopping and service needs as well as a livable urban neighbourhood with vibrant streets, civic uses, and accessible, well-used public spaces.





**Desired Outcome #1: The long-term development pattern of the City Centre will include a vibrant, mixed-use Downtown that supports and is supported by surrounding neighbourhoods.**

6.1.1. To integrate land-use and transportation priorities, Map 3 (City Centre Map) establishes the long-term development pattern for the City Centre, and includes three main sub-areas, described below, plus an Industrial Innovation Area, described in Section 6.2. All policy areas are subject to the design provisions provided by Part 7 – High Quality City-Building, including podium requirements and other public benefits. Community supporting spaces such as parks, community gardens, and schools are permitted throughout as stand-alone uses.

**i. Downtown**

- » This is a high density, mixed-use area permitting a range of multi-family residential, commercial, and institutional land uses.
- » Buildings up to 28 storeys,\* including mandatory ground floor commercial uses, are permitted.
- » An additional two storeys containing non-residential uses are permitted, for a maximum of 30 storeys.\*
- » Buildings fronting Goldstream Avenue or Peatt Road between Brock Avenue and Station Road must incorporate ground floor commercial uses that are highly active and pedestrian-oriented, such as restaurants, retail shops, and personal services (e.g. hair salons). Uses such as financial institutions, office space, and service uses that typically provide blank walls at the street edge should be located on the second floor.

**ii. Moderate High-Rise Residential**

- » This is a primarily multi-family residential area surrounding the Downtown.

- » A range of optional commercial and institutional uses are permitted on the ground floor.
- » Buildings up to 12 storeys\* are permitted.

**iii. Mid-Rise Residential**

- » This is a primarily multi-family residential area around the edges of the City Centre.
- » When buildings are located on a corner, a range of optional commercial and institutional uses are permitted on the ground floor.
- » Buildings up to 6 storeys\* are permitted.

**iv. Industrial Innovation Area**

- » This distinctive area within the City Centre will blend the existing industrial uses with the added benefit of creative place-making and “third spaces”—public and commercial areas outside of homes and workplaces where people can gather, network, create art, and socialize.

6.1.2. Council may, at their discretion, consider rezoning applications that deviate from the City Centre Map as outlined below:

- i. Where a land assembly proposes to consolidate parcels within multiple sub-areas of the City Centre, the higher density policies may be applied to the entire land assembly, provided that the design maintains the intent to locate the tallest portion of the building along the street in the higher density sub-area, and provides an appropriate transition to the lower density sub-area.

*\*This is height subject to continuing density bonusing considerations (see section 7 – High Quality City Building) and thus may not be permissible without additional expectations relating to public benefits.*

## Why tall buildings?

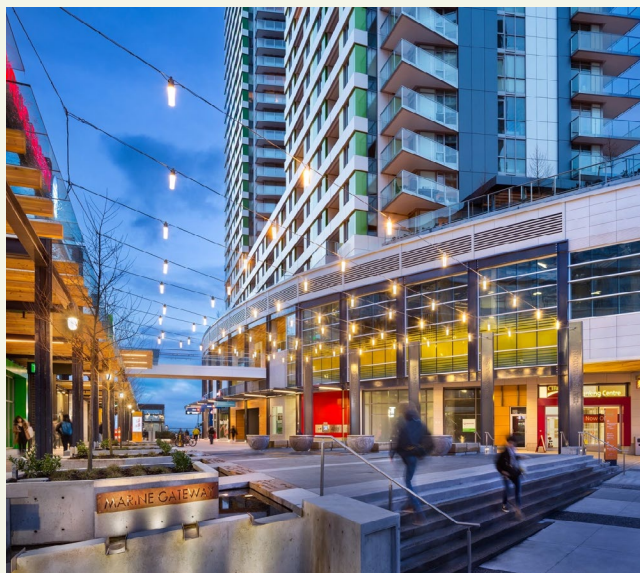
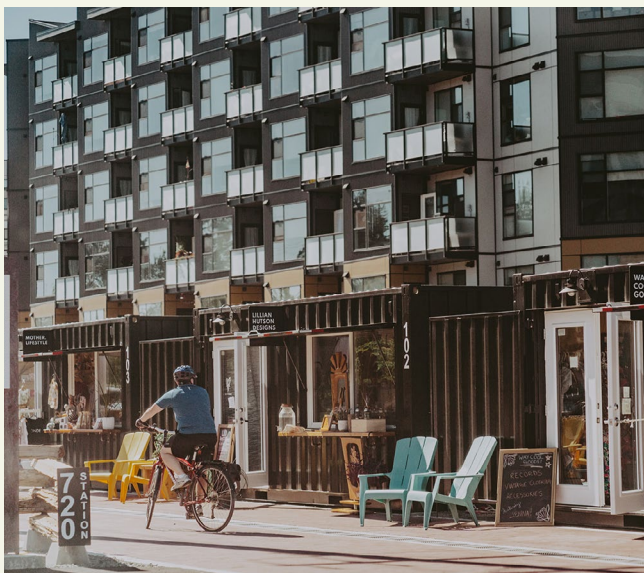
Tall buildings continue to be enabled by this Plan to help Langford achieve a range of important and intentional public policy goals. While high-rise buildings can generate diverse and often strong opinions, decisions in this Plan regarding increased building height and density have been guided by openly discussed and widely supported public interest objectives identified during the planning process.

It is important to clearly state that this Plan is primarily a low-rise and mid-rise plan, with towers enabled only in select and strategic locations across the city. It's also important to note that one of the most significant changes compared to the previous OCP is that building heights are now clarified through specific height limits, which represent a strategic reduction in permissible height from what was previously allowed. Unlike the earlier approach, which did not include height limits, this Plan offers greater clarity and predictability while continuing to support density-related public policy objectives.

The inclusion of tall and dense buildings directly supports the City's response to all Five Crises that have shaped this Plan, based on strong public support (see Page 5 – Tackling the Five Crises). Enabling higher-density, community-oriented development in well-connected urban areas supports more efficient and sustainable use of land, expands housing choices; reduces car dependency by increasing mobility options such as walking, rolling, biking, and public transit to meet daily needs; supports alignments for future higher-order transit, including light-rail; and contributes to a strong, vibrant, and successful downtown and other urban centres.

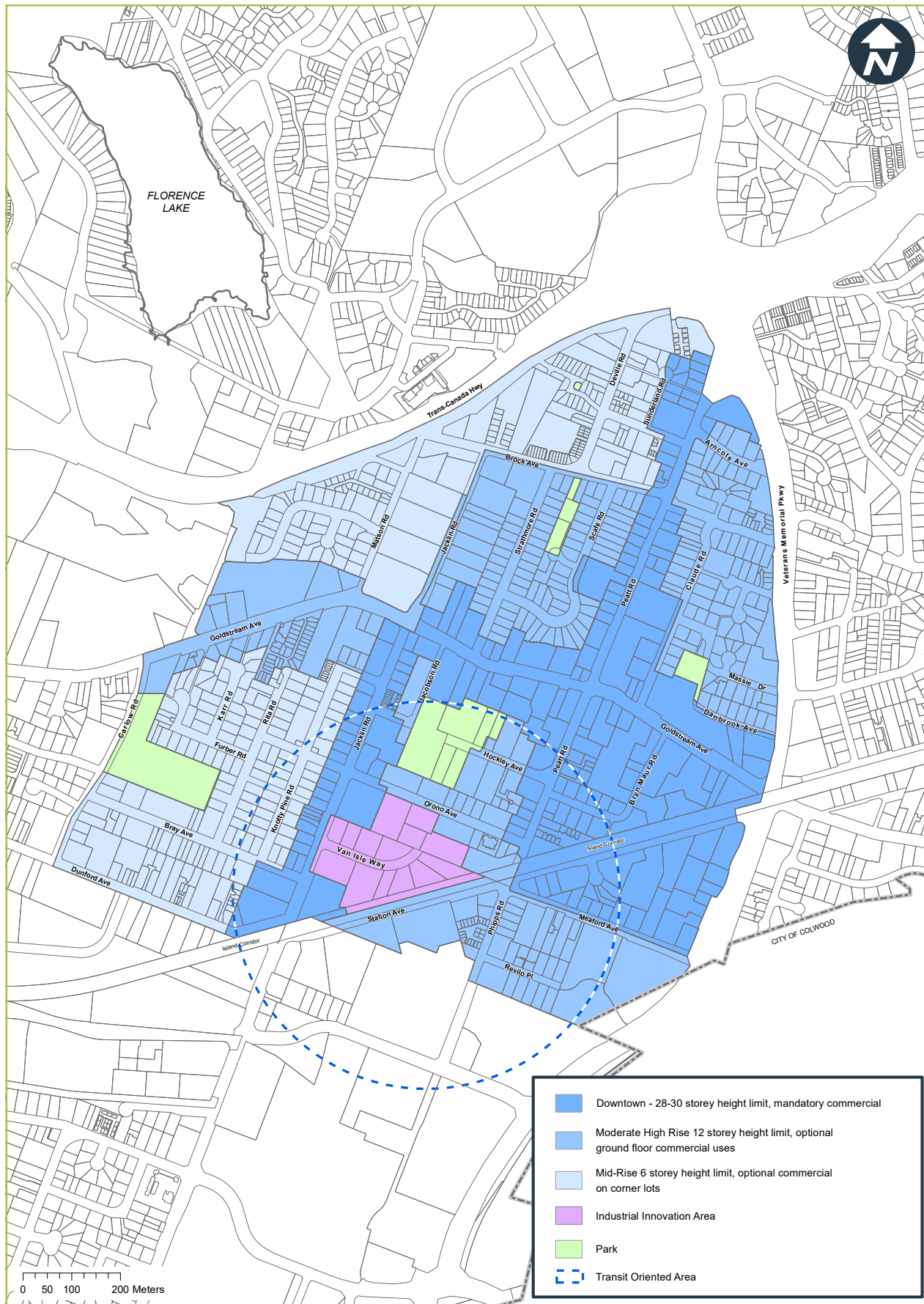
Beyond policy considerations, there is a clear and growing demand for high-density, multi-family housing in walkable, transit-connected communities, with many people actively choosing these living environments.

This Plan emphasizes doing building height and density in the right places, incorporating design and livability elements strategically and successfully. The highest and clearest design expectations in this Plan are applied to tall buildings (see High Quality City Building).



*Examples of mid-rise and tall buildings.*





MAP 3: CITY CENTRE MAP



## Desired Outcome #2: The City Centre will be a well-established regional growth, employment, and transportation hub, serving as the heart of the West Shore.

- 6.1.3. Ensure commercial, office, and institutional uses (including community services such as health care, childcare, social service supports, education) are incorporated into new development to improve access to shops, services, and amenities for local residents and the region.
- 6.1.4. Create and secure through-block walkways, people-places including plazas, squares, and parks, using tools like road dedication, conditions of rezoning, and density benefits bylaws to secure public amenities and better connect Downtown to the surrounding neighbourhoods.
- 6.1.5. Encourage the use of active and alternative transportation by improving connections to multi-modal infrastructure and promoting higher-density, mixed-use development around Goldstream Avenue, Jacklin Road, Peatt Road, and Station Avenue.



*Example of a mixed-use development with through-block walkways and people-places.*





**Desired Outcome #3:** A distinct, people-centered Downtown will provide a safe and inviting environment for all, featuring core shopping and service needs as well as a livable urban neighbourhood with vibrant streets, civic uses, and accessible, well-used public spaces.

- 6.1.6. Establish the Downtown as a vibrant community gathering place, with civic, academic, and public buildings acting as prominent landmarks.
- 6.1.7. Integrate urban nature and people-places in a manner that contributes to the overall livability of the City Centre and all of Langford (see Part 7 – High Quality City Building and Part 14 – Parks, Places, and Services for People).
- 6.1.8. Require new development to incorporate active building frontages facing the street. This can be in the form of individually accessed shops, services, and/or residential “front doors” with a slight grade change, as required or enabled through Section 6.1.1.
- 6.1.9. Establish well-designed public space features, including wide, comfortable sidewalks, pedestrian walkways, transformed streets, and frequently spaced street trees.
- 6.1.10. Ensure developments achieve, where possible and strategic, qualitative factors that improve the design and comfort of sidewalks and bus stops through frontage improvements.
- 6.1.11. Develop strategies to acquire and create key public spaces, such as urban plazas, squares, and parks throughout the City Centre.
- 6.1.12. Create animated streetscapes, featuring engaging and interactive public art and thoughtfully designed people-places to celebrate the city’s cultural and natural history.



## 6.2. City Centre Sub-Area: Industrial Innovation Area

The City Centre Industrial Innovation Area is designed to foster cross-sector collaboration that drives creativity, innovation, research, development, arts, culture, and job creation. This distinctive area within the City Centre will blend the existing industrial uses with the added benefit of creative place-making and “third spaces”—public and commercial areas outside of homes and workplaces where people can gather, network, create art, and socialize. These spaces will serve as hubs for connection, collaboration, and innovation, offering creative individuals and entrepreneurs opportunities to meet, exchange ideas, and work together (refer to Part 12 - Embracing the Creative City).

The Industrial Innovation Area will be underpinned by sustainable infrastructure, high-performance buildings, public art/murals, access to rapid transit, and a culture of creativity and innovation.

- 6.2.1. Explore mechanisms to provide affordable, non-profit arts and cultural spaces within the Industrial Innovation Area.
- 6.2.2. Establish Van Isle Way as a mid-block walkway connecting Jacklin Road to Orono Avenue.
- 6.2.3. Where possible, create a pedestrian through-fare linking Van Isle Way to the rapid transit station on Station Avenue.
- 6.2.4. Prioritize the completion of sidewalks and planting of street trees.
- 6.2.5. Maintain sufficient truck movement for goods and services, loading, and heavy equipment.
- 6.2.6. Allow for expanded commercial/light industrial uses, including breweries, brewpubs, coffee roasters, distilleries, and other pseudo-industrial activities, contributing to the vibrancy of the area.
- 6.2.7. Improve the design of public spaces to foster a more unique and creative urban environment.
- 6.2.8. Where appropriate, certain housing types that do not significantly increase land values or create land use incompatibilities will be considered. Proposals will be evaluated with attention to access to green space, services, active and public transportation routes, and the suitability of the site in relation to noise and environmental hazards.
- 6.2.9. Engage business operators that work in the area, as well as local artists, developers, and consultants to establish a specific land-use strategy.





## 6.3. Urban Centres and Corridors

In the context of planning, Centres are like convergence points and Corridors are like connections. Both can be walkable, bikeable, and transit-supported destinations – places and areas where people meet and spend time amongst street-oriented uses.

Taking an Urban Centres and Corridors approach to development provides an effective solution for supporting growth and density while alleviating traffic congestion. This is achieved by redeveloping or “intensifying” key existing areas with mixed land-uses, including housing, offices, retail stores, services, schools, and parks.

By prioritizing compact, mixed-use development in these areas, we can lower infrastructure costs and increase housing and mobility choices while fostering more complete communities—places where residents can shop, work, and play within a 15-minute walk, roll, or bike ride from home.

Urban Centres are planned to feature the second-highest density levels (after the Downtown) and a diverse mix of land-uses, including a range of employment, services, and housing, supported by multi-modal transportation routes. These areas are mandated mixed-use with a blend of medium and high-rise building types. Urban Centres are connected to the City Centre by Corridors and complete streets (see Part 5 – Mobility Choice, Not Car Dependency), and are ideal locations for future transit hubs.

Corridors offer “choice of use” opportunities, meaning development can consist of multi-family residential, commercial, or a mix of both. Typical building forms are low-rise to mid-rise buildings (up to 6-storeys) or standalone commercial. Corridors play a key role in supporting the city’s transit and multi-modal transportation network.

Together, the Urban Centres and Corridors will create a critical mass of housing that generates the foot traffic and demand necessary to support employment opportunities, shops, services, amenities, and higher frequency transit—fostering a vibrant and dynamic complete community.



### Desired Outcomes

1. Urban Centres and Corridors will serve as key transit-supported areas with densities and land-use mixes that actively support walking, biking, rolling, and public transit.
2. Existing auto-oriented commercial sites, including mid- and big-box stores and strip malls, will be redeveloped over time into dense, well-designed, multi-modal, mixed-use residential communities.



**Desired Outcome #1: Urban Centres and Corridors will serve as key transit-supported areas with densities and land-use mixes that actively support walking, biking, rolling, and public transit.**

- 6.3.1. Urban Centres permit a range of land uses, including multi-family residential, commercial, and institutional.
- 6.3.2. Urban Centres are the second-highest growth areas within the City. Buildings up to 22 storeys,\* including mandatory ground floor commercial uses fronting the street, are permitted.
  - i. An additional two storeys containing non-residential uses are permitted, for a maximum of 24 storeys.\*
  - ii. Design provisions shall be provided in accordance with Part 7 – High Quality City-Building, including podium requirements and other public benefits.
- 6.3.3. Mandatory ground-floor commercial uses in Urban Centres may be waived for affordable housing buildings, subject to consideration of location/context and incorporation of design outcomes.
- 6.3.4. Corridors support and/or connect Urban Centres and the City Centre along key arterial streets, collector streets, and transit routes. Corridors permit a range of land uses, including multi-family residential, commercial, institutional, and light industrial uses that are compatible with and appropriate to co-locate with residential uses.
- 6.3.5. Buildings up to 6 storeys\* are permitted, and may include single-use buildings (e.g. multi-family residential only or commercial only) or mixed-use buildings, except that buildings fronting Sooke Road must include mandatory ground floor commercial uses.
- 6.3.6. Urban Centres and Corridors are ideal locations for new transit hubs.
- 6.3.7. Strengthen Urban Centres and Corridors by incorporating finely grained and connected multi-modal infrastructure, including sidewalks, mid-block pedestrian connections, and protected bike lanes, a range of parks and people-places (e.g. public squares, plazas, and transformed streets), recreational facilities, and community services (e.g. health care, childcare, community-based social service supports, education).
- 6.3.8. Ensure new developments enhance new transit initiatives, make provisions for transit rights-of-way where appropriate, and support the implementation of planned transit corridors.
- 6.3.9. Incorporate additional vegetation and design approaches that mitigate sound and pollution to enhance livability and support a healthy environment in Urban Centres and Corridors.

*\*This is height subject to continuing density bonusing considerations (see section 7 – High Quality City Building) and thus may not be permissible without additional expectations relating to public benefits.*





**Desired Outcome #2: Existing auto-oriented commercial sites, including mid- and big-box stores and strip malls, will be redeveloped over time into dense, well-designed, multi-modal, mixed-use residential communities.**

- 6.3.10. Where high-density development within Urban Centres directly abuts lower-density uses across a policy area boundary, strategic tree planting and enhanced landscaping should be used to support appropriate transitions. These measures must not compromise the viability or strategic policy objectives of the Urban Centre.
- 6.3.11. Light industrial uses that are compatible with residential uses may be considered in the appropriate zoning categories within the Corridors designation.
- 6.3.12. Existing auto-oriented commercial sites, including mid- and big-box stores and strip malls, will be redeveloped over time into dense, well-designed, multi-modal, mixed-use residential communities.
- 6.3.13. Support the conversion of surface parking lots associated with existing auto-oriented commercial sites into people-places (see Part 14 – Parks, Places, and Services for People) and/or new high density mixed-use developments.
- 6.3.14. Require stand-alone retail buildings to incorporate small-scale retail frontages if the user is large-format (i.e. mid- or big-box stores), where possible and strategic.
- 6.3.15. Consider financial incentives (e.g. revitalization tax exemptions for a period of up to 10 years) for new mixed-use residential development on existing auto-oriented commercial sites.



*Example of a mixed-use residential development.*

## 6.4. Complete Communities

“Complete Community” is a term used to describe neighbourhoods that tick all, or at least most, of the boxes: relatively easy to get around without a car, a diversity of housing types for all ages and stages of life, places to work, places to play, and plenty of shops and services all within a relatively short walk, roll, or bike ride. This combination of housing type diversity and proximity to services and amenities correlates to generally greater density of development, although still significantly lower than those found in Urban Centres and Corridors.

Offering a range of housing options within neighbourhoods can provide many important public interest benefits, including supporting the ability of residents to “age-in-place,” encouraging healthy, active transportation choices, maintaining local services and amenities, and enhancing quality of life. Existing and evolving neighbourhoods can play a key role in shaping Langford’s future housing needs.



*Example of diverse housing options.*



### Desired Outcomes

1. A diverse range of housing options—including various types, sizes, bedroom counts, ownership, and rental choices—will be available in neighbourhoods.
2. Shops, services, and amenities will be easily accessible within a short walk, roll, or bike ride from homes and supported by a well-connected network of streets, pathways, and public spaces.





**Desired Outcome #1: A diverse range of housing options—including various types, sizes, bedroom counts, ownership, and rental choices—will be available in neighbourhoods.**

- 6.4.1. A range of ground-oriented homes up to three storeys in height are permitted everywhere in this designation, subject to servicing. These include: single-detached homes, duplexes, townhomes (including rowhouses and multi-plexes), and three-storey apartments. Accessory suites in attached and detached forms will be enabled as appropriate in the Zoning Bylaw.
- 6.4.2. The number of homes achievable with these various permitted housing types will be identified in the Zoning Bylaw, having regard to site design criteria such as setbacks, landscaping, and floor area ratio.



*Example of a three storey multi-plex.*



**Desired Outcome #2: Shops, services, and amenities will be easily accessible within a short walk, roll, or bike ride from homes, and supported by a well-connected network of streets, pathways, and public spaces.**

- 6.4.3. Neighbourhood Villages are permitted in this designation and can emerge or expand specifically at key intersections as identified on Map 2, or other intersections meeting similar access criteria.
- 6.4.4. Additional opportunities to create Neighbourhood Villages in South Langford will be considered, where strategically advantageous and based on community needs.
- 6.4.5. Buildings up to six storeys in height, including mandatory street-activating and neighbourhood-serving retail stores, restaurants/café, and local-serving community services on the ground floor, are permitted in Neighbourhood Villages.
- 6.4.6. Ground floor uses in buildings within Neighbourhood Villages will be individually small-scale, and will wrap around the corner of the building along the side-street frontage, have no or limited on-site parking, and are encouraged to incorporate a patio or plaza at the corner.
- 6.4.7. Corner Convenience is permitted in this designation and can emerge at any intersection.



*Example of a corner store in Langford.*

- 6.4.8. Buildings up to four storeys in height, including mandatory street-activating and neighbourhood-serving retail stores, restaurants/café's, and local-serving community services on the ground floor, are permitted in Corner Convenience.
- 6.4.9. Ground floor uses in buildings within Corner Convenience will be small-scale, both individually and cumulatively, and have no associated commercial on-site parking.
- 6.4.10. When Corner Convenience includes homes above, the inclusion of one or more additional lot(s) may be considered. Parking for residential uses must be located behind the building, opposite the commercial frontage.
- 6.4.11. Land assemblies for Corner Convenience developments must maintain proximity to the original corner location. Standalone commercial must be on the original corner lot(s).
- 6.4.12. Create active transportation corridors to link neighborhoods to each other, to Urban Centres, and to public transit routes where appropriate.
- 6.4.13. Obtain new mid-block pedestrian connections where appropriate.
- 6.4.14. Integrate community-supporting spaces, such as parks, community gardens, schools, and childcare, into neighborhoods as essential permitted uses.

## Realizing Neighbourhood Villages



- 1** Buildings up to 6-storeys in height
- 2** Mandatory ground floor street-activating and neighbourhood-serving commercial and local-serving community services
- 3** Individual small-scale and wrap around commercial
- 4** No or limited on-site parking
- 5** Encouraged patio or plaza on corner



## 6.5. Employment Lands

While much of the City's economic growth can be attributed to commercial, retail, and other sectors, industrial uses also play a crucial role in Langford's economic prosperity and resilience. The policy intention for this designation is to protect the long-term viability of employment lands for such uses, to attract and retain a diverse range of industries in the city, and to ensure that Langford remains competitive, resilient, and capable of adapting to changing economic conditions. Ensuring a long-term supply of local employment-generating lands also supports the ability of residents to live close to work, thereby enhancing overall quality of life and reducing the need to commute to other parts of the region for employment.

Employment Lands are areas in the city that focus on the industrial uses that are critical for job creation. In order to support businesses and employees, a limited amount of stand-alone retail, restaurant, and office uses are also permitted. However, these uses must be small-scale (both individually and cumulatively), and specifically exclude developments that resemble mid-box or big-box retail power centres or general office parks, which can significantly drive up land prices and ultimately pressure, and even push out, industrial uses.



### Desired Outcomes

1. Employment areas will be protected from the encroachment of and conversion to non-industrial uses.
2. Employment Lands will be well connected, sustainable, and climate resilient.



## Desired Outcome #1: Employment areas will be protected from the encroachment of and conversions to non-industrial uses.

- 6.5.1. Employment Lands permit a range of industrial land uses, including contractor services, processing and manufacturing of goods, research and technology, warehouse storage and distribution, recycling facilities, wholesaling, and similar uses.
- 6.5.2. Accessory office or retail space may be incorporated into buildings, provided they are small in relative scale, and directly related and subordinate to the primary industrial use.
- 6.5.3. Small-scale, stand-alone commercial uses (e.g., coffee shops and restaurants) can be incorporated into multi-tenant developments to specifically serve the local convenience needs of customers and employees.
- 6.5.4. Multi-storey industrial buildings up to three storeys in height are permitted to meet long-term demand.
- 6.5.5. Develop and maintain an inventory of industrial floor space and remaining capacity to ensure a long-term supply of Employment Lands.
- 6.5.6. Protect the needs of region-serving and trade-oriented activities.
- 6.5.7. Ensure that Employment Lands are accessible by a range of mobility options, including public transit.



*An example of a warehouse and distribution facility.*



2

## Desired Outcome #2: Employment Lands will be well connected, sustainable, and climate-resilient.

- 6.5.8. Incorporate outdoor amenity areas, including parks and landscaped seating areas, to serve customers and employees.
- 6.5.9. Integrate landscaped areas into parking lots to reduce heat island effect.
- 6.5.10. Where residential and employment policy area designations meet, opportunities to improve transitions through trees, planting, and other landscaping will be considered. Separation distances may also be applied where appropriate, but should not compromise the reasonable and viable development of industrial or employment uses.
- 6.5.11. Ensure Employment Lands are connected to the regional truck route network.
- 6.5.12. Support and encourage high-quality, environmentally responsible, and sustainable development of Employment Lands, including considerations such as alternative rainwater management, green buildings, and renewable and district energy supply systems (see Part 6 – Climate Action and Sustainable Infrastructure).
- 6.5.13. Consider the importance of environmentally significant features adjacent to Employment Lands to ensure an appropriate interface, sufficient environmental protection, and suitable tree protection (see Part 10 – Protecting Ecological Systems and Biodiversity).



*Example of integrated landscaped areas in a parking lot.*

## 6.6. Pre-Committed Growth Areas

Langford contains several large, comprehensively planned neighbourhoods that will continue to emerge over the life of this OCP, including Bear Mountain, South Skirt Mountain, Westhills, Olympic View, and Centre Mountain. They consist of unique zoned areas created through the rezoning of larger sites, and within which land-use, density, and associated amenity contributions have already been determined. Specific registered agreements, known as “Development Agreements,” outline commitments related to urban design, parkland dedication, transit access, energy efficiency, and more. As a result of these previous approvals and associated agreements, many of the principles in this Part are not intended to apply to these areas.

- 6.6.1. In addition to the conditions provided in each Comprehensive Development Zone and registered Development Agreement, the following will apply:
- i. Allow Urban Centres and Neighbourhood Villages to emerge in order to improve access to shops, services, and amenities.
  - ii. Ensure new roads incorporate space for new and expanded transit service and multi-modal infrastructure.
  - iii. Retain a minimum 40% of the lands as park or greenspace on an area wide basis.
  - iv. Cluster development on hillside sites to facilitate the protection of all or a significant portion of green space and/or environmentally sensitive areas.
  - v. Integrate public or private green space and/or preserved environmentally sensitive features into ground-oriented housing sites.
  - vi. Permit higher building forms to maximize green space, provided some of the following conditions are achieved:
    - » Parking for residents is structured or covered.
    - » The podium (or base building) contains active uses at grade subject to topography. Acceptable active uses include retail shops, commercial, private amenity space, or ground-oriented dwelling units.
  - vii. Negotiate the amendment of the Comprehensive Development Zones and Development Agreements to implement the outcomes of the underlying Land-Use designation (e.g. Complete Communities or Urban Centre) as part of future rezoning applications.





## 6.7. Parks and Greenspace

Parks and greenspaces are vital public amenities, playing a key role in the livability of the city. These designated lands include Provincial, Regional, and City parks and greenspaces to ensure residents retain access to a variety of natural areas, active parks, and recreation spaces that enhance both individual and community well-being, while also supporting the health of our natural and built environments. The outcomes and policies for lands within this designation are guided by Part 14 – Parks, Places, and Services for People and Part 10 – Protecting Ecological Systems and Biodiversity.

## 6.8. Agricultural

Lands designated as Agricultural are currently farmed or part of the Agricultural Land Reserve (ALR), and have the potential for a wide range of agricultural production. The long-term sustainability of our agricultural lands relies significantly on policies that support farming, safeguard farmlands, and reduce conflicts with other land uses. The outcomes and policies for lands within this designation are guided by Part 13 – Food Systems and Security.

## 6.9. Future Policy Areas

Much of Langford's development has historically extended outward into greenfield lands. While this has resulted in the creation of a significant amount of new housing, jobs, and community amenities, the economic, health, and environmental costs of outward expansion are increasing, as expressed through the Five Crises as a whole, and specifically the Infrastructure Cost Crisis. The additional development enabled through this OCP to guide Langford's next phase of growth must focus on development that occurs in ways that utilizes existing infrastructure, is located in already built-up areas as much as possible, that positively contributes to the tax base and financial positioning of the City, and that supports the many public interest goals of this OCP.

The land-uses and densities enabled in the Complete Communities, Neighbourhood Villages, Urban Centres, Corridors, and City Centre designations are expected to accommodate all or more of the homes needed for 100,000 residents in ways that successfully reflect the goals and policies of this OCP. However, as noted in Part 1, Langford's growth will not be "finished" when we reach 100,000 residents.

The lands identified as Future Policy Areas have various constraints, including appropriate access to roads, transit, and municipal servicing, and have other significant considerations including interface fire hazard risk. While this phase of Langford's growth focuses on further densifying the existing serviced and built-up areas, as well as completing the growth already enabled in the Pre-Committed Growth Areas, the role that the Future Policy Areas may play in Langford's future may be considered as part of a future OCP review, if it is deemed strategically necessary to successfully meet the goals of this OCP.

## 6.10. Utility Services

In order to meet the objectives of this OCP and ensure the right development occurs in the right places at the right time, the following applies:

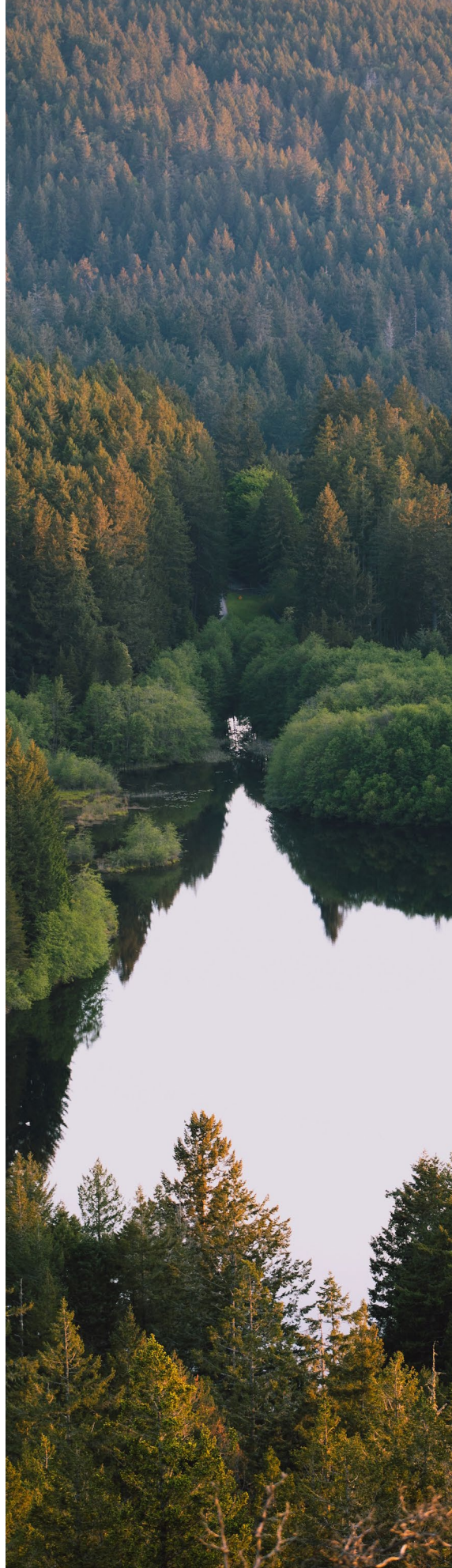
6.10.1. Subdivision and development must be connected to community sewer and water services.

6.10.2. Work with CRD Water and West Shore Environmental Services to prioritize expansions and upgrades to community water and sewer services to accommodate the growth expected in this Plan, with an emphasis on the City Centre, Urban Centres, and Corridors.

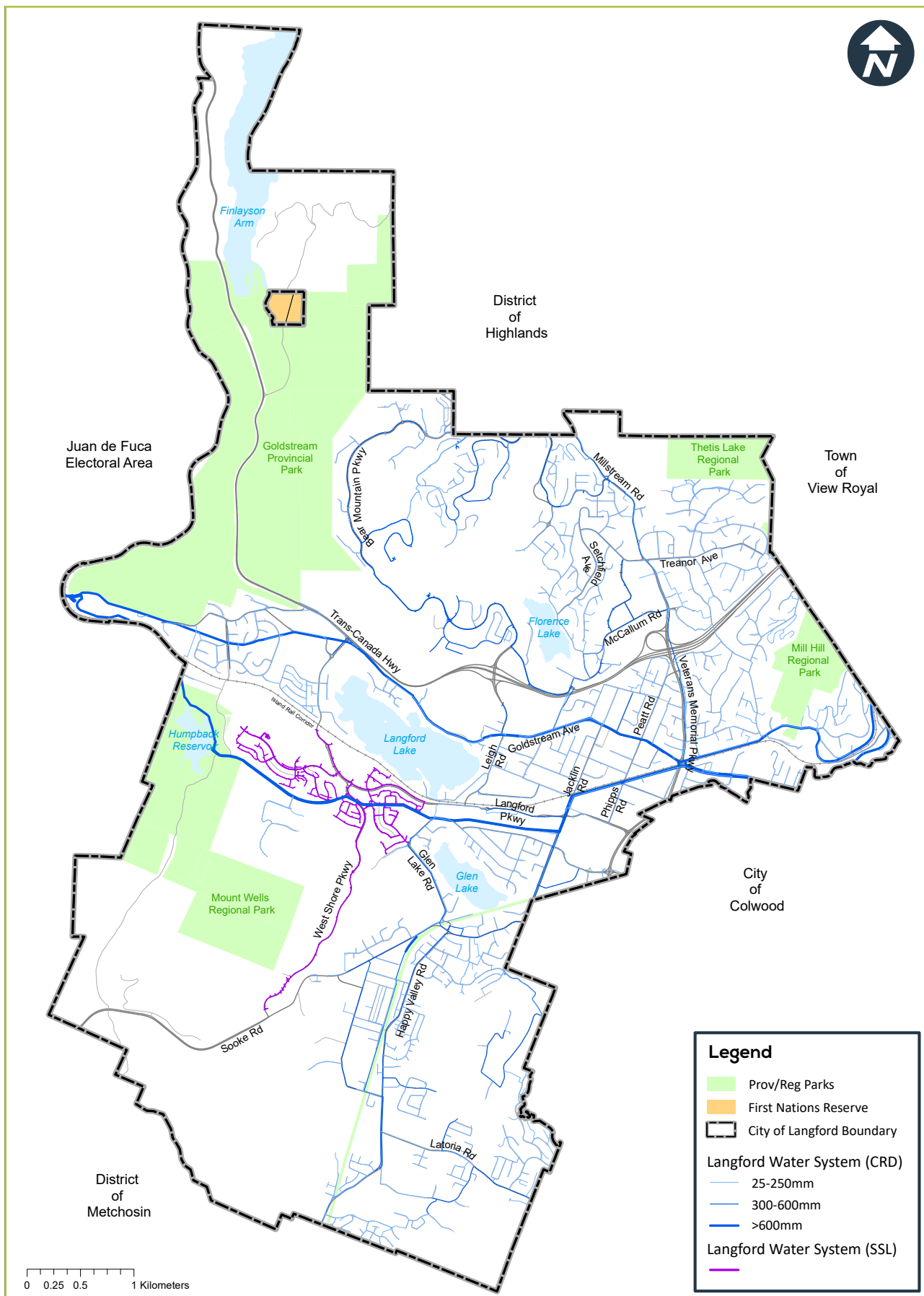
6.10.3. Build other critical infrastructure to support new growth and development in accordance with the desired outcomes and policies as presented throughout the OCP (e.g. Part 9 – Climate Action and Sustainable Infrastructure).

## 6.11. Sand and Gravel Deposits

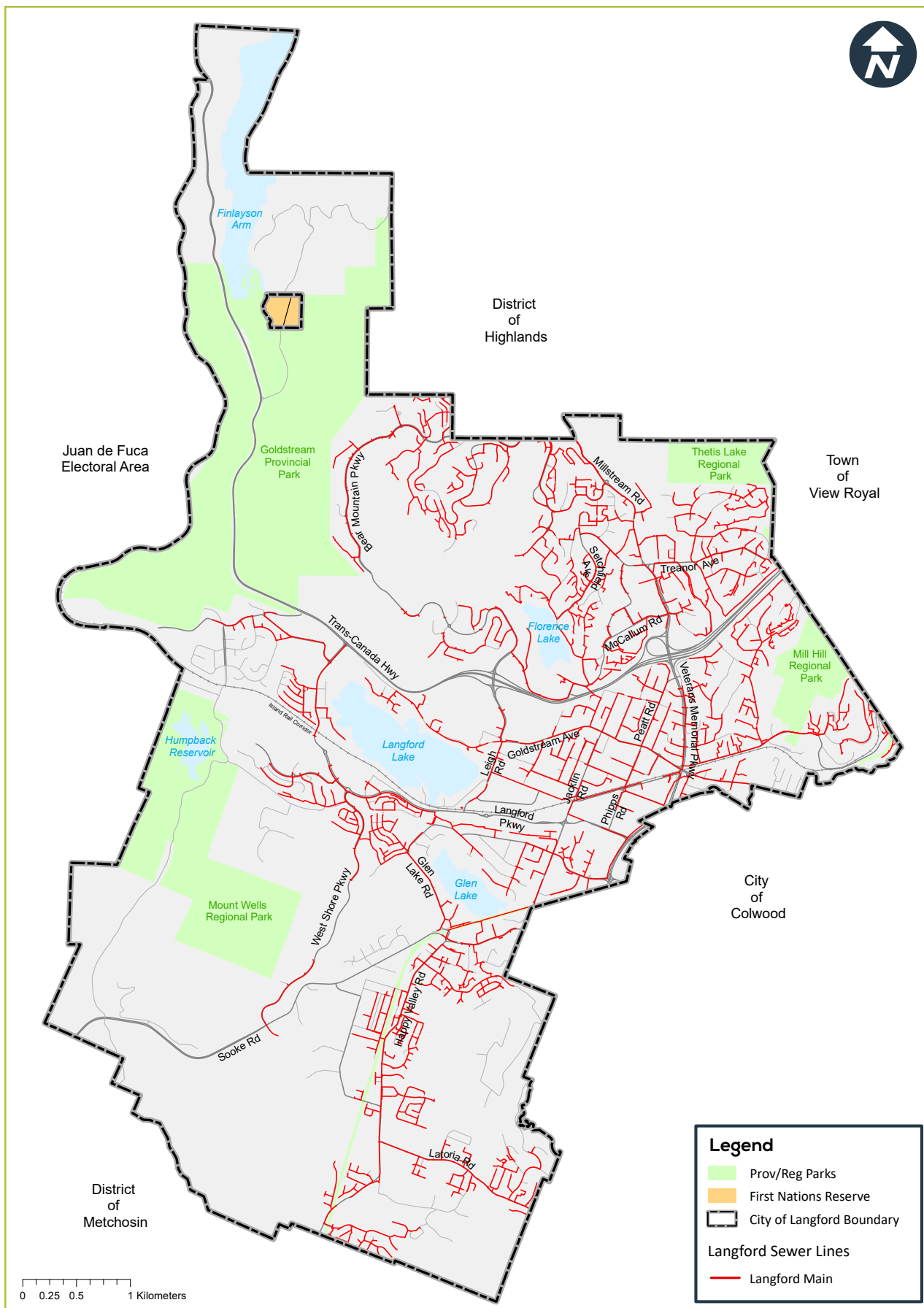
6.11.1. Sand and gravel deposits suitable for extraction in the City of Langford are shown on Map 19, in Appendix C.







MAP 4: WATER INFRASTRUCTURE INVENTORY



MAP 5: SANITARY SEWER INVENTORY



A photograph of a modern multi-story building with a curved facade. The building features large windows, balconies with glass railings, and three prominent circular windows with orange frames. The sky is clear blue. A yellow semi-transparent banner is overlaid at the bottom.

# PART 7

## High Quality City-Building

---

# High Quality City-Building

Achieving Langford's vision for high-quality city-building requires a coordinated approach that strengthens and connects the policies and guidelines that make dense urban development successful. Aligning these efforts will support effective decision-making and ensure Langford grows in a way that is livable, sustainable, and well-designed.

The densities anticipated and enabled in this OCP are based on the assumption that strategic amenities will be successfully integrated into new development, a variety of mobility options will reduce the need for personal vehicles, and high-quality design will support the success of high-density livability.

Embedding these principles into Langford's OCP requires thoughtful policy alignment and clear implementation strategies. This approach provides consistency in development expectations while advancing the community's vision for a vibrant and climate-resilient city.



## The Challenge

In order to ensure all aspects of “density done well” are achieved as Langford grows and densifies, the following key elements will define high-quality city-building:

1. People-focused urban design, especially as density increases.
2. Multi-modal transportation, with more active mobility options.
3. Stronger integration of urban nature.
4. Well-designed amenities that enhance daily life and create a sense of place.

These elements are not just desirable, they are essential. They support sustainability, multi-mobility, equity, urban health, and other public interests outlined in this Plan. Langford must ensure that as the city grows, it remains a model of successful, people-focused urban development.

## Desired Outcomes

1. Clear and integrated urban design expectations will guide development to achieve “density done well”, ensuring smart, sustainable, and successful urban outcomes.
2. Multi-modal movement with more active mobility choices will provide multiple options for travel within and between neighborhoods.
3. Increased and improved integration of urban nature will make Langford more climate-resilient and beautiful.
4. Every neighborhood will offer amenities that help make them livable and lovable.





## High-Quality City Building

To ensure “density done well” as Langford grows, these key elements are essential to high-quality city-building, as they support sustainability, multi-mobility, equity, urban health, and other public interests.

- 1 **People-focused urban design, especially as density increases**
- 2 **Multi-modal transportation, with more active mobility options**
- 3 **Stronger integration of urban nature**
- 4 **Well-designed amenities that enhance daily life and create a sense of place**



**Desired Outcome #1: Clear and integrated urban design expectations will guide development to achieve “density done well”, ensuring smart, sustainable, and successful urban outcomes.**

- 7.1. Ensure tall buildings over six storeys incorporate a podium and tower design that addresses the following:
  - 7.1.1. Podiums will be a minimum of three storeys and a maximum of six storeys in height.
  - 7.1.2. For affordable housing in the City Centre and Urban Centres, the podium requirement for buildings up to 12 storeys may be waived.
  - 7.1.3. Towers must step back from the podium to incorporate amenity space.
  - 7.1.4. A minimum 24.4m (80 ft) separation must be provided between towers (face to face). Balconies may project into this area.
  - 7.1.5. Towers shall have a maximum floorplate size of 790 m<sup>2</sup> (8,500 ft<sup>2</sup>).
  - 7.1.6. Affordable housing projects in the City Centre and Urban Centres are exempt from the podium requirement for buildings up to 12 storeys.
  - 7.1.7. Other building forms specifically intended to facilitate sustainable building innovations such as mass timber may be considered.
- 7.2. Development applications should demonstrate how the proposed architectural design contributes to a visually engaging streetscape, particularly in areas with multiple mid-rise buildings or long frontages.
- 7.3. Activate private amenity spaces through creative design within buildings and on roofs to effectively frame spaces and support/promote the use of social spaces and lively social connections.
- 7.4. Encourage the incorporation of architectural variety—such as changes in materials, massing, or articulation—where it can help reduce visual monotony and enhance the character of the block. It’s recognized that both architectural variety and architectural consistency can have merit, depending on the design quality approach and context. Applicants should show how their design responds thoughtfully to its setting, balancing visual interest with overall cohesion.
- 7.5. Require active, engaging, and pedestrian-oriented uses on the ground floor facing streets and public places. These uses may include commercial units or individually accessed residential units with slightly raised entrances and other design approaches to support a sense of privacy, as specified in Part 6 – Land Use and Growth Management Strategy.
- 7.6. Activate the spaces between and in front of buildings with vibrant people-places that reflect a variety of urban roles and intentions, including urban squares, plazas, community gardens, and transformed streets. Such places should be supported and strengthened through the use of strategic architectural massing to frame spaces, along with active edges and uses that can extend into and add life to such spaces.

### Podium

The lower floors of a building that usually sit right at the sidewalk and often includes commercial uses such as shops and restaurants. Taller parts of the building sit above and are set back from this base.





- 7.7. Emphasize a people-oriented placemaking approach, with a focus on flexible rather than single-purpose public spaces that support programmed or spontaneous gatherings, art and activity installations, and play.
- 7.8. Where possible and strategic, make extensive use of regulatory and non-regulatory tools to ensure that streets in the city are designed to include public and design amenities such as:
  - 7.8.1. Street trees, yard trees, and landscaped areas working together (including potential double rows of street trees on strategic streets).
  - 7.8.2. Sidewalks and/or pedestrian trails with effective widths and designs to successfully achieve all relevant urban functions.
  - 7.8.3. Street furniture such as seating areas, planters, garbage receptacles, and bicycle racks.



**Desired Outcome #2: Multi-modal movement with more active mobility choices will provide multiple options for travel within and between neighborhoods.**

- 7.9. Require safe, comfortable and well-designed bicycle parking, and end-of-trip facilities where appropriate, that anticipate and accommodate innovation and changes to bicycle design, function, and size.
- 7.10. Secure public right-of-way dedications as a condition of rezoning, subdivision, or building permit to implement Complete Streets objectives (See Part 5 – Mobility Choice, Not Car Dependency) and create mid-block pathways where appropriate.
- 7.11. Ensure all streets are pedestrian-friendly with attractive and comfortable pedestrian facilities buffered from fast-moving vehicles.
- 7.12. Where increased concentrations of land-use mix and density are proposed, minimize the need for corresponding increases in private vehicle use and ownership through the provision of smart infrastructure networks providing ample and attractive mobility choices, including walking, rolling, biking, public transit, car-share, and shared micro-mobility options.
- 7.13. Ensure space allocated to private vehicle storage and movement is organized, designed, and managed to provide ample and prioritized opportunity for multi-modal infrastructure and quality public realm design.

## 3

### Desired Outcome #3: Increased and improved integration of urban nature will make Langford more climate-resilient and beautiful.

- 7.14. Integrate green and natural elements into site design, wherever practical and strategic in highly urban and urbanizing contexts by using comfortable, livable architecture and urban design. Examples include street tree canopies, landscaped courtyards and plazas, green roofs and walls, and “green street” infrastructure designs. Such integration shouldn’t be at the expense of well-considered and strategic density, but rather should be a method of supporting the successful realization of such density.
- 7.15. Ensure public realm design standards accommodate large canopy trees when the private realm cannot.
- 7.16. Prioritize tree planting in areas of low tree equity identified in the Urban Forest Management Plan.
- 7.17. Create opportunities for combining amenities with climate resilience and urban nature, such as stormwater capture zones that double as playgrounds or seating areas.



*Example of integrating green and natural elements into developments.*



## 4

**Desired Outcome #4: Every neighborhood will offer amenities that help make them livable and lovable.**

- 7.18. Support increases in density with the provision of community amenities and public benefits that successfully enhance livability for diverse populations, including families with children, seniors, and low income individuals.
- 7.19. Support and enhance local-level livability with community features such as parks, playgrounds, community centres, libraries, schools, daycares as well as local shops, services, grocery stores, and restaurants within a 15-minute walk or roll of all homes.
- 7.20. New multi-family residential developments will include common amenity spaces to support social connections and urban quality of life, which may include rooftop decks, courtyards, community or shared gardens, gyms, BBQ spaces, playgrounds, indoor gathering or entertainment spaces, or similar features. A focus will be placed on ensuring these spaces have access to natural light and are designed to foster social connections between neighbours.
- 7.21. Capital budgets, urban design regulations, and municipal expectations of development should be strategically used together to ensure the successful realization of urban amenities necessary for higher density urban livability.



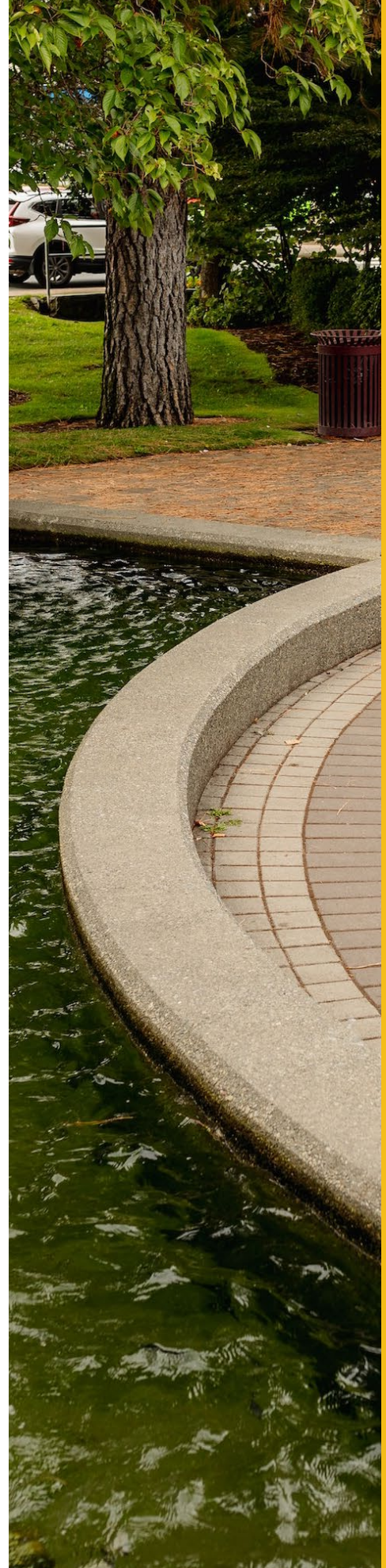
*Example of a rooftop amenity space.*




## Targets and Commitments

### To achieve the desired outcomes, Langford will:

- 7.22. Develop a strategy to use various available tools to secure urban amenities and public benefits, including voluntary community amenity contributions, density bonusing, and Amenity Cost Charges (ACCs).
- 7.23. Amend the Zoning Bylaw to exclude well-designed and strategic common amenity areas from Floor Area Ratio calculations.
- 7.24. Collaborate with residents and community partners to identify priority amenities and improvements within different areas of Langford.
- 7.25. Track progress on targets for urban nature, amenities, and multi-modal infrastructure, and regularly update policies based on performance metrics and community feedback.
- 7.26. Ensure supporting information appropriate to assess development applications is submitted at each stage of the development process to ensure focused and efficient approvals. This should include:
  - 7.26.1. At the rezoning stage: information necessary to confirm that the proposed land use and density can be achieved successfully on the site. This may consist of: a written description outlining how the proposal addresses the four outcomes of this Part and aligns with the City's Official Community Plan (OCP) objectives; conceptual architectural and site plans; conceptual landscape plans; assessments as may be necessary to determine impact to sensitive ecosystems or the urban forest; reports as may be required to confirm impact to the road network, stormwater management, and site servicing; and other information as deemed necessary.
  - 7.26.2. At the Development Permit stage: information necessary to confirm compliance with the Zoning Bylaw, Subdivision and Development Servicing Bylaw, and the Development Permit Area Guidelines. This may consist of a full set of dimensioned architectural drawings; a landscape plan prepared by a registered landscape architect; environmental impact assessments, including mitigation and compensation measures; drawings and reports prepared by a registered professional engineer; and other information as deemed necessary.







# PART 8

## Emphasizing Housing Action

---

# Emphasizing Housing Action

Significant progress has been made in increasing housing diversity in Langford, particularly with the rise of purpose-built rental apartments. During the 2016 census period, Langford's population grew by 31.8%, resulting in the following shifts to the housing mix:

- Single-family homes declined from 40% to 35%.
- Renter households increased from 30% to 35%.
- The number of households experiencing core housing need decreased from 12% to 10.7%.

Langford's Housing Needs Report (created in 2020 and updated in 2024) identifies the key areas of housing need to be addressed and planned for as part of this next phase of growth. Creating additional rental and ownership options in a variety of housing types will continue to improve housing choice and equitable access to housing suitable for residents of all ages, abilities, and life stages.

Equally important is ensuring that housing is well-connected to transportation options, services, and amenities. Homes located within walking or cycling distance of daily needs contribute to the viability of local businesses, improve transit service, reduce traffic congestion, lower emissions, and enhance quality of life. Integrating housing with mobility options is crucial for creating a complete and sustainable community.



## The Challenge

Similar to the wider Capital Regional District (CRD), Langford has experienced a rapid rise in housing costs. This has made renting and homeownership increasingly unaffordable, placing pressure on residents and limiting options for many.

How do we expand housing choices and improve affordability while ensuring homes are located in well-connected areas as Langford grows to 100,000 residents? The challenge is not just to build more housing, but to ensure it contributes to a livable, sustainable, and economically resilient city.

## Desired Outcomes

1. Langford will offer a diverse range of housing choices that meet the needs of all residents.
2. Homes addressing key areas of housing need will be prioritized, significantly reducing core housing need in the city.
3. All new homes will be well-connected to transportation options, services, and amenities.



## Defining Affordable Housing

- Affordable housing costs less than 30% of total before-tax household income.
- Adequate housing is reported by their residents as not requiring any major repairs.
- Suitable housing has enough bedrooms for the size and makeup of the household.
- Core housing need occurs when people live in housing that is not affordable, adequate, or suitable.
- Special needs housing is housing for people with disabilities, seniors, or others who may benefit from on-site support services, including social housing.
- The housing continuum is the range of housing types and tenures, reflecting that people's housing needs change throughout their life cycle and through changing circumstances in their lives.
- The key areas of housing need identified in the Langford Housing Needs Report includes housing types across the housing continuum, including affordable housing, rental housing, and special needs housing.



## The Housing Continuum



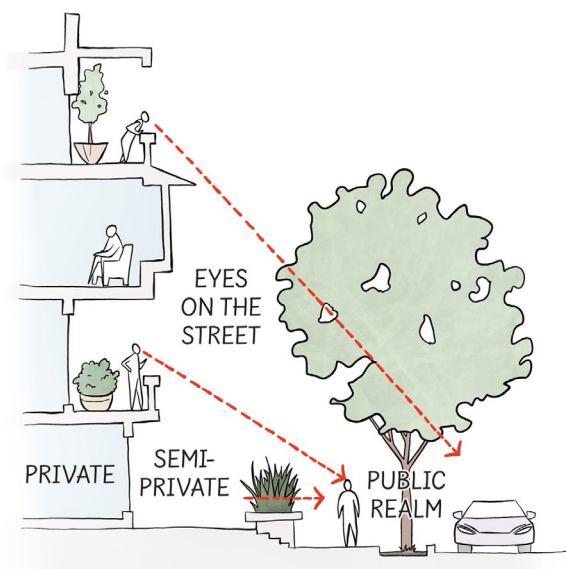


## Desired Outcome #1: Langford will offer a diverse range of housing choices that meet the needs of all residents.

- 8.1. Continue to increase the diversity of housing types and sizes to ensure housing choice for all ages, abilities, and stages of life across the housing continuum, including social housing, below-market housing, and market housing.
- 8.2. Support a variety of tenure options, including ownership, rental, non-profit, co-housing, and cooperative housing.
- 8.3. Increase housing choice in existing low-rise neighbourhoods at a ground-oriented scale, including single-detached dwellings, duplexes, townhomes, and three storey apartments. Accessory suites in attached and detached forms will be enabled as appropriate in the Zoning Bylaw.
  - 8.3.1. Additional density to create Neighbourhood Villages and Corner Convenience is encouraged in the Complete Communities designation in accordance with the associated policies (See Part 6 – The Land Use and Growth Management Strategy).
- 8.4. Ensure housing for seniors as well as housing that can accommodate larger households (including two or more bedrooms) is integrated into multi-family developments in the City Centre, Urban Centres, and Corridors. Such developments should also incorporate appropriate supporting amenities.
- 8.5. To create “eyes on the street” and active street presence, multi-family developments with residential uses on the ground floor will incorporate individually accessed, walk-up homes and/or active public spaces fronting onto streets, where possible (see figure below).
  - 8.5.1. Ground floor homes are encouraged to be oriented towards larger households and/or accessible.
- 8.6. Ensure accessible, adaptable, and universal design features are an important aspect of housing to support the ability of residents to age in place and address mobility challenges.



*Example of a corner townhouse development.*



*Figure: “Eyes on the Street.”*





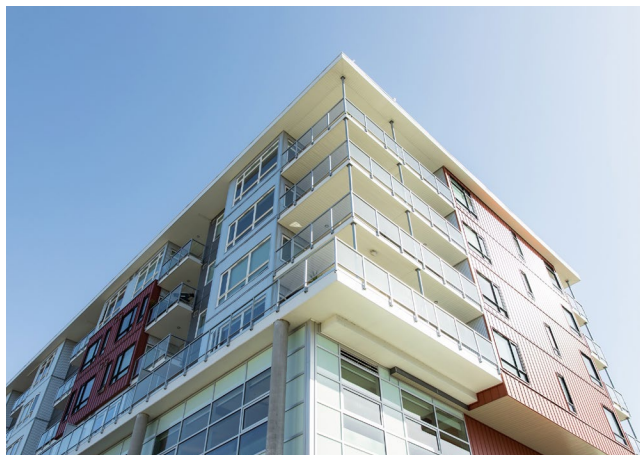
**Desired Outcome #2: Homes addressing key areas of housing need will be prioritized, significantly reducing core housing need in the city.**

- 8.7. Integrate new housing that addresses the key areas of housing need, including affordable housing, rental housing, and special needs housing, throughout the city, with an emphasis on integrating such housing into the City Centre, Urban Centres, and Corridors.
- 8.8. Seek partnerships with other levels of government and non-profit housing providers to access funding and housing programs to deliver affordable housing and special needs housing.
- 8.9. Prioritize the use of municipal land and/or other resources to deliver housing in key areas of housing need and to maximize opportunities to co-locate such housing with other community spaces.
- 8.10. Continue to support the development of Indigenous-led housing through partnerships and use of other municipal tools and resources, such as permissive tax exemptions and grants.
- 8.11. Maintain a density benefits strategy to incentivize the inclusion or cash-in-lieu of affordable, rental, and special needs housing in new developments, particularly in the City Centre, Urban Centres, and Corridors.
- 8.12. Streamline development approval processes, provide financial cost reduction, and/or reduce municipal requirements such as parking for development applications delivering housing in key areas of need.
- 8.13. Ensure ongoing efficient delivery of development approvals to ensure housing supply can keep pace with housing demand.



**Desired Outcome #3: All new homes will be well-connected to transportation options, services, and amenities.**

- 8.14. Locate new housing, particularly higher-density housing and housing that addresses the key areas of housing need, near transportation infrastructure that supports walking, rolling, cycling, public transit, and other alternative forms of transportation that provide access to jobs, shops, services, and amenities.
- 8.15. Prioritize higher density housing in proximity to the Langford Bus Exchange Transit-Oriented Area on Station Avenue, in the City Centre along the bus rapid transit route, and along future transit priority corridors.





## Targets and Commitments

### To achieve the desired outcomes, Langford will:

- 8.16. Achieve a minimum of 5,081 new homes by 2030 and 16,942 new homes by 2045.
- 8.17. Reduce the number of households experiencing Core Housing Need to below 10% by the 2026 census.
- 8.18. Pre-zone for affordable housing in the City Centre, Corridors and Urban Centres
- 8.19. Conduct a land capacity analysis and ensure the Zoning Bylaw accommodates the 20-year housing need by 2026.
- 8.20. Update the Housing Needs Report in 2028.
- 8.21. Provide annual reporting of the number and type of new homes approved and completed.
- 8.22. Improve the tracking of Building Permit data to include the tenure and size of new homes.
- 8.23. Following each Housing Needs Report update, review the policies of this section to ensure the key areas of housing need are prioritized and the targets are updated to reflect any changes to the five-year and 20-year housing need projections.
- 8.24. Create a Housing Strategy to provide direction on how the City can improve housing choice and affordability, remove barriers to housing in the key areas of housing need, and implement measures to achieve the outcomes of this Part.







PART 9

# Climate Action and Sustainable Infrastructure

---

# Climate Action and Sustainable Infrastructure

A successful climate action strategy requires careful integration into all aspects of city planning. Some cities include a dedicated climate section in their OCP to highlight its importance, while others embed climate priorities throughout their land-use and transportation policies, recognizing its role as a guiding principle. Langford's OCP does both.

Every section of this Plan is developed with the climate crisis in mind, alongside the four other major challenges expressed by the Five Crises. At the same time, this dedicated section highlights priorities beyond land use and transportation, reinforcing Langford's commitment to reducing greenhouse gas (GHG) emissions, improving energy efficiency, and adapting to climate change. These efforts not only help prevent the severe consequences of inaction but also bring economic, social, and environmental benefits to the community.

Canada's national goal is a 40% reduction in GHG emissions by 2030, with net-zero emissions by 2050. Achieving this requires coordinated action at all levels of government—federal, provincial, regional, and local. British Columbia's Local Government (Green Communities) Statutes Amendment Act ('Bill 27', 2008) mandates local governments to set GHG reduction targets in their OCPs and outline the actions needed to achieve them.

Langford is committed to climate action and sustainable infrastructure. By advancing energy-efficient buildings, waste reduction strategies, and adaptive infrastructure, the City will build a low-carbon, resilient future that benefits generations to come.



## The Challenge

Langford must contribute to global and national climate goals while ensuring local sustainability, resilience, and livability. How can the city align its efforts with federal and provincial targets while meeting community-specific needs?

The challenge is twofold: first, reducing emissions through better planning, infrastructure, and energy use; and second, adapting to climate impacts such as extreme weather, heatwaves, and water shortages. Balancing these priorities will be key to building a thriving, future-ready Langford.

## Desired Outcomes

1. The energy and carbon performance of all new and existing buildings will align with the City's Climate Action Plan.
2. The City will successfully implement a zero-waste strategy.
3. Resilience to the effects of climate change will be supported by incorporating green infrastructure systems, including trees, soil, and shrubs.
4. Water conservation and sustainable wastewater management practices will be fully integrated into the City's community and corporate operations.
5. Renewable energy adoption and efficient energy systems will be actively encouraged and widely implemented.





**Desired Outcome #1: The energy and carbon performance of all new and existing buildings will align with the City's Climate Action Plan.**

- 9.1. Promote and support the development of energy-efficient, high-performing, and low-carbon buildings (both new and existing) to meet the City's climate action targets.
- 9.2. Lead by example and ensure that the performance of all new and existing municipal and public buildings aligns with the City's climate action targets.
- 9.3. Encourage, and where feasible regulate, sustainable building design and construction practices in new developments and retrofits of existing buildings, including but not limited to: low-carbon building materials, reduced water consumption, increased energy-efficiency, renewable energy systems, minimized construction and demolition waste, and elements that contribute to reduced urban heat island effect.
- 9.4. Require technology and charging stations for electric cars and other electric micro-mobility devices (e.g. scooters, e-bikes, etc.) in new multi-unit residential buildings.



*Example of a new high-performance and low-carbon building.*



**Desired Outcome #2: The City will successfully implement a zero-waste strategy.**

- 9.5. Implement construction waste diversion targets and incentives for deconstruction and recycling.
- 9.6. Work with other agencies or businesses to develop a local construction waste recycling and reuse program.
- 9.7. Support education and community outreach programs to encourage waste reduction, reuse, and recycling.
- 9.8. Promote and support policies and programs to minimize waste generation and encourage waste diversion from landfills.
- 9.9. Promote incorporation of circular economy principles in local businesses and industries.
- 9.10. Promote reduction of kitchen and yard waste through composting programs.

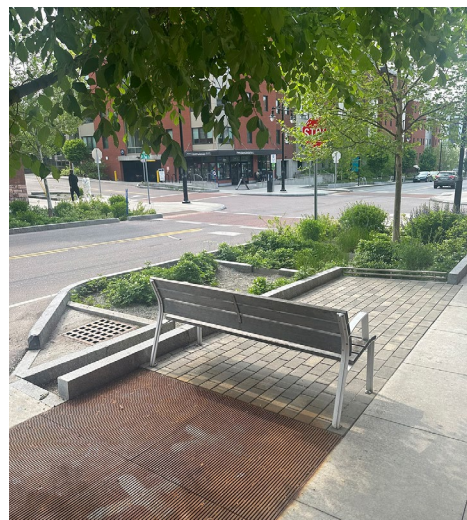


*Example of a home being deconstructed.*



**Desired Outcome #3: Resilience to the effects of climate change will be supported by incorporating green infrastructure systems, including trees, soil, and shrubs.**

- 9.11. Develop natural asset management policies and rainwater management strategies to maintain and replace aging infrastructure and create a more climate-resilient urban environment.
- 9.12. Invest in technology and creative design to plant trees in low equity areas and areas particularly subject to the urban heat island effect, as determined through the Urban Forest Management Plan (e.g. convert underutilized road ends, install bump outs, use soil cells, etc).
- 9.13. Promote sustainable site design strategies that reduce runoff and recharge groundwater (e.g. permeable hardscapes, on-site retention, stormwater infiltration systems, green spaces, rain gardens, bioswales, etc.) in new developments, municipal buildings, and public lands.
- 9.14. Implement low-impact development and green infrastructure practices in municipal buildings, parks, streets, schools, and parking lots through requirements and/or incentives.
- 9.15. Maximize opportunities to harvest waste heat, generate energy, and reuse treated wastewater for irrigation.
- 9.16. Promote rainwater harvesting for non-potable uses (e.g. toilet flushing, irrigation).
- 9.17. Ensure infrastructure adapts to future demands and a changing climate.
- 9.18. Provide shading trees in rights-of-way and areas with extensive hard surfaces, and encourage the use of light-coloured materials for paving and roofing in new developments, to reduce urban heat island effect, especially in low tree equity areas as determined through the Urban Forest Management Plan.
- 9.19. Educate residents about the benefits of keeping stormwater infrastructure (e.g. catch basins) free of sediments and dry leaves to ensure drainage systems function as intended during flood events.



*Example of a green infrastructure system.*





**Desired Outcome #4: Water conservation and sustainable wastewater management practices will be fully integrated into the City's community and corporate operations.**

- 9.20. Support reduced water consumption through green building policies.
- 9.21. Provide incentives for water-efficient fixtures and dual piping systems.
- 9.22. Encourage selection of low-water or no-water demand plant species for landscaping.
- 9.23. Promote integrated wastewater management technologies that provide social, economic, and environmental benefits.
- 9.24. Require site-scale wastewater management systems for private developments.
- 9.25. Investigate and implement neighborhood-scale wastewater treatment solutions.
- 9.26. Support education and community outreach programs to encourage water conservation practices.



*Example of a site-scale wastewater management system.*



**Desired Outcome #5 - Renewable energy adoption and efficient energy systems will be actively encouraged and widely implemented.**

- 9.27. Secure commitments for geo-exchange, solar energy, wind systems, and other on-site renewable energy systems as supplemental energy sources in new developments.
- 9.28. Secure agreements for district energy systems where appropriate.
- 9.29. Retrofit streetlights, traffic lights, and public infrastructure with energy-efficient technologies.
- 9.30. Promote the adaptability of site service infrastructure to accommodate future energy system conversions and reduce vulnerabilities to supply disruption (e.g. solar panel installation, wind turbines, smart grids, excess energy storage systems, etc.).



**District Energy System**

Systems that heat or cool many buildings from one shared source—like a central boiler or energy plant.



## Targets and Commitments

### To achieve the desired outcomes, Langford will:

- 9.31. Analyze and implement, where strategic, incentives that promote climate mitigation strategies, while ensuring alignment with and consideration of all other goals outlined in this Plan, including:
  - 9.31.1. Floor Area Ratio exclusions.
  - 9.31.2. Development Cost Charge reductions.
  - 9.31.3. Density bonusing.
- 9.32. Reduce the City's corporate emissions by 50% (from 2007 levels) by 2030, and achieve net zero emissions by 2050.
- 9.33. Decrease community-wide GHG emissions by 61% from 2007 levels by 2038.
- 9.34. Implement policies to support all new construction to be net-zero energy ready by 2032 and to reach zero operational emissions from all new construction by 2030.
- 9.35. Require 100% of residential parking stalls in new developments to be "EV-Ready."
- 9.36. Implement policies that support 25% of all vehicles in Langford to be electric by 2030.
- 9.37. Encourage all new construction projects to lower their embodied carbon emissions (e.g. low carbon materials, design strategies, etc).
- 9.38. Complete and implement a Climate Action Plan.
- 9.39. Incorporate equity principles into climate action planning and policy implementation.
- 9.40. Integrate a climate change mitigation and adaptation lens into all City plans, policies, and projects.
- 9.41. Monitor and report on the progress towards achieving the City's community and corporate climate action targets.
- 9.42. Collaborate with neighbouring municipalities and other external agencies to implement related GHG reduction targets.
- 9.43. Support knowledge dissemination, capacity-building, and market transformation for climate change mitigation, adaptation, and resilience.
- 9.44. Regularly update policies, targets, and actions to incorporate the effect of changing climate projections and to strengthen the community's resilience to climate change impacts.
- 9.45. Revise contracts with vendors and/or service providers to address fundamental sustainability objectives.
- 9.46. Regularly update the Stormwater Master Plan to account for the more intense and frequent precipitation that is expected due to climate change.
- 9.47. Regularly maintain the City's stormwater infrastructure, and upgrade (where necessary) to ensure excess precipitation is managed during extreme weather events.
- 9.48. Continue to work with other levels of government for the coordination of climate action planning.
- 9.49. Establish an integrated utility or enter into agreements with established utilities to develop and deliver services that contribute to sustainability goals.



An aerial photograph of a river winding through a vast, dense forest. The river is a light blue-grey color, contrasting with the deep green of the surrounding trees. The forest covers the entire landscape, with the river acting as a central corridor. The lighting is soft, suggesting an overcast day or early morning/late afternoon.

## PART 10

# Protecting Ecological Systems and Biodiversity

---



# Protecting Ecological Systems and Biodiversity

A community's natural environment, parks, and greenspaces are essential to sustainability and livability. Langford, located within the Coastal Douglas-fir zone in southwestern British Columbia, is home to diverse ecosystems, including mature Douglas fir and Garry oak forests. Major watersheds such as Colwood, Millstream, and Bilston Creek further enrich this unique bio-geoclimatic zone. The city's striking natural features—its coastline, mountains, lakes, creeks, and parks—shape its identity and enhance residents' quality of life. Protecting these ecological systems and ensuring continued public access is a key priority.

Nearly 90% of Langford's urban forest canopy (1,739 ha) lies within the city's forested areas, ranging from small patches to large, contiguous parks and rural lands. Preserving and managing these spaces is crucial to maintaining environmental integrity and supporting biodiversity.



## The Challenge

As Langford grows, greenspaces and environmentally sensitive areas face increasing pressure from development and a changing climate. Thoughtful growth management can help protect natural areas while creating new parks and lands for long-term conservation and community trust. At the same time, climate change is amplifying threats such as wildfires, storms, flooding, pests, heatwaves, and drought, placing additional strain on local ecosystems. Addressing these challenges requires careful planning and long-term environmental stewardship.

## Desired Outcomes

1. Environmentally sensitive areas (ESAs) will be protected and enhanced.
2. The urban forest will be healthy, climate-resilient, and provide equitable access to the ecosystem services and benefits it provides.
3. A thriving culture of collaboration will support ecological conservation and wildfire mitigation efforts.
4. A fully interconnected network of greenspaces and habitat corridors will be cherished and actively used by the community.





## **Desired Outcome #1: Environmentally sensitive areas (ESAs) will be protected and enhanced.**

- 10.1. Prioritize placing retained ESAs into public trust or ownership.
- 10.2. Collaborate with developers to ensure retention, enhancement (e.g. invasive species removal), connectivity, and/or compensation for ESAs in and around development areas.
- 10.3. Limit access to ESAs through sensitive design.
- 10.4. Maintain ESAs within the ESA Development Permit Area (see Appendices).
- 10.5. Ensure mapping of ESA Development Permit Area is updated as new information is obtained. ESAs should include, but not necessarily be limited to: endangered and threatened habitats such as Garry Oak ecosystems and/or wildlife corridors, riparian corridors, wetlands, shoreline habitats, and areas of habitat and biodiversity value.
- 10.6. Ensure ESA Development Permit Area guidelines reflect updated technical and scientific data and best practices.
- 10.7. Conserve biological diversity and protect threatened and endangered species and ecosystems, in alignment with provincial or regional conservation planning and priority-setting efforts.



## **Desired Outcome #2: The urban forest will be healthy, climate-resilient, and provide equitable access to the ecosystem services and benefits it provides.**

- 10.8. Ensure every resident has equitable access to the many benefits of the urban forest, including: regulating temperatures and heat island effect, mitigating the impact of storms, sequestering carbon and other pollutants, cleaning air and water, supporting wildlife habitats and biodiversity, improving physical and mental health, and contributing to placemaking and economic prosperity.
- 10.9. Maintain a healthy urban forest that can withstand and adapt to the impacts of climate change.





**Desired Outcome #3: A thriving culture of collaboration will support ecological conservation and wildfire mitigation efforts.**

- 10.10. Pursue collaborative partnerships with local First Nations, community organizations, and other levels of government to enhance ecological resilience and safeguard the natural environment.
- 10.11. Continue to support and encourage the involvement of individuals and community organizations in managing ESAs, removing invasive species, restoring and enhancing natural habitats, preventing erosion, and installing signs to inform and educate the public.
- 10.12. Proactively adopt initiatives that effectively support the prevention of wildfires and interface fires through the implementation of Langford's Community Wildfire Resiliency Plan, FireSmart principles and climate adaptation strategies.



**Desired Outcome #4: A fully interconnected network of greenspaces and habitat corridors will be cherished and actively used by the community.**

- 10.13. Plan and develop green corridors as networks of connected spaces integrating parks, natural areas, and developed areas with habitat or greenspace value.
- 10.14. Work with neighbouring municipalities and other agencies to plan and develop a collection of regionally connected greenspaces and green corridors that will include parks, natural areas, ESAs, and trails as well as developed areas that have habitat and/or greenspace value.
- 10.15. Protect biodiversity and enhance ecosystem functionality by preserving and connecting greenspaces and ESAs.
- 10.16. Enhance biodiversity within the urban forest, ESAs, and landscaped areas located within private development through the planting of species indigenous to the area, including pollinator-friendly species and climate resilient species.
- 10.17. Ensure the connectivity of the City's ESAs is a priority in land use planning while framing the need for protection, restoration, and connectivity across classes of natural and urban features.



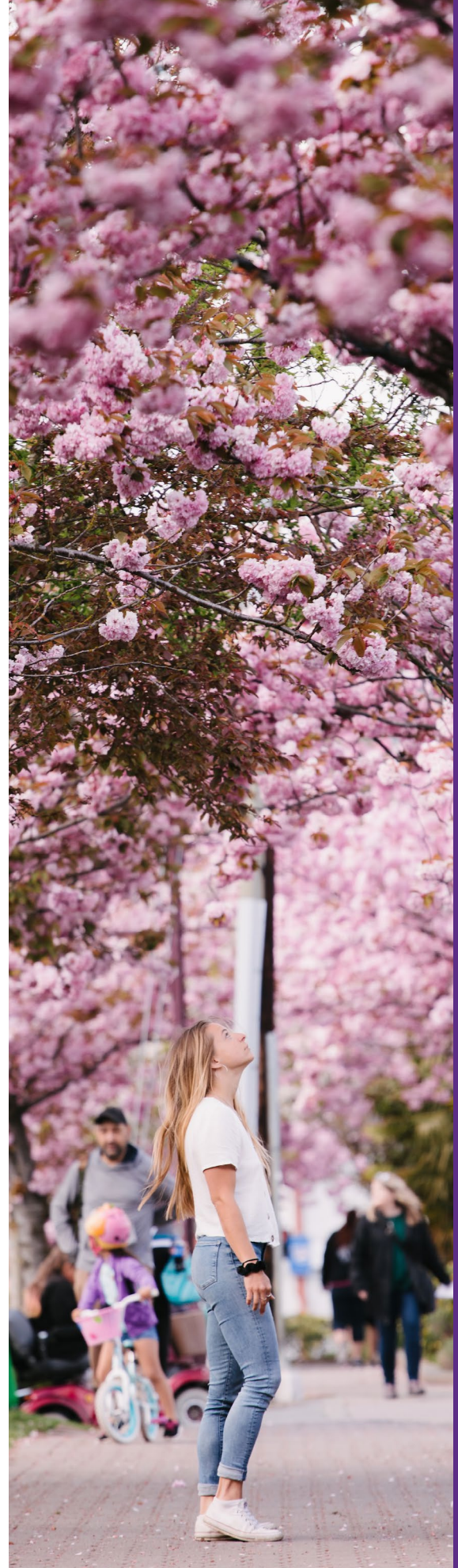


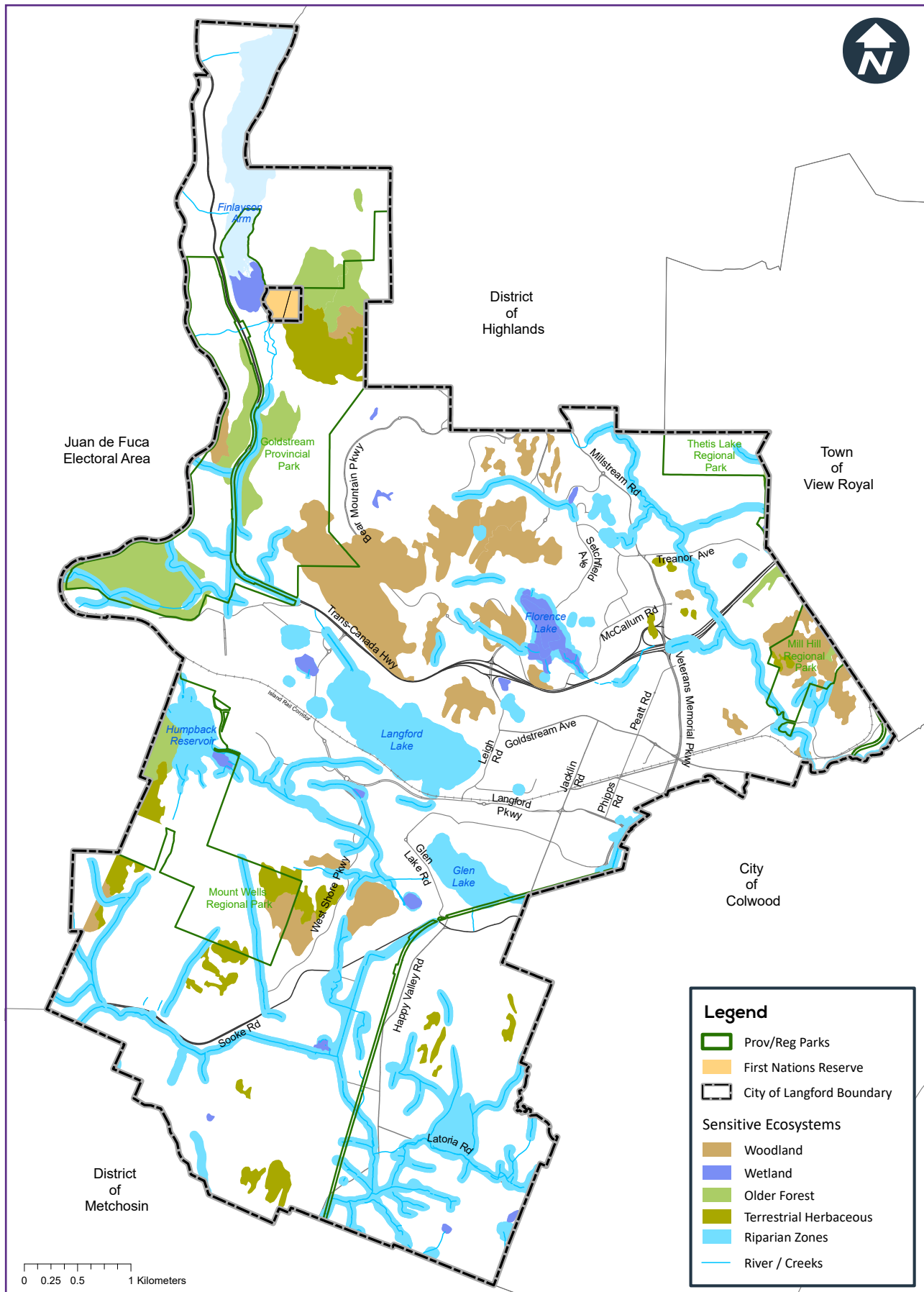


## Targets and Commitments

### To achieve the desired outcomes, Langford will:

- 10.18. Ensure an urban forest canopy of at least 40% in 2050.
- 10.19. Implement the Urban Forest Management Plan, with an emphasis on the quick start and priority actions, including:
  - 10.19.1. Plant at least 300-600 new trees (excluding replacement trees) per year on public and private property.
  - 10.19.2. Enhance maintenance practices to maximize the urban forest benefits of public trees and to reflect sustainable, evidence-based management practices.
  - 10.19.3. Update regulatory bylaws (such as the zoning bylaw, Development Permit Area guidelines, and development servicing bylaw) to improve tree outcomes.
  - 10.19.4. Review and update the City's "State of the Urban Forest" report every five years to monitor changes and adjust policies as needed to achieve the canopy target.
- 10.20. Update the ESA Development Permit Area maps and guidelines to ensure, as much as possible, that the maps accurately reflect the extent of ESAs and that the guidelines are achieving desired outcomes.
- 10.21. Update bylaws to allow discretionary density bonusing, reorganizing density on-site, or other variances in exchange for the retention of important ESA or urban forest features.
- 10.22. Require lands dedicated as park or greenspace to be treed or otherwise natural ecosystems, as much as possible, unless required for active park uses.
- 10.23. Develop a biodiversity conservation strategy to support the coordinated acquisition, conservation, and enhancement of the City's natural ecosystems.





MAP 6: SENSITIVE ECOSYSTEMS & HABITAT AREAS





# PART 11

## **Economic Resilience and Prosperity**

---

# Economic Resilience and Prosperity

A strong, resilient economy is essential for a thriving community. Local businesses play a central role not only by providing goods and services but by fostering entrepreneurship, incubating new ventures, and strengthening social connections. As the foundation of the local economy, these businesses contribute to a dynamic, inclusive, and prosperous city.

Equally important is expanding local employment opportunities. Fostering a diverse range of jobs within Langford will reduce the need for commuting to other areas, easing traffic congestion and supporting a sustainable transportation network. This approach builds local resiliency, enhances quality of life, shortens commute times, and keeps economic benefits within the community.

A resilient economy means having the ability to pivot, adapt to, and recover from external disruptions, whether from natural disasters (including the many consequences of climate change), trade tariffs, global conflicts, supply chain disruptions, pandemics, or economic downturns. By fostering a diverse and adaptable economy, Langford can minimize job losses, protect livelihoods, and sustain community well-being in the face of future challenges, both predictable, and unpredictable.



## The Challenge

The COVID-19 pandemic taught us a lot about economic resiliency. The impacts of the pandemic highlighted the essential role of certain businesses, including grocery stores, hardware stores, pet supply shops, home-based businesses, and safety suppliers, in maintaining daily life. At the same time, other businesses proved vital to maintaining local jobs, supporting economic recovery, and enhancing community well-being.

As the significant consequences of the climate crisis become more commonly felt and as economic conditions such as long-standing trade relationships become much more difficult to predict and rely on, economic “shocks” become more common. Economic health becomes less about successfully predicting such shocks, and more about embedding resiliency into the fabric of our business community.

How can Langford foster a resilient, innovative, and adaptable economy that supports all businesses and ensures the community remains strong in the face of future disruptions?

## Desired Outcomes

1. Langford will be economically resilient and capable of swiftly adapting to unexpected economic uncertainty.
2. Langford will be a regional destination for the knowledge economy, shopping, and creative-based industries.
3. Langford’s economic activity will encompass a wide range of sectors to maintain a balanced and resilient economy.





## Desired Outcome #1: Langford will be economically resilient and capable of swiftly adapting to unexpected economic uncertainty.

- 11.1. Emphasize innovation and collaboration, as it has become a lot harder, if not impossible, to predict the changes, challenges, and turning points our community will face within the life of this Plan. Change is not only harder to predict, but it is also happening faster. Strategies and policies should reflect this reality.
- 11.2. Assess and identify actions to enhance economic resiliency as part of the Economic Development Strategy.



## Desired Outcome #2: Langford will be a regional destination for the knowledge economy, shopping, and creative-based industries.

- 11.3. Work to support the expansion of local and regional serving businesses located in the community.
- 11.4. Ensure the city remains a regionally (and provincially) competitive, attractive, and strategically nimble business destination.
- 11.5. Ensure land-use policies support and enable a sufficient long-term supply of commercial and industrial floor space capacity to meet local and regional demands.
- 11.6. Work with development proponents to attract 'anchor' business tenants through proactive development partnerships.
- 11.7. Collaborate with Royal Roads University to establish an Innovation Studio at the West Shore Campus to promote innovation and entrepreneurship, and to connect students with the business community.
- 11.8. Create people-places, such as public squares, plazas, and transformed streets, in commercial and mixed-use areas that incorporate seating areas, urban nature, and active design elements to attract people, encourage them to linger, and support local businesses.
- 11.9. Support and strengthen arts and cultural activities such as festivals and performances that advance economic development objectives.
- 11.10. Expand local and regional tourism strategies to attract visitors.
- 11.11. Support public realm infrastructure improvements such as new benches, bus shelters, water fountains, and bicycle racks to expand the use of active and alternate modes of transportation to commercial destinations.
- 11.12. Explore collaborative relationships with event holders and businesses to expand the use of alternate and active modes of transportation to commercial destinations and events.



### Desired Outcome #3: Langford's economic activity will encompass a wide range of sectors to maintain a balanced and resilient economy.

- 11.13. Conduct a gaps analysis to determine what businesses and services are missing in Langford.
- 11.14. Work with key partners to incorporate shopping amenities (grocery stores, etc.) into new and existing commercial and mixed-use buildings to meet the needs of a growing population within a short walk, roll, or bike ride of homes.
- 11.15. Continue to support opportunities and partnerships for meaningful First Nations tourism and business creation.
- 11.16. Ensure commercial spaces on the ground floor in the downtown core are active uses that generate footsteps, support urban density, and enhance livability.
- 11.17. Permit home-based business in all parts of the community in all dwelling units.
- 11.18. Prioritize and lobby for job-rich industry types.
- 11.19. Encourage developers to work with downtown businesses to collaborate on providing amenities that may not be possible to include on-site (e.g. discounts for gym memberships or local businesses).
- 11.20. Support the development of non-profit organizations in the community, recognizing that they are employers and have access to funding (e.g. from senior governments) that bring new resources to the community.



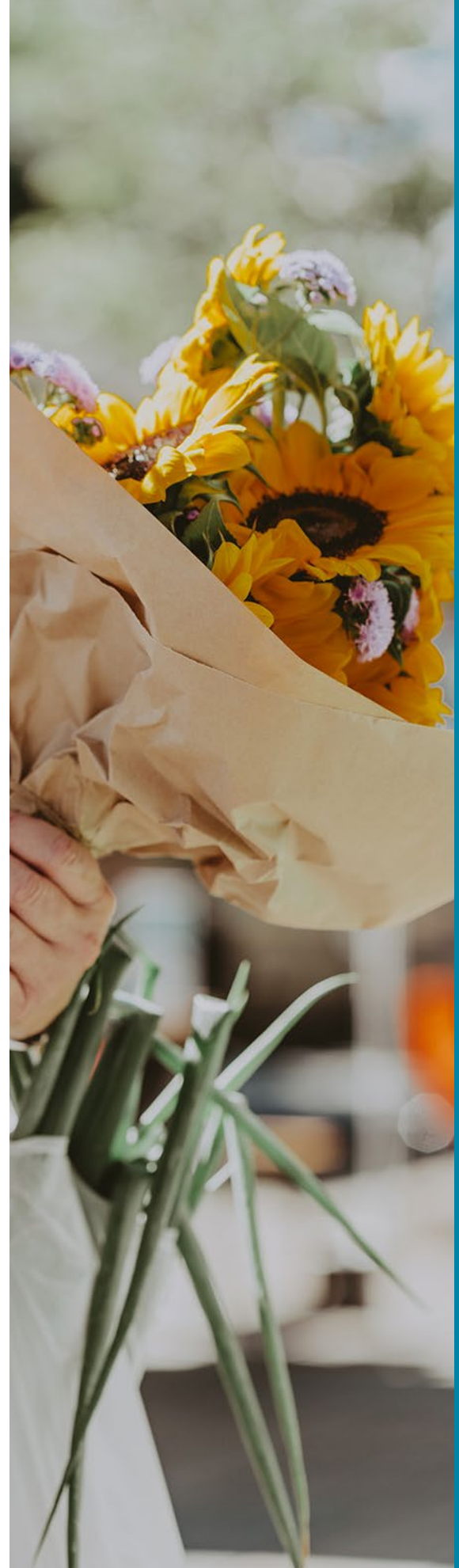




## Targets and Commitments

### To achieve the desired outcomes, Langford will:

- 11.21. Adopt an Economic Development Plan that will gather baseline information on Langford's economic sectors, examine current trends and best practices in the context of Langford's strengths and opportunities, and include an action plan specifically addressing economic resilience, including (but not limited to):
  - 11.21.1. Development of business continuity programs.
  - 11.21.2. Support for the development of robust business retention and expansion programs.
  - 11.21.3. Support for social enterprises and innovation that focus on social and environmental outcomes (see Part 12 – Embracing the Creative City).
  - 11.21.4. Adoption of a “buy local program” supporting local purchasing and procurement.
- 11.22. Update the zoning bylaw so that only active, pedestrian-oriented uses are permitted on the ground floor in key parts of the Downtown.
- 11.23. Establish minimum commercial unit size requirements for mixed-use buildings to ensure new businesses have a viable street presence and floorspace.
- 11.24. Conduct a downtown parking needs assessment with the lens of economic development to ensure public parking areas set appropriate turn around times to support businesses.
- 11.25. Ensure Employment Lands (see Part 6 – Land Use and Growth Management Strategy) are maintained to protect the long-term availability and viability of light industrial land uses.
- 11.26. Consider revitalization tax exemptions to attract investment.
- 11.27. Work with other communities and key partners to continue promoting and developing Langford and the West Shore as a regional sport tourism, tourism, arts and culture, and recreation destination.





PART 12

# Embracing the Creative City

---



THE LANGFORD

STATION

CULTURAL DISTRICT



## Embracing the Creative City

Arts and culture, encompassing language, food, music, cinema, visual art, theatre, dance, and more, play an essential role in fostering social and economic prosperity. The cultural sector contributes approximately \$60 billion to the Canadian GDP annually. Research indicates that participation in arts and cultural activities is directly associated with enhanced health, happiness, and a sense of community belonging. Additionally, arts and culture attract visitors, strengthen local economic networks, and provide individuals with valuable lifelong experiences.

Arts and culture play a significant role in community development and support. Residents have indicated a need for additional cultural infrastructure in Langford, such as a performing arts centre and live music venues of various sizes to encourage creativity and foster social gatherings.

By integrating arts and culture into community planning and urban development, Langford is establishing itself as a “creative city”—a city that thrives on the incorporation of innovation, diversity, and creative expression.

### The Challenge

How does Langford ensure that arts and culture are not just supported, but fully integrated into the City’s planning decisions, economic and social development, and urban design?

To develop a creative city, Langford must address challenges such as venue shortages, gaps in arts and culture infrastructure, and the need for equity-driven solutions that enable all residents to access and participate in cultural activities.

By prioritizing arts and culture as an essential component of city-building, Langford can reinforce its identity, improve livability, equity, and inclusion, and identify new opportunities for arts, culture, and social connection.

### Desired Outcomes

1. Local First Nations will be involved in how the City supports their community’s arts and culture needs, by fostering meaningful partnerships.
2. Langford will host a vibrant and diverse array of cultural spaces.
3. Arts and culture will seamlessly integrate into City decision-making, with reduced regulatory barriers that encourage creative expression.
4. Creativity and innovation will thrive and help shape the city.



**Desired Outcome # 1 - Local First Nations will be involved in how the City supports their community's arts and culture needs, by fostering meaningful partnerships.**

- 12.1. Engage with local First Nations and urban Indigenous artists to explore the implementation of art features in public and private development projects.
- 12.2. Actively involve First Nations and urban Indigenous community members in public celebrations, gatherings, and intercultural events.
- 12.3. Recognize and honour Indigenous culture, knowledge, and language through public art and community events.
- 12.4. Ensure widespread public awareness and acknowledgment of the true history of Langford's territorial lands and the Nations who have stewarded them.



*The Yos Pole: created by Master Carvers Moy Sutherland Jr. from Tla-o-qui-aht First Nation (Tofino) and John Marston from Stz'uminus First Nation (Chemainus) and various Malahat Nation youth.*



2

## Desired Outcome #2 - Langford will host a vibrant and diverse array of cultural spaces.

- 12.5. Develop more outdoor music and performance spaces in parks and other public areas.
- 12.6. Explore partnerships with private and non-profit arts and culture community groups and other levels of government to review facilities needs to foster cultural expression (e.g. performing arts centres).
- 12.7. Ensure the availability of affordable venues for artists, arts organizations, and cultural groups.
- 12.8. Encourage the development of private performance and gallery spaces in new developments.
- 12.9. Enable public outdoor places for programmed or spontaneous performances and art installations.
- 12.10. Foster public spaces that are culturally vibrant and support social connection and cultural expression.
- 12.11. Link arts sector initiatives to beautification, revitalization, and development efforts.
- 12.12. Provide funding for arts and culture groups, initiatives, and programs for city-focused activities.
- 12.13. Apply equity, diversity, and inclusion approaches to address barriers to access arts and culture space.





### **Desired Outcome #3 - Arts and culture will seamlessly integrate into City decision-making, with reduced regulatory barriers that encourage creative expression.**

- 12.14. Integrate arts and culture initiatives and programming as part of new development projects.
- 12.15. Create culturally vibrant public spaces that promote social connection and cultural expression, integrating them into amenity expectations or capital projects.
- 12.16. Foster distributed creative-placemaking throughout the city where residents and visitors can experience and enjoy an artful public realm.
- 12.17. Consider providing municipal properties or resources to assist with the upfront capital costs and/or operating endowment for an arts and culture centre.
- 12.18. Enable new or repurposed spaces for professional and community arts and cultural activities in areas well served by public transit and other modes of transportation through zoning amendments.
- 12.19. Reduce excessive parking minimums that create barriers for entertainment businesses in central locations that are accessible by public transit and active modes of transportation.
- 12.20. Create opportunities to showcase local artists in public spaces, prioritizing Indigenous artists.
- 12.21. Support and expand The Langford Station Arts and Cultural District as a public gathering place.



### **Desired Outcome #4: Creativity and innovation will thrive and help shape the city.**

- 12.22. Encourage the utilization of “third spaces” - public and commercial spaces outside homes and workplaces for gatherings, networking, and socializing. These spaces should serve as hubs for connection, collaboration, and innovation, providing creative individuals, including entrepreneurs, opportunities to meet, share ideas, and work collaboratively.
- 12.23. Foster, encourage, and support open-mindedness, innovative thinking, competent risk-taking, and appreciation for differences and diverse perspectives in a manner that benefits both local and broader public interests.
- 12.24. Embrace a corporate culture that is open to well-designed and evidence-based experimentation by using methods such as pilot projects to test new ideas.
- 12.25. Foster and highlight interculturalism by promoting active engagement and dialogue between diverse cultures, encouraging interaction, mutual understanding, and the development of a shared public culture.

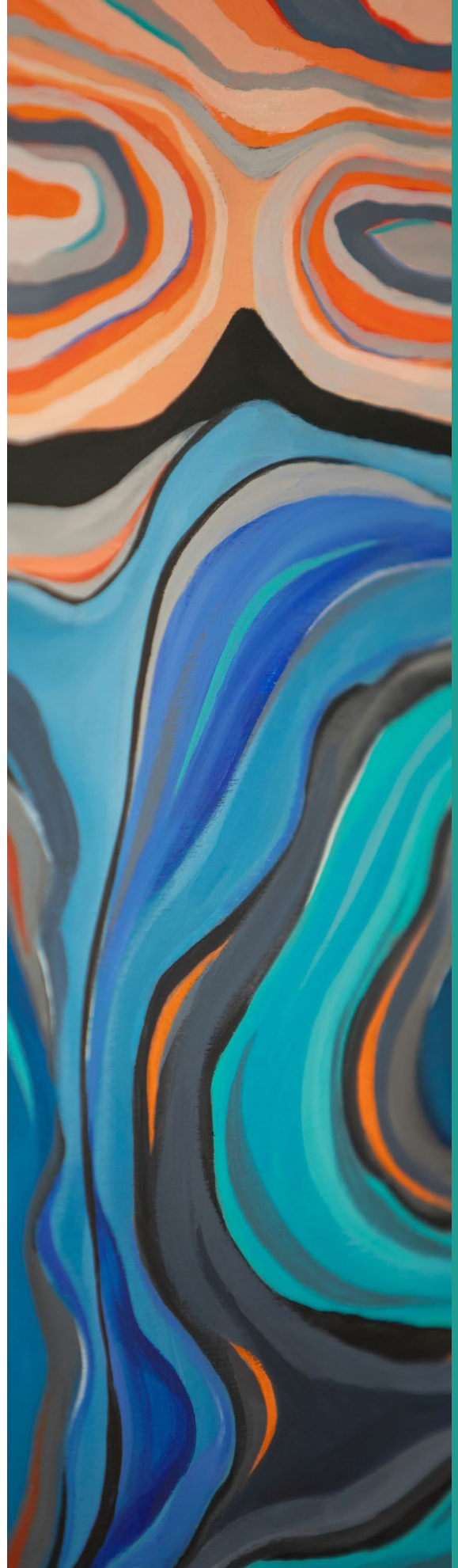




## Targets and Commitments

### To achieve the desired outcomes, Langford will:

- 12.26. Consult with local First Nations, urban Indigenous peoples, residents, businesses, artists, and other key partners to identify needs and priorities for arts and culture, with a focus on inclusivity, diversity, equity, and accessibility.
- 12.27. Conduct corporate training on the use of Reconciliation language, paired with decolonial actions.
- 12.28. Set a target for cultural space per 100,000 residents.
- 12.29. Create and implement an Arts and Culture Strategy to determine how best to showcase and celebrate the diverse cultures in Langford.
- 12.30. Work with other West Shore communities and key partners to contribute funding to an arts and culture centre (dedicated use and/or multi-use).





# PART 13

## Food Systems and Security

---



# Food Systems and Security

Access to affordable, healthy food is essential to quality of life. Food systems and local food security are becoming increasingly important, as they are linked to human and environmental health, economic resilience, and the ability to withstand climate change and rising energy costs. The availability, quality, and affordability of local food shapes food choices, making a well-functioning food system a foundation of community well-being.

Langford recognizes the importance of localizing food production, processing, and distribution to build a resilient and sustainable food system. As an urban community with limited farmland, Langford's food system relies on a mix of small-scale farms, co-operatives, food distributors, grocery stores, local restaurants, and a farmers' market. However, this infrastructure is not enough to support true food self-reliance.

Rising food prices, supply chain disruptions, and unpredictable global factors such as climate change, trade tariffs and trade restrictions highlight the urgency of expanding local food security. Langford must take strategic action to strengthen food production and distribution while supporting sustainable agricultural practices to build long-term resilience.



## The Challenge

Currently, only about 10% of the food consumed on Vancouver Island is locally produced, leaving Langford heavily reliant on imports. This dependence contributes to greenhouse gas emissions, increased traffic, food quality concerns, and lost economic opportunities. Supporting a more self-reliant food system can address these challenges while improving sustainability and resilience. While the Agricultural Land Reserve (ALR) plays a valuable role in protecting land for food production, it offers limited support for promoting active cultivation.

How can Langford tackle these challenges and boost local food production and self-reliance amid unpredictable factors, like fluctuating tariffs and climate change, that threaten food systems and supply chains?

## Desired Outcomes

1. All residents will have consistent access to affordable, healthy, and locally sourced food within walking distance.
2. Agricultural lands will be protected, productive, and harmoniously integrated with urban development.



**Desired Outcome #1: All residents will have consistent access to affordable, healthy, and locally sourced food within walking distance.**

- 13.1. Support community and non-profit groups to establish or expand food-growing programs, facilities, and activities.
- 13.2. Engage with and support local organizations who are working in the areas of food security, food access, and food self-sufficiency.
- 13.3. Leverage funds from new developments to acquire land and infrastructure for community gardens.
- 13.4. Identify locations for community gardens as part of the Parks and Trails Master Plan, ensuring at least one per neighborhood, particularly in higher-density areas.
- 13.5. Incentivize the inclusion of food growing opportunities into new multi-family development.
- 13.6. Encourage the planting of edible plant species in landscaped areas within new development, parks, and boulevards, where appropriate.
- 13.7. Encourage the development of locally owned and locally sourced grocery stores, markets, corner convenience stores, cafes, and restaurants in new and existing neighborhoods.
- 13.8. Actively promote farmer's markets, food fairs, and celebrations of local food producers.



*Langford Spring 2021 Farmers Market.*





## Desired Outcome #2 – Agricultural lands will be protected, productive, and harmoniously integrated with urban development.

- 13.9. Acquire farmland for community trust management, ensuring long-term agricultural use.
- 13.10. Investigate incentives to promote farming as the primary activity on all agricultural land, including underutilized farmland.
- 13.11. Preserve agricultural land by implementing edge-planning policies to prevent encroachment from development and to minimize potential conflicts.
- 13.12. Support the inclusion of viable agricultural lands into the Agricultural Land Reserve and consider farm tax exemptions to stimulate local farming.
- 13.13. Ensure density targets support a sustainable local food economy.
- 13.14. Support the development of greenhouses, vertical agriculture (indoor growing of crops using stackable shelves), and other advanced agricultural methods.
- 13.15. Encourage farmland under production to expand production, host community events, and establish farm stands to showcase their products and other locally sourced goods.
- 13.16. Focus on enhancing food security by encouraging value-added processing, greenhouse operations, and farm-to-table initiatives.
- 13.17. Facilitate cooperation amongst individuals or groups working towards increasing community agriculture activities.
- 13.18. Promote innovative and sustainable farming practices on underutilized or city-owned lands.
- 13.19. Perform cost-benefit analyses to evaluate new initiatives, such as farm tax exemptions.





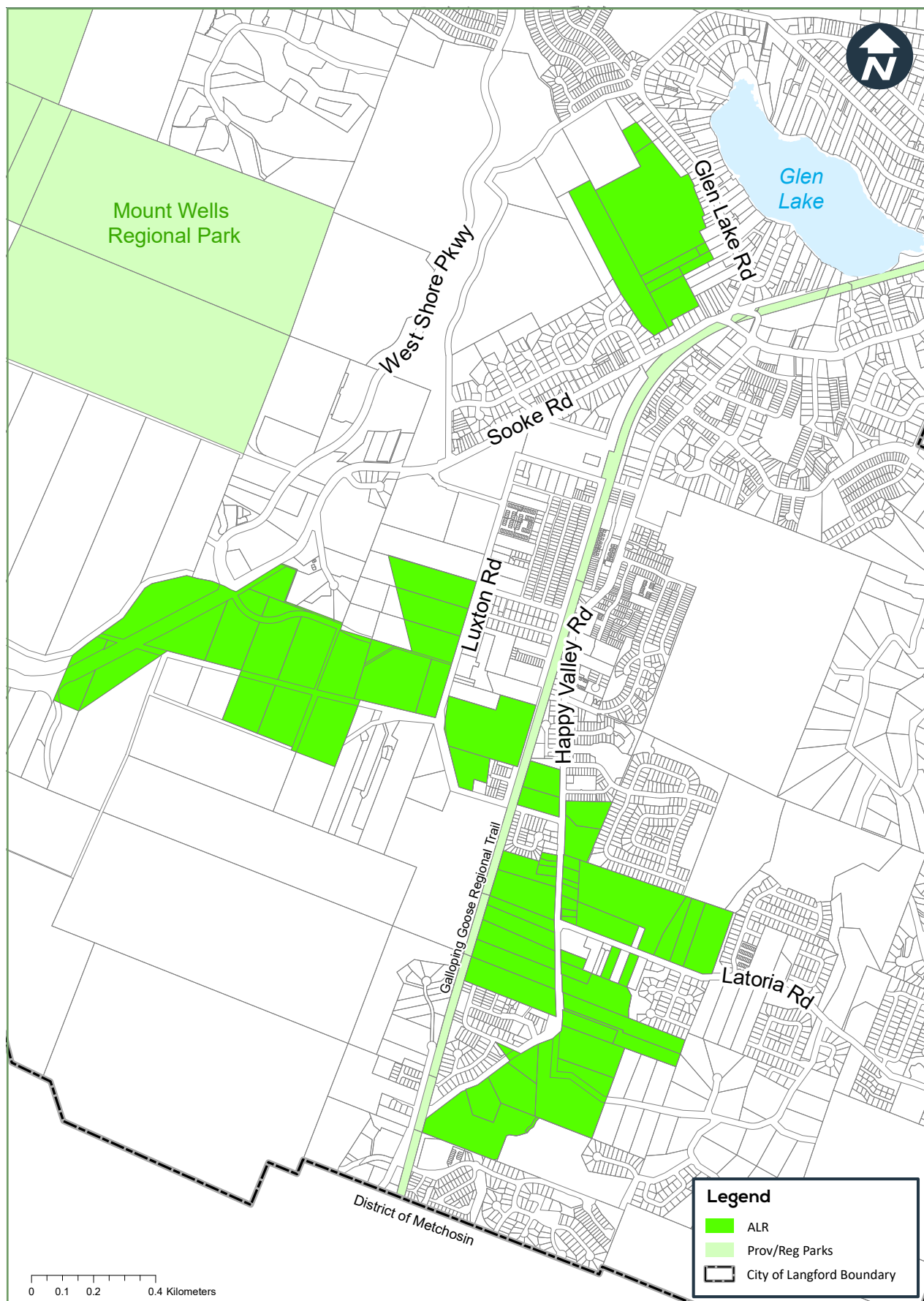
## Targets and Commitments

### To achieve the desired outcomes, Langford will:

- 13.20. Identify and reduce any municipal barriers to increasing the production of food on agricultural lands and the resilience of the food system.
- 13.21. Establish a minimum of one community garden per neighborhood by the time we reach 100,000 people.
- 13.22. Establish targets for local food production.
- 13.23. Permit community gardens in all commercial, residential, and public zones, including parks and utility corridors.
- 13.24. Amend the zoning bylaw to permit farmer's markets on public lands and facilities, including parks and schools.
- 13.25. Ensure all neighborhoods have access to locally owned food outlets and markets.
- 13.26. Include allotment gardens in a density benefits strategy to encourage the incorporation of food growing opportunities into new multi-family development.
- 13.27. Ensure private patios or balconies in new multi-family developments are large enough to place food-growing planter boxes.
- 13.28. Work with regional partners to promote locally grown food, such as Buy Local initiatives.
- 13.29. Develop metrics to track progress on objectives, such as the number of community gardens, local food production rates, the number of households within walking distance of a grocery store, and reductions in food-related GHG emissions.







MAP 7: AGRICULTURAL LAND RESERVE (ALR) INVENTORY





# PART 14

## Parks, Places, and Services for People

---





# Parks, Places, and Services for People

Public spaces—parks, plazas, squares, and well-designed streets—are vital for creating vibrant, healthy, and inclusive communities. In Langford, these spaces promote physical and mental well-being, foster social connections, support cultural expression, and enhance active transportation networks. By prioritizing equitable access and innovative placemaking, the city can transform its public realm into a dynamic network of gathering places that strengthen community life, economic success, and environmental sustainability.

Strong social infrastructure is also essential to community well-being. Access to urgent and primary care, social services, childcare, and education must keep pace with Langford's rapid growth. Currently, many residents must travel outside the city to meet these needs. Ensuring that essential services are available locally is critical to creating the complete community envisioned in this OCP.



## The Challenge

Langford has a shortage of parks and public spaces that serve diverse recreational, cultural, and social needs. Traditional Park planning has not fully addressed the demand for accessible gathering spaces in an increasingly urban city, including public squares, plazas, and streets designed as welcoming places for people. Expanding and reimagining these spaces is key to creating a cohesive and inclusive public realm.

Additionally, the growing population requires more space for essential services such as health care, childcare, social services, and education. While many of these fall outside municipal jurisdiction, the City must work with partners to reduce barriers, integrate space for services into new developments, and advocate for support from higher levels of government.

## Desired Outcomes

1. Langford will have a connected network of parks and people-places, including plazas, squares, and transformed streets.
2. Placemaking will shape vibrant, inclusive parks and people-centered spaces.
3. Accessible, safe, and affordable public spaces and services will be available to all.



## Desired Outcome #1: Langford will have a connected network of parks and people-places, including plazas, squares, and transformed streets.

- 14.1. Ensure a comprehensive network of parks and people-places is equitably distributed across the city to serve all neighbourhoods, community needs, abilities, and demographics.
- 14.2. Integrate parks and people-places into broader urban planning initiatives, enhancing connections within and between neighbourhoods.
- 14.3. Connect parks and people-places with active transportation corridors and greenways.
- 14.4. Ensure neighbourhoods have access to a range of parks and people-places that serve different functions, including active uses such as playgrounds, sport courts, and passive uses such as natural greenspace and trails.
- 14.5. Use people-places to enhance and strengthen growing urban areas by activating the space between buildings and creating “magnets” that attract and keep people.
- 14.6. Strengthen social connections through the design of transportation networks that prioritize active transportation, equitable mobility, and improved health outcomes for all residents
- 14.7. Work with adjacent municipalities to plan and develop a “West Shore Greenbelt” that connects greenspaces such as parks, trails, and natural areas throughout the region.
- 14.8. Maximize public access to waterbodies such as lakes and creeks, ensuring City ownership and limited access to environmentally sensitive areas (ESAs) where appropriate.





2

## Desired Outcome #2: Placemaking will shape vibrant, inclusive parks and people-centered spaces.

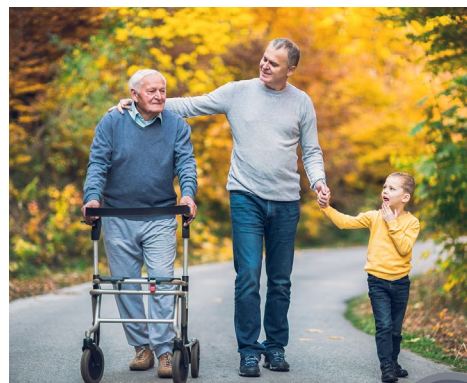
- 14.9. Create meaningful and affordable public gathering spaces for community celebration, civic engagement, and contemplation to strengthen sense of place and community.
- 14.10. Ensure the planning and design of parks and people-places integrate interactive and engaging public art and opportunities for diverse social, cultural, economic, recreational, and celebratory activities.
- 14.11. Promote temporary and seasonal public realm activations, such as opening streets for people/closing to vehicles and pop-up events, to enhance vibrancy and engagement.
- 14.12. Create opportunities for both spontaneous and programmed activities in parks and people-places.
- 14.13. Encourage community input through surveys, advisory councils, and youth engagement initiatives, ensuring diverse representation in decision-making processes.
- 14.14. Foster community engagement in the design and programming of public spaces to reflect local needs and identities.





### Desired Outcome #3: Accessible, safe, and affordable public spaces and services will be available to all.

- 14.15. Adopt the 8-to-80 principle to create a network of parks and people-places that are welcoming for residents of all ages and abilities and are connected by accessible active transportation corridors.
- 14.16. Ensure equitable access to parks and people-places by considering factors such as age, gender, ethnicity, and mobility constraints during planning and design phases.
- 14.17. Maintain an understanding of community needs for recreation, parks, people-places, and social services by conducting needs assessments and collaborating with community groups, external agencies, and other levels of government.
- 14.18. Work with recreation providers to:
  - 14.18.1. Optimize existing facilities, such as West Shore Parks & Recreation and the Langford Aquatic Centre, for both social and recreation programming.
  - 14.18.2. Provide a range of recreational programs for all ages, including indoor and outdoor activities that promote physical and mental health.
- 14.19. Support community groups in the ongoing development and operation of social programs and facilities to serve the needs of residents.
- 14.20. Work with key partners and developers to incorporate space for community groups, libraries, childcare centres, and/or health care offices and social services into new development.
- 14.21. Support the expansion of educational facilities, including pre-schools, K-12 schools, and post secondary institutions to ensure lifelong learning opportunities for all residents.
- 14.22. Encourage new group childcare, public schools, and senior serving facilities to be located in close proximity to each other to foster intergenerational learning opportunities.
- 14.23. Communicate, collaborate, and advocate to other agencies and levels of government to ensure local needs for education, health care, community safety, and social services are adequately addressed as the city grows.



#### 8-to-80 Principle

The 8 to 80 principle recognizes that building a city that is safe and accessible for 8 year olds and 80 year olds will work for everyone.



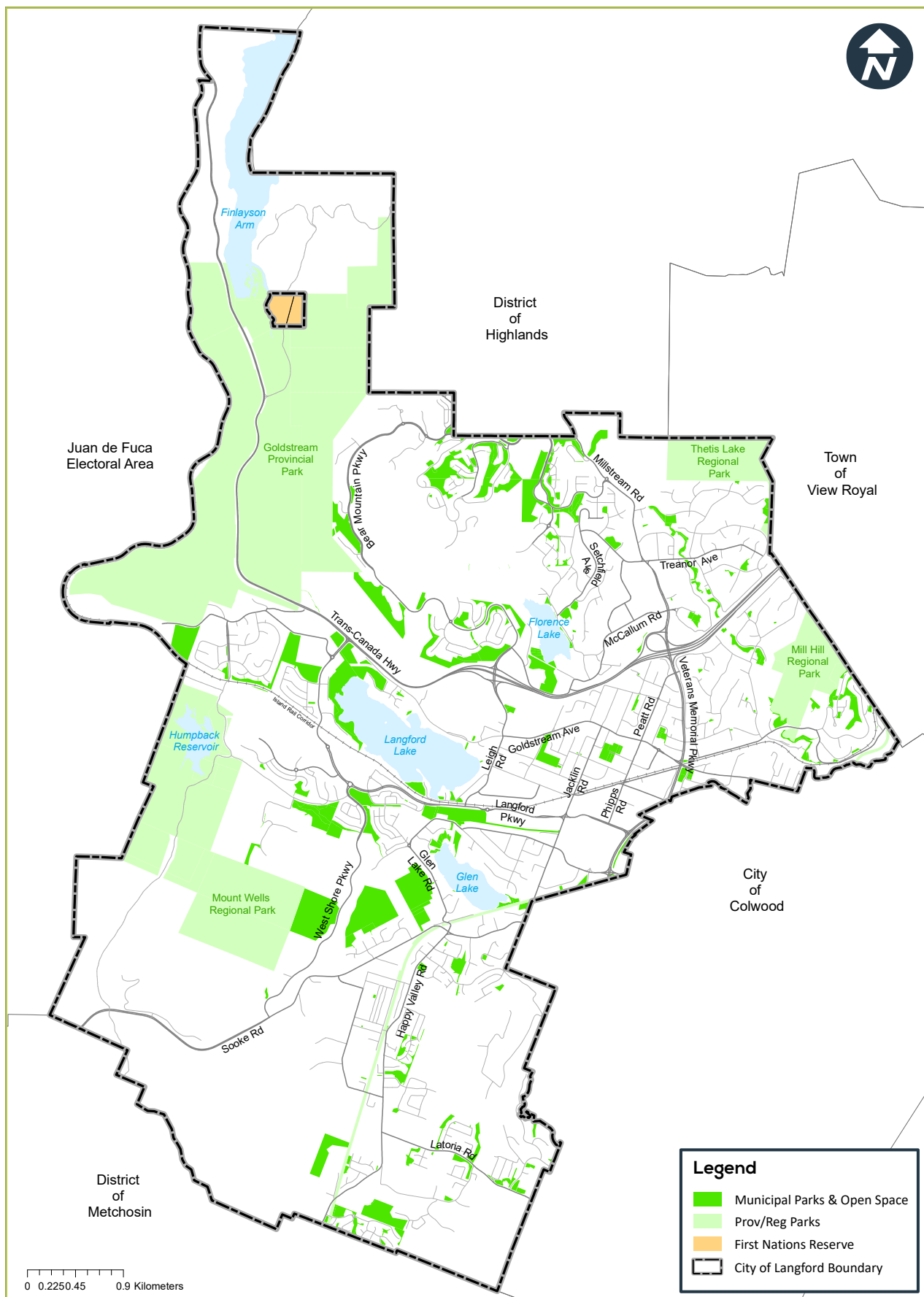




## Targets and Commitments

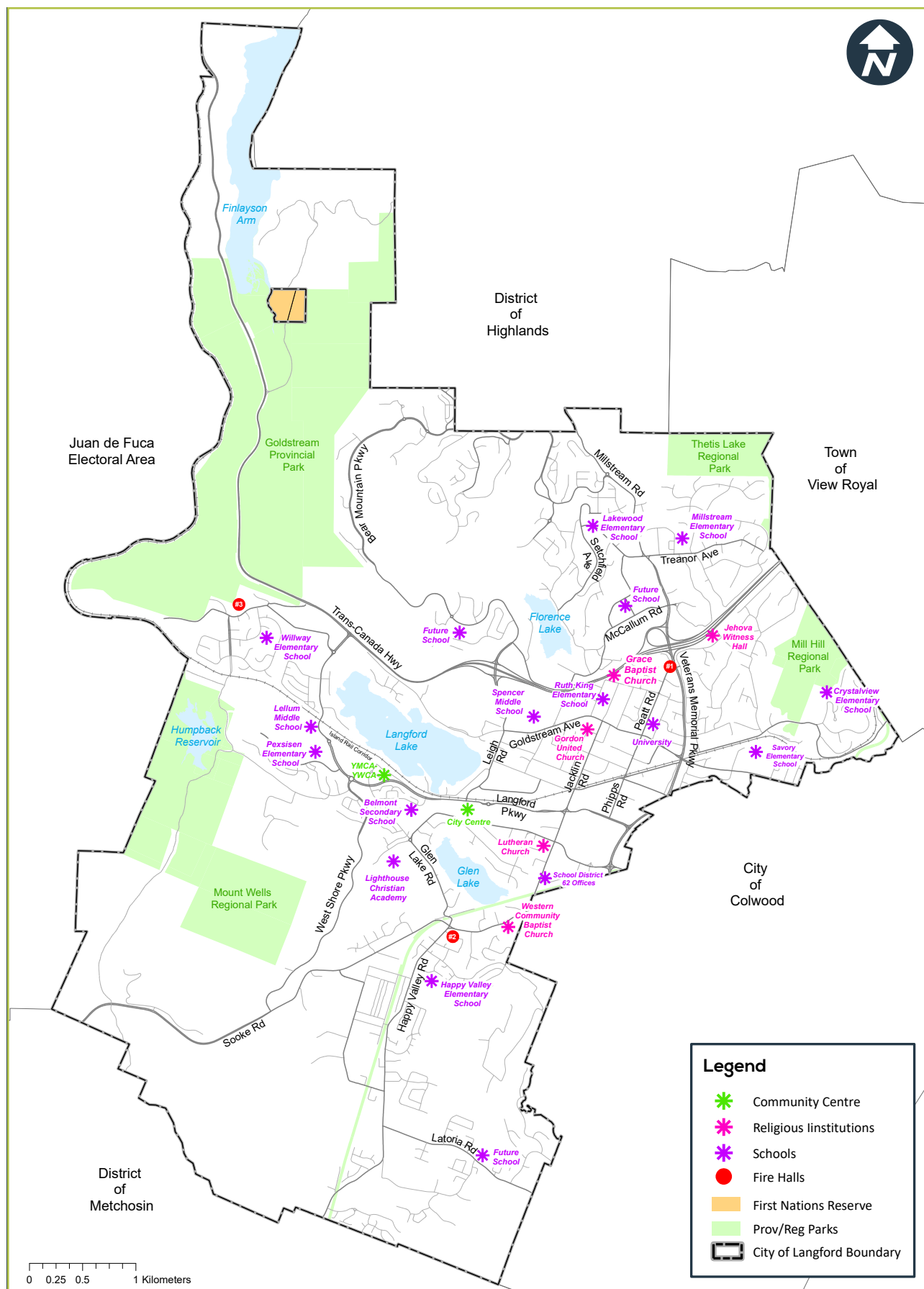
### To achieve the desired outcomes, Langford will:

- 14.24. Maintain a Parks and Trails Master Plan in order to guide decisions related to property acquisitions and the planning, design, and delivery of parks and public spaces.
- 14.25. Require lands dedicated as park or greenspace to be treed or otherwise natural ecosystems, provide public access, enable active or recreational uses, or provide expressed benefit to the community.
- 14.26. Increase the amount of City-owned parkland by 50% by the time we reach 100,000 residents.
- 14.27. Ensure that neighbourhoods integrate safe, connected, and nearby natural greenspaces, parks, and play areas for children and youth.
- 14.28. Ensure 95% of residents live within 400m of a usable park or public space by the time we reach 100,000 residents.
- 14.29. Prioritize the acquisition of new parkland in under-served and low equity neighbourhoods.
- 14.30. Universally apply requirements under the Land Title Act that require access to water bodies at the time of subdivision (BC Land Title Act Section 75 (1) (c)).
- 14.31. Maintain density bonusing strategies to secure parkland dedications and the incorporation of community spaces into new development, with the intent of optimizing all available land acquisition and dedication tools.
- 14.32. Create and implement a Placemaking Strategy to identify locations and programming opportunities for both temporary and permanent activation of public spaces into people-places.
- 14.33. 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 Langford.
- 14.34. Work with partners to define and create multi-use facilities such as community centres, areas for events and festivals, sports groups, community groups, and public gathering places as part of development projects.
- 14.35. Collaborate with the Sooke School District in identifying opportunities for new K-12 schools in key growth areas, and to develop additional joint-use agreements to ensure efficient use of public lands.
- 14.36. Ensure maximum potential for the provision of childcare, medical, and school facilities in zoning bylaws.
- 14.37. Advocate to other levels of government and external groups to establish additional urgent and primary care facilities in Langford.



MAP 8: PARK AND GREENSPACE INVENTORY





MAP 9: INSTITUTIONAL USES & INSTITUTIONS INVENTORY



# APPENDIX A

## Development Permit Areas

---



# Appendix A: Development Permit Areas

Applicants are required to provide a checklist or statement indicating how their proposal complies with the development permit area guidelines applicable to their development. Where some element of the proposal or design does not comply with a guideline, a justification identifying the divergence and the reason shall be provided. Council may diverge from any particular development permit guideline where a compelling rationale that preserves the qualitative intent of the guidelines is supplied.

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

In order to establish objectives for the form and character of new development, the City of Langford designates the following as development permit areas pursuant to Section 488(1)(e) and (f) of the *Local Government Act*:

- a. All Industrial land;
- b. All Commercial land;
- c. All Multi-Family Residential land;
- d. All Two-Family (Duplex) Multi-Family Residential land;
- e. All Intensive Residential land, which is defined as all land within subdivision plans that include more than three lots under 550 m<sup>2</sup> in area; and
- f. All land containing a Garden Suite or Carriage Suite.

As these areas will be the location of most major development in Langford during the period covered by the official community plan, it is important that the form and character of development be of a high-quality design and a consistent design theme (see High-Quality City Building). The guidelines created pursuant to this section ensure that development incorporates good site planning, safe and convenient multi-modal transportation, articulated and attractive building facades, aesthetically pleasing and usable public/private open space areas, and efficient servicing.

The City of Langford designates all areas identified on Maps 10 - 12 as Development Permit Areas for the purpose of protecting the natural environment, its ecosystems and biological diversity from development pursuant to Section 488(1)(a) of the *Local Government Act*. These are areas of environmental sensitivity.

Notwithstanding the areas shown on Map 10, the Riparian Development Permit Area includes all areas within 43m (141ft) of the high water mark of any watercourse.

In relation to any areas shown on Map 10 comprising or connected to a ravine, the Riparian Development Permit Area includes, despite the appearance of the area on Map 10, 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 high water mark 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 meters measured perpendicularly to the water body:

- a. For a ravine less than 60 meters 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 meters beyond the top of the ravine bank; and
- b. For a ravine 60 meters 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 meters beyond the top of the ravine bank.

The City of Langford designates all areas identified on Maps 13, 14, and 15 as a Development Permit Area for purpose of protecting development from natural hazards, pursuant to Section 488(1)(b) of the *Local Government Act*. These areas include floodplains, steep slopes, and areas of poor drainage.

The City of Langford designates all lands shown as extreme or high hazard on Map 16 as a Development Permit Area for the protection of development from wildfire hazard, pursuant to Section 488(1)(b) of the *Local Government Act*, for the purpose of ensuring that development within high and extreme wildfire hazard risk areas occurs in a way that minimizes the risk to persons and property associated with these hazards.

The City of Langford designates all lands identified on Map 17 as the Sooke Road Commercial Revitalization Development Permit Area, and all lands identified on Map 18 as the City Centre Development Permit Area as commercial revitalization development permit areas pursuant to Section 488(1)(d) of the *Local Government Act*. The form and character of development in these areas is of particular importance to the City's image. The City has particular objectives to encourage revitalization of older commercial premises to ensure that new development incorporates pedestrian-oriented site planning, articulated and attractive building design, site amenities, and high quality public and private realm landscaping.

The City further designates all of the lands designated as development permit areas as areas for which development approval information may be required under Section 484 of the *Local Government Act*. The justification for these designations is to ensure that Council has the ability to secure necessary information for considering development applications in order that:

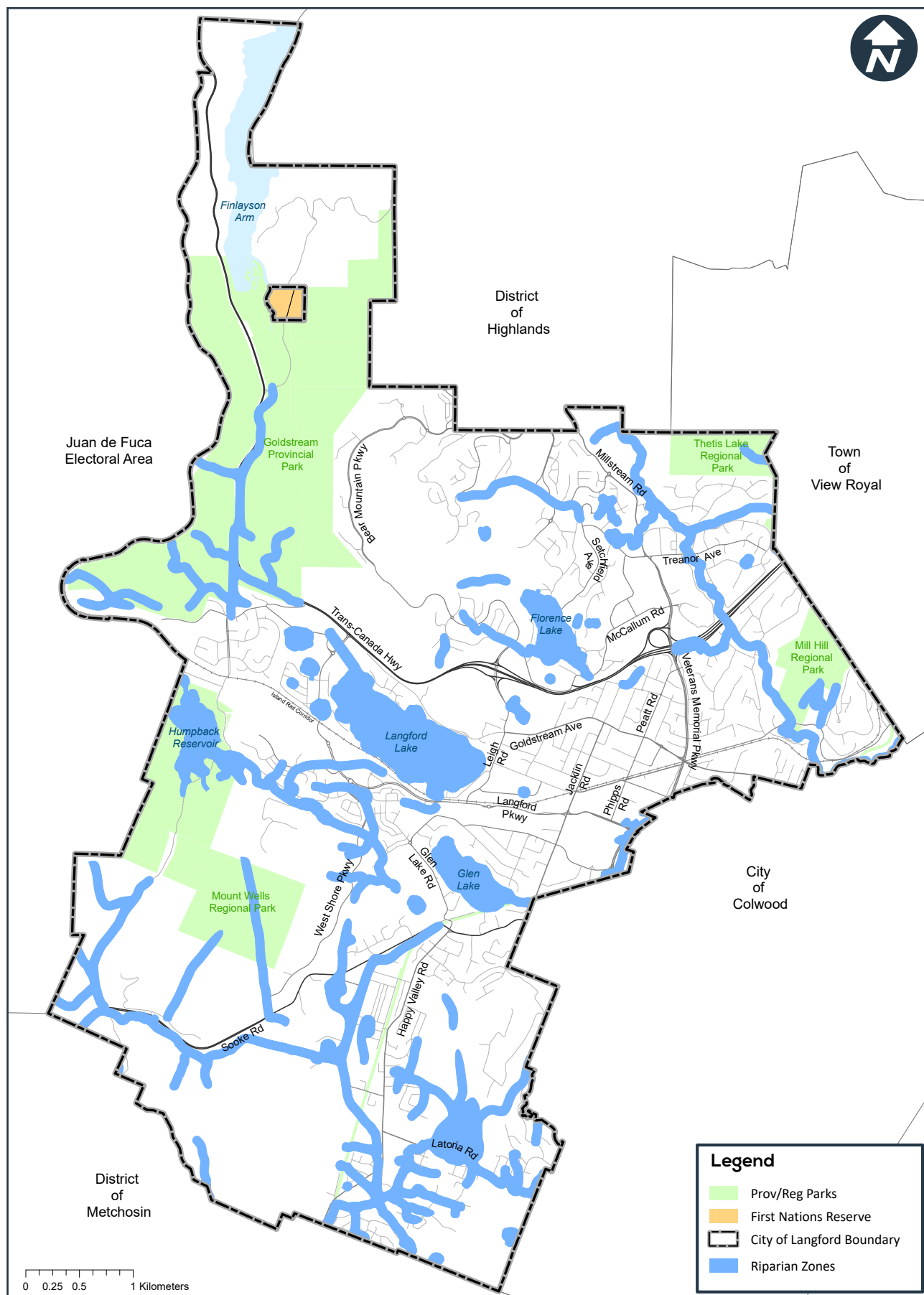
- Traffic and storm water runoff resulting from development are well-managed;
- Rare, endangered, or sensitive ecosystems, plants, and animals are identified and protected and development impacts mitigated;
- Development is protected from hazardous conditions; and
- The density, public realm, and form and character of new development are 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 a series of Appendices to the City of Langford Zoning Bylaw.**

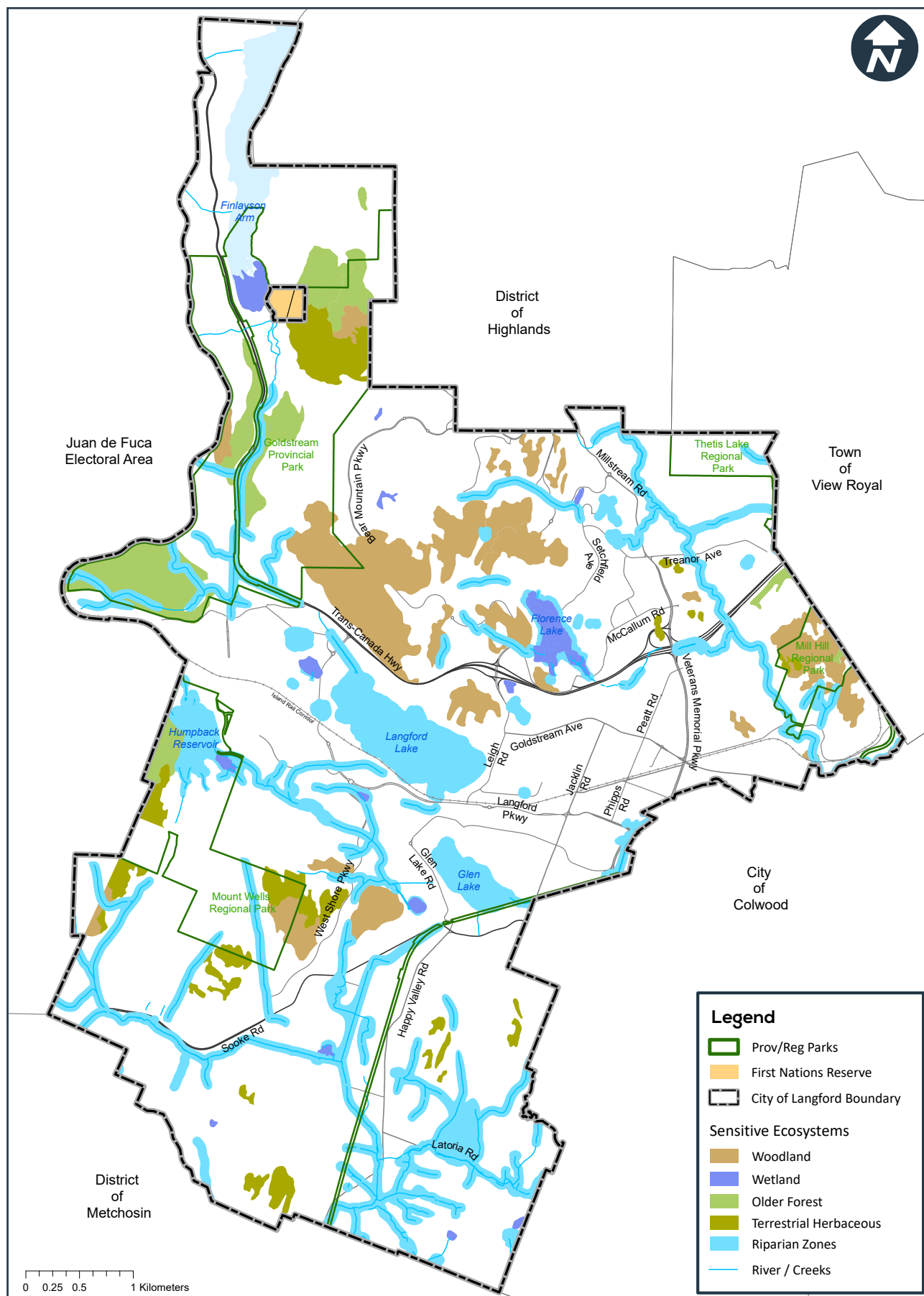
Council has the authority to issue a Development Permit which may be used to vary bylaw provisions other than the use or density of land or floodplain specifications.

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.



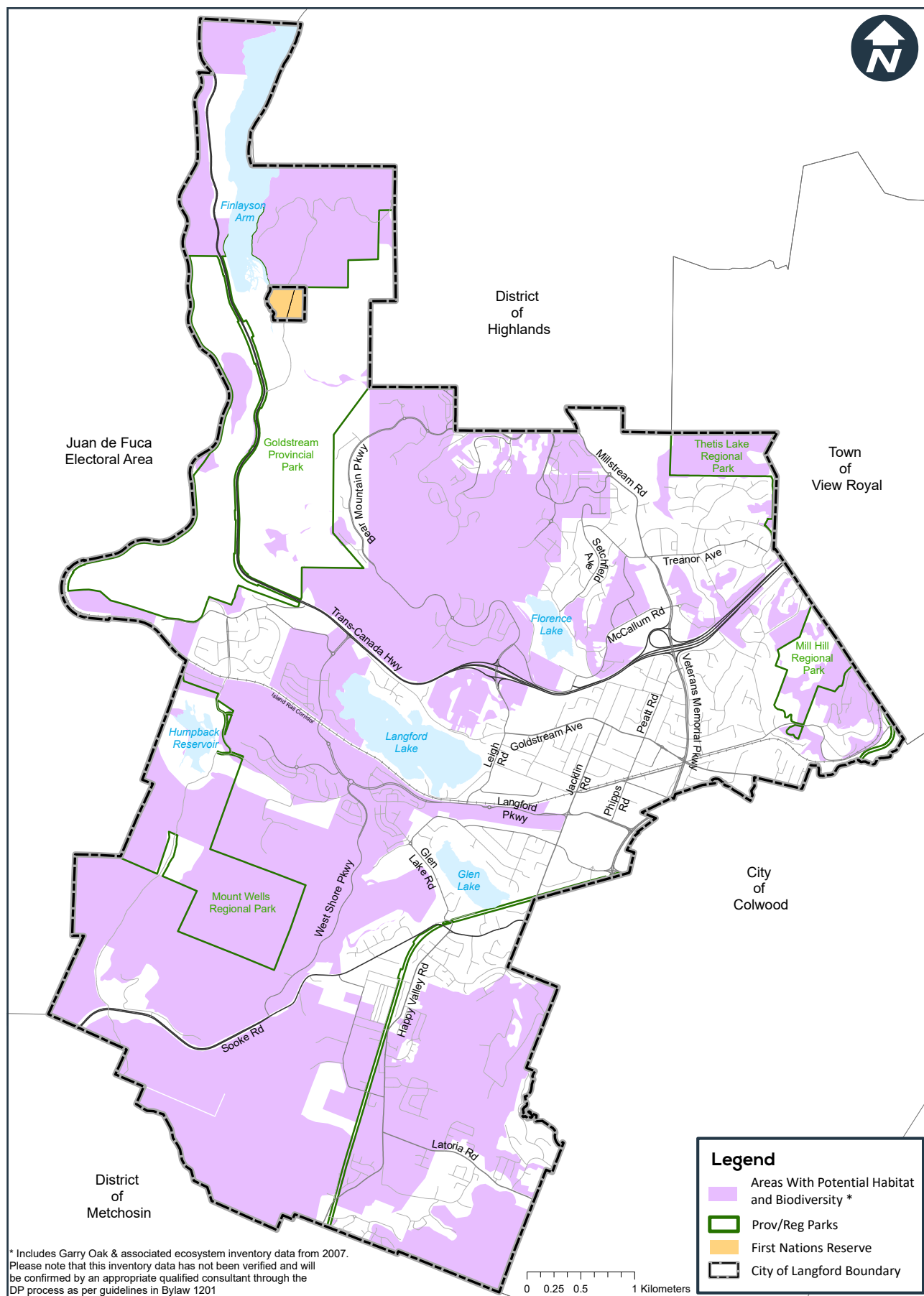


MAP 10: RIPARIAN ZONES

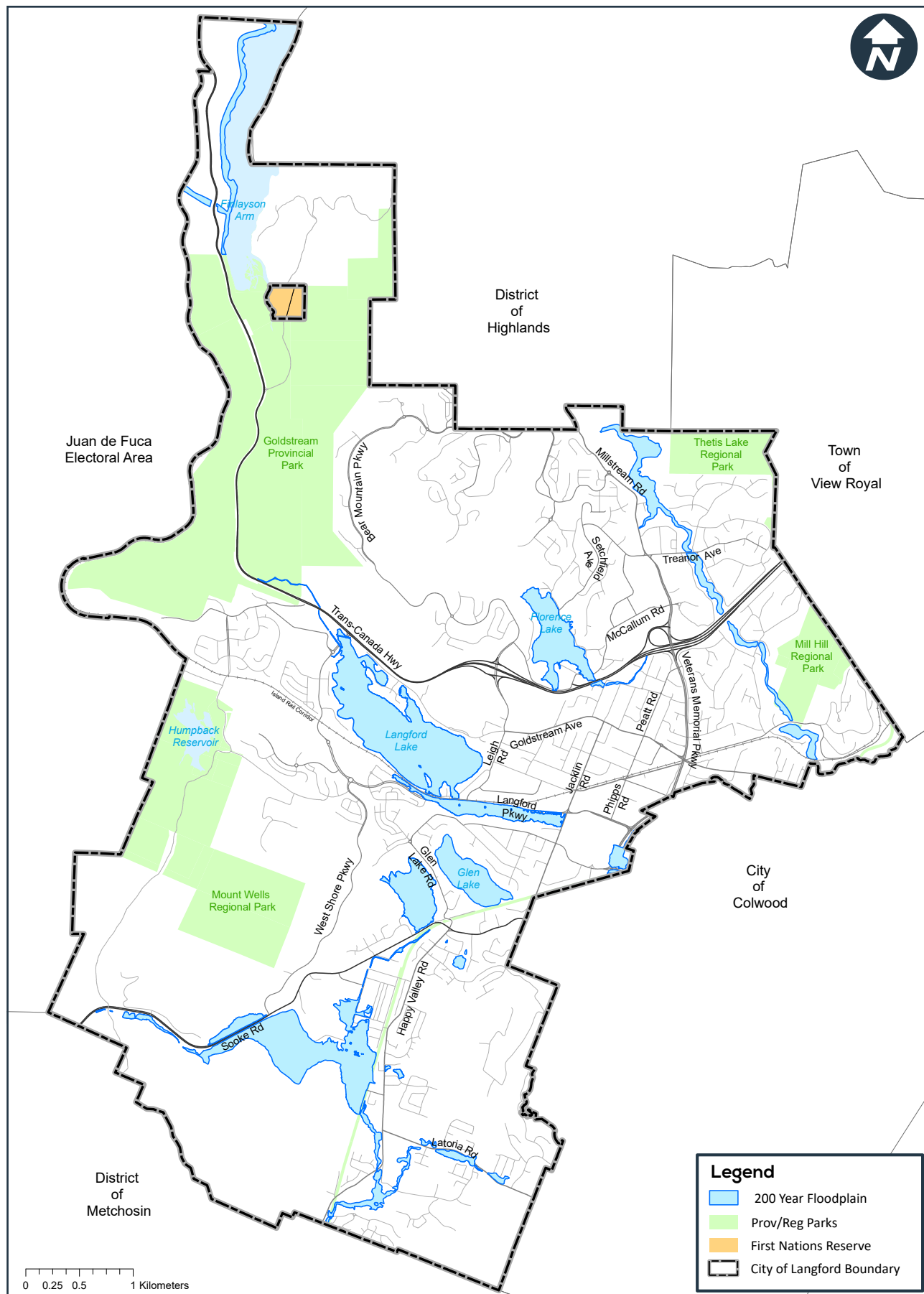


MAP 11: SENSITIVE ECOSYSTEMS



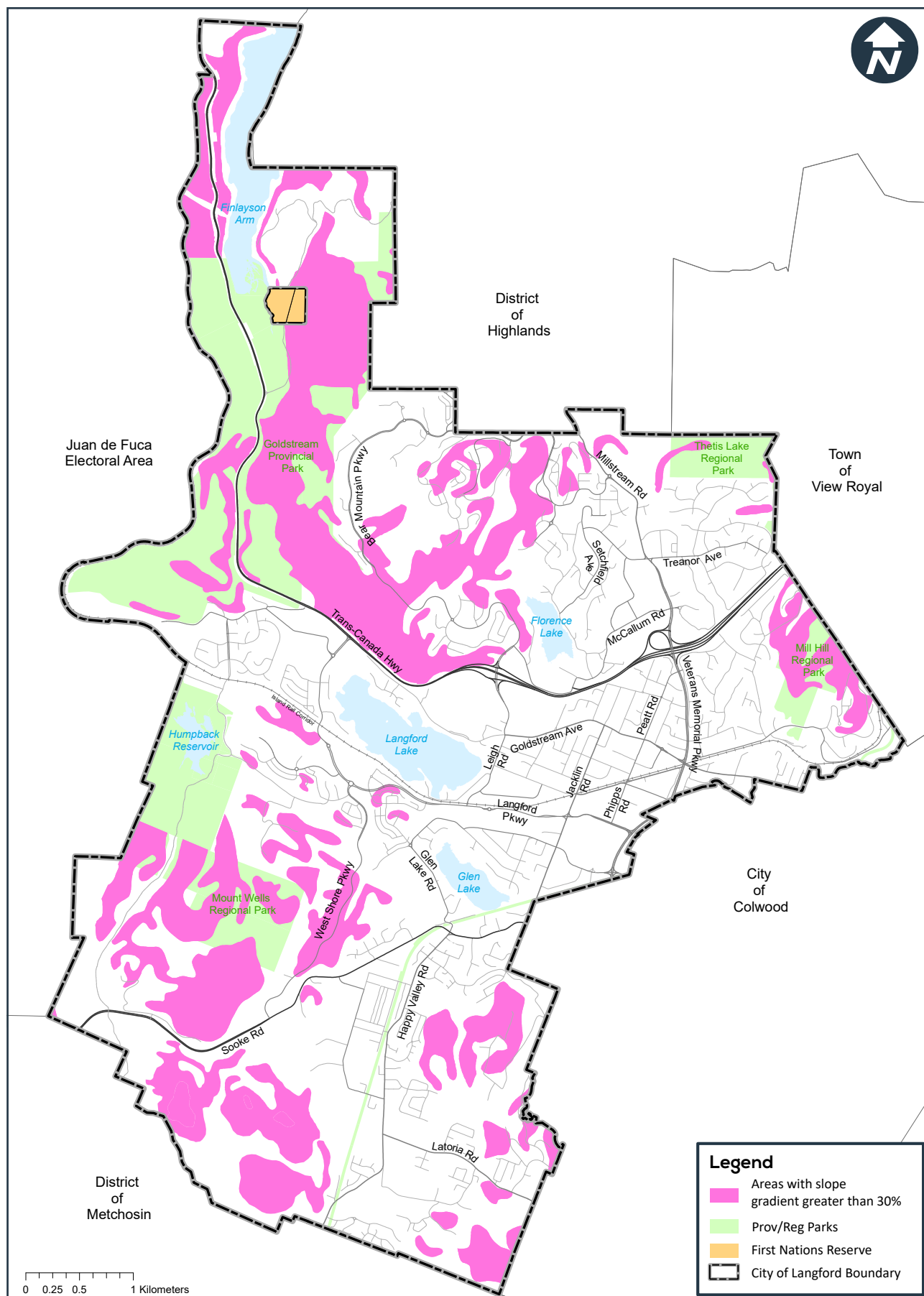


MAP 12: AREAS WITH POTENTIAL HABITAT AND BIODIVERSITY VALUES

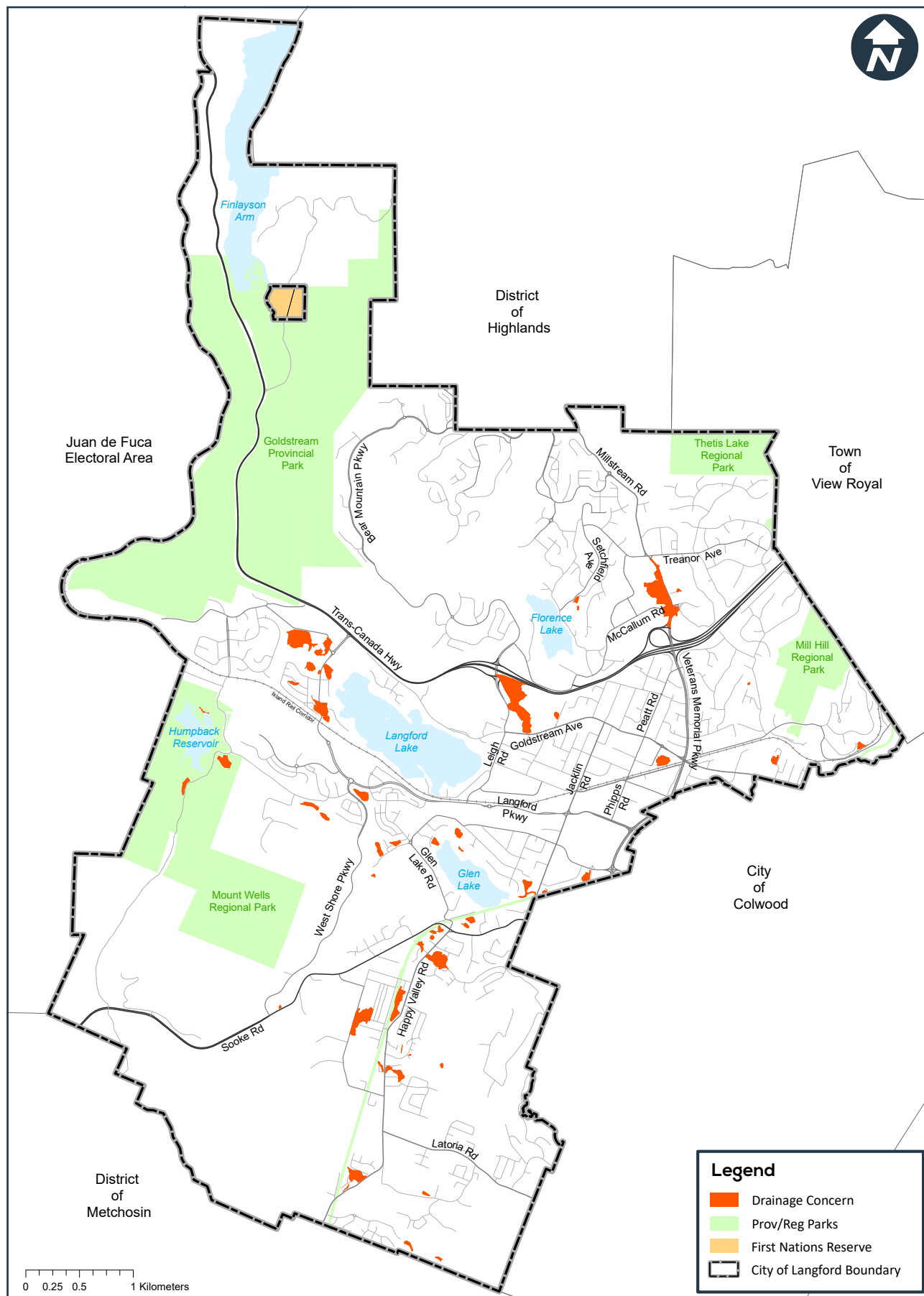


MAP 13: 200 YEAR FLOODPLAIN



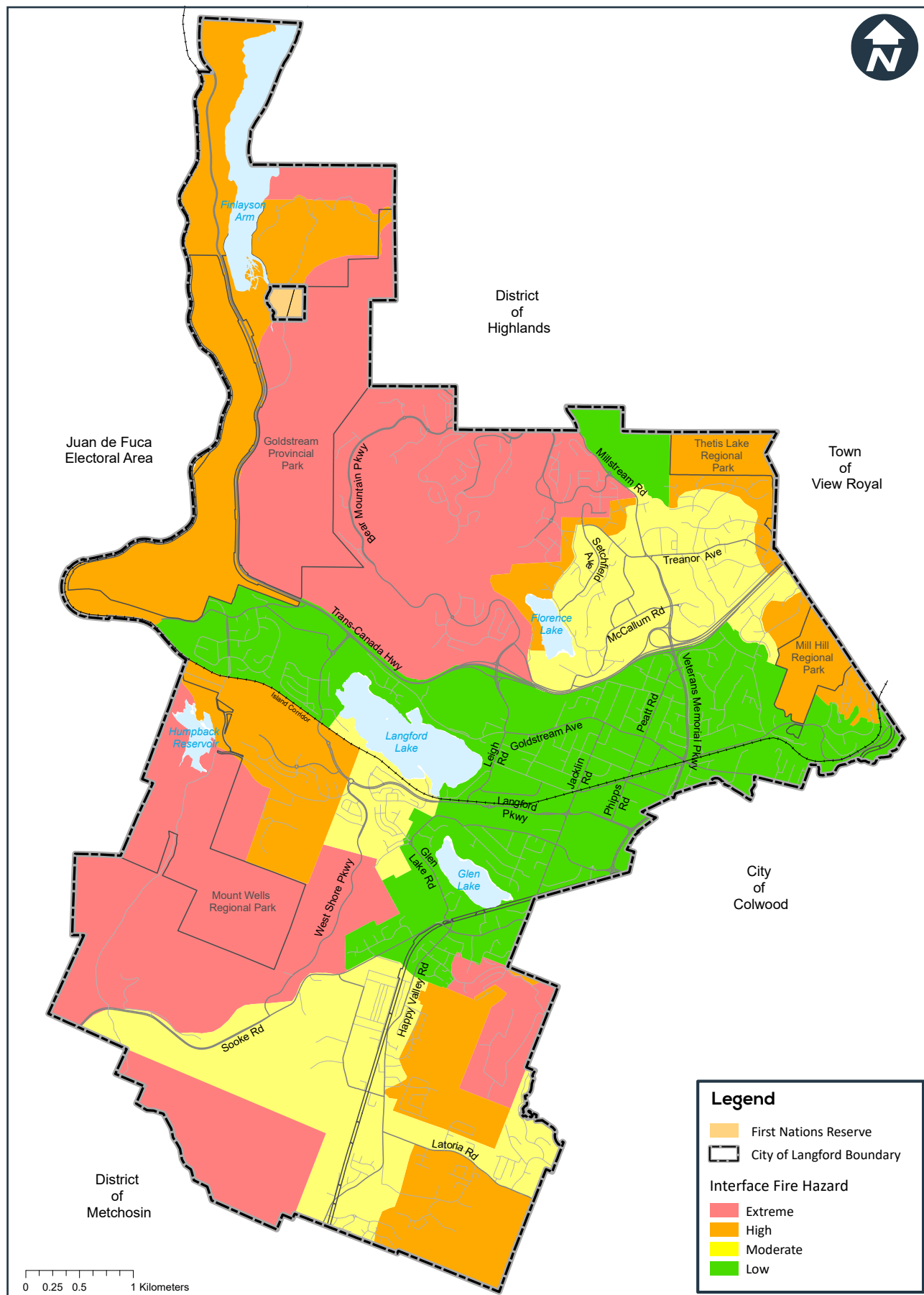


MAP 14: STEEP SLOPES

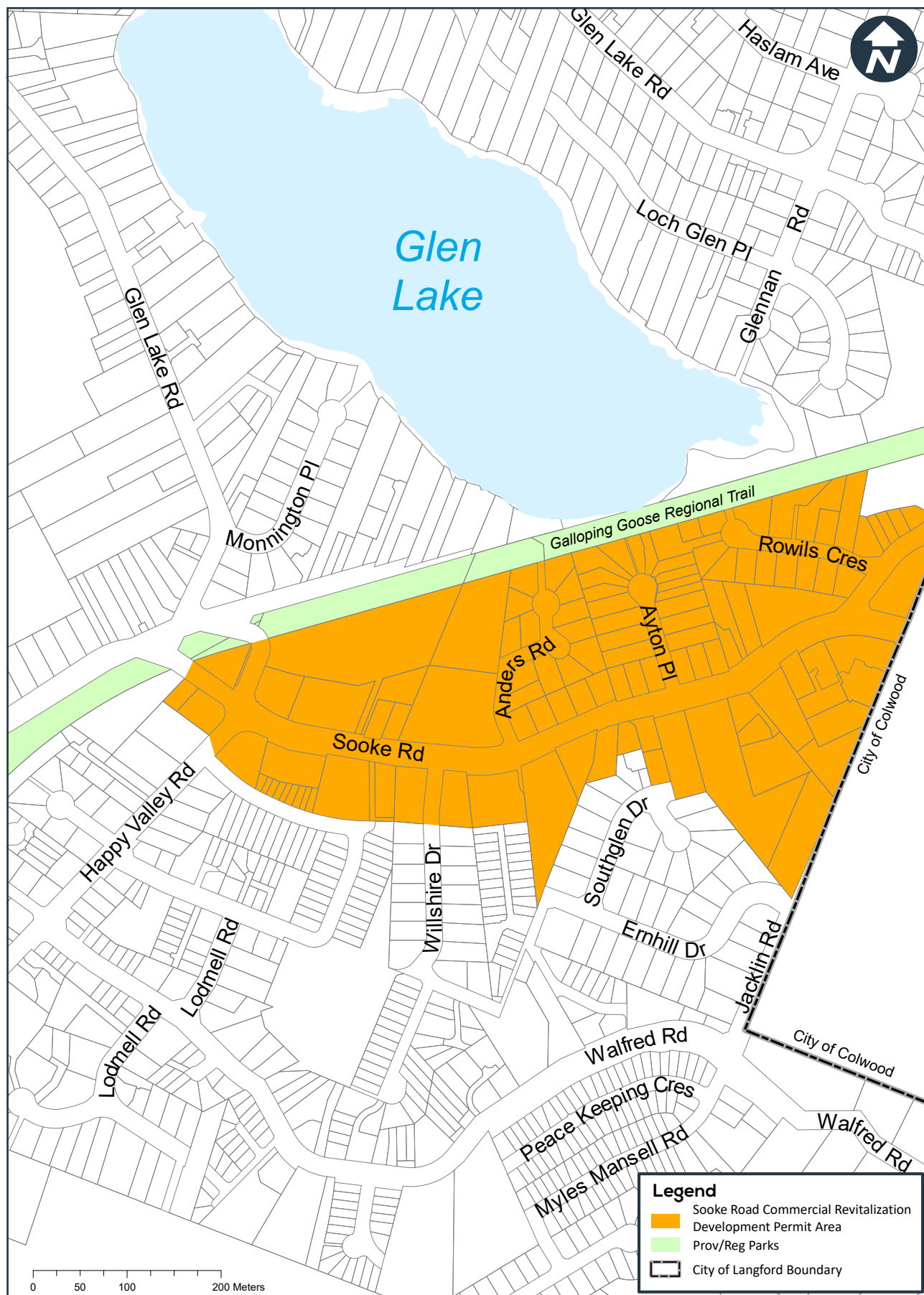


MAP 15: DRAINAGE CONCERNS



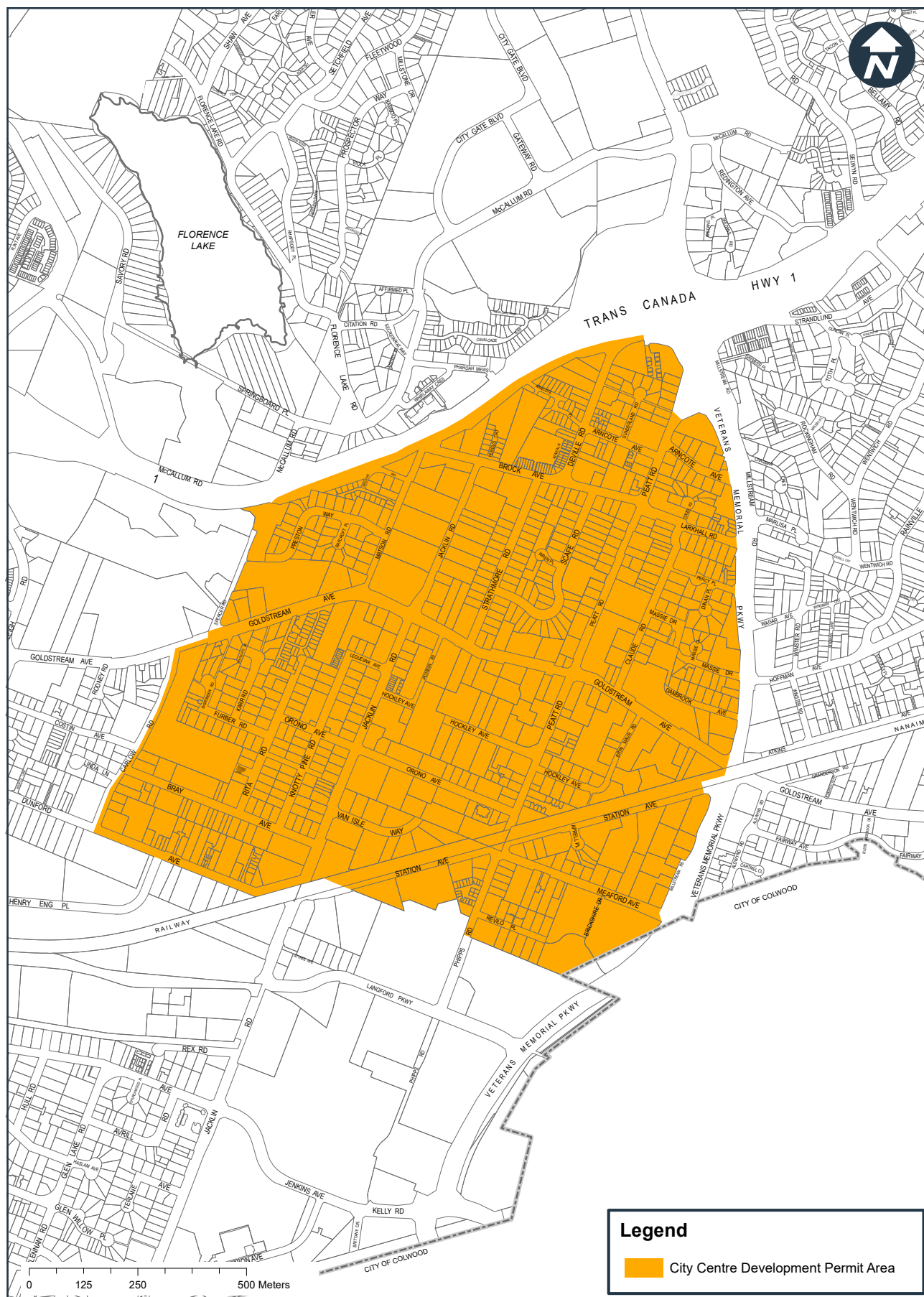


MAP 16: INTERFACE FIRE HAZARD AREAS



MAP 17: SOOKE ROAD DPA





MAP 18: CITY CENTRE DPA



# APPENDIX B

## **Regional Context Statement**

---



# Appendix B: Regional Context Statement

A Regional Growth Strategy (RGS) is a regional planning framework developed in partnership by the regional district and member municipalities in order to promote human settlement that is socially, economically, and environmentally healthy and that makes efficient use of public facilities and services, land, and other resources (Section 428 of the *Local Government Act*).

The current RGS that applies within the Capital Regional District (CRD) was approved by the CRD Board in March 2018, and amended in 2021. A regional context statement (RCS) must be incorporated in the OCP of all local governments included within a RGS in order to identify the policy links that exist between an OCP and a RGS. This acknowledges that local planning and land use policies are expected to align with and work towards the goals and objectives established in the RGS.

The RGS contains a series of objectives related to managing and balancing growth, environment and infrastructure, housing and community, transportation, economic development, food systems, and climate action. The City of Langford's OCP aligns with and supports these objectives, and contributes significantly to the implementation of this regionally coordinated approach to a successful and sustainable Capital Region. The following sections identify the OCP policies that relate to each objective and demonstrate this alignment.

## 1. Managing and Balancing Growth

### 1.1 Keep Urban Settlement Compact

The City of Langford's municipal boundary is coincident with the Urban Containment Boundary designated on Map 3a (Growth Management Concept Plan) of the RGS.

Part 6 (the Growth Management & Land Use Strategy) of this 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 land use designations that enable mid- to higher density development, including City Centre, Urban Centres, and Corridors.

The City Centre is identified as one of five "sub-regional nodes" in the RGS Map 3b (Settlement Concept - Detail) in Langford. The density and land-use mix enabled and/or mandated within the City Centre supports the RGS intention for sub-regional nodes, which states: *scale and intensity of development supports the area as a sub-regional employment, commercial and community destination and serves as a commuter destination from within the sub-region. Surrounding areas feature a mix of uses and higher density residential development.*

The Westhills Urban Centre is further identified as one of 15 "nodes" in the RGS Map 3b (Settlement Concept - Detail) in Langford. Nodes are intended to enable the following: *scale and intensity of development supports local-serving employment, commercial and community services and serves as a destination for residents proximate to the node. Surrounding areas feature residential uses of varying densities. The policies and intent for lands within the Urban Centres designation of this OCP aligns with the objectives of the node designation within the RGS.*

While the role of the City Centre and Westhills Urban Centre within the region is specifically acknowledged by the RGS, the development of additional nodes in Langford is not precluded. Langford's OCP does include (and has included in past OCPs) several additional Urban Centres that function at the RGS "node" level in order to enable such destinations in proximity to a wider range of neighbourhoods.

Other intended growth areas include Employment Lands, where industrial uses are protected and further enabled; and Corridors, where mid-rise buildings and a mix of land uses are permitted.

These primary intended growth areas are supported by lands within the Complete Communities designation, the policy intent of which is to enable a range of ground-oriented housing types. This designation also enables mid-rise, mandated mixed-use Neighbourhood Villages and Corner Convenience buildings at locations meeting certain criteria to incentive the incorporation of new shops, services, and amenities within neighbourhoods.

The Pre-Committed Growth Area designation acknowledges where previous approvals for significant, longer-term, master-planned communities have already been granted; and the Future Policy Areas designation identifies those lands where development is not expected to occur in this planning phase due to various constraints such as lack of access to roads, transportation options, and municipal services, and other factors such as interface fire hazard risk.

This OCP further aligns with and supports the 2038 employment and population projections for the West Shore, as stated in Table 1 of the RGS. Part 8 (Emphasizing Housing Action) includes the five- and 20-year housing needs targets from the Langford Housing Needs Report, as well as policies and actions to support these targets. Part 6 (Land-Use and Growth Management Strategy) identifies the areas of Langford where this population growth will occur, as well as the areas where industrial and commercial development is mandated or enabled to support the creation of additional employment opportunities. Part 11 (Economic Resilience and Prosperity), Part 12 (Embracing the Creative City), and Part 14 (Parks, Places, and Services for People) further outline policies and actions to support a robust local economy in a diverse range of sectors. These policies act together to support local resilience, enhance quality of life, shorten commute times, and keep economic benefits within the community.

This OCP is highly focused on implementing RGS Objective 1.1 by focusing new development approvals on urban infill development, further densifying existing serviced and built-up areas, and completing the build-out of the Pre-Committed Growth Areas.

This OCP supports Langford's ongoing alignment with the RGS target to accommodate a minimum of 95% of the region's new dwelling units within the Urban Containment Policy Area.

## **1.2 Protect the Integrity of Rural Communities**

Rural/Rural Residential policies of the RGS do not apply to the City of Langford, as the City is entirely within the Urban Containment Boundary identified on Map 3a of the RGS.

The policies of this OCP with respect to patterns of compact urban settlement within the Urban Containment Boundary should alleviate the pressure to develop areas designated Rural/Rural Residential in the RGS that occur within other municipalities within the region.



## 2.Environment and Infrastructure

### 2.1 Protect, Conserve and Manage Ecosystem Health

Areas in the City included in the Capital Green Lands Policy Area include local, regional, and provincially managed park and recreational spaces. Part 14 (Parks, Places, and Services for People) reinforces the recreational and environmental value of connected parks and greenspaces within and beyond the City.

The City of Langford contains numerous significant Regional and Provincial Parks, including Goldstream Provincial Park, Mount Wells Regional Park, Sooke Hills Wilderness Regional Park, Thetis Lake Regional Park, and Mill Hill Regional Park. Adding to this are many regionally significant local parks, including, but not limited to, Centennial Park, Veterans Memorial Park, Langford Lake Park, Glen Lake Park, as well as the Jordie Lunn Bike Park and Langford Gravity Zone.

The protection and acquisition of additional parkland to support Langford's growing population remains a top priority. The creation and implementation of a Parks and Trail Master Plan is a key action identified within this OCP, and this process will consider and support the expansion of regionally connected parks and trail networks, including the sea-to-sea green/blue belt and the completion of the Regional Trail Network.

Part 10 (Protecting Ecological Systems and Biodiversity) recognizes the value of the urban forest, natural areas, and environmentally sensitive areas. This Part includes policies and actions to ensure these areas continue to provide important community benefits as Langford continues to grow, including mitigating the effects of climate change, and by providing ecosystem services, health benefits, placemaking opportunities, and economic benefits.

The City has development permit area guidelines in place to protect environmental features on public and private property, including wetlands, watercourses, lakes, sensitive plant communities, and natural habitat and biodiversity features. Part 10 includes policies to review and update these guidelines to ensure they are successfully achieving desired outcomes, and to explore other tools to incentivize the retention of natural ecosystems, environmentally sensitive areas, and urban forests.

Part 9 (Climate Action and Sustainable Infrastructure) includes policies that support waste reduction, water conservation, sustainable wastewater management practices, renewable and efficient energy systems, and the expanded use of green infrastructure practices to support sustainable site design strategies.

### 2.2 Manage Regional Infrastructure Services Sustainably

The City of Langford is entirely within the Urban Containment Policy Area, so all lands within Langford can be connected to the regional water system in line with this Objective. Section 6.10 of this OCP requires all growth and development to be connected to both water and sewer systems, and that the City work with service providers to prioritize any expansions and upgrades to these existing systems to accommodate growth within the intended growth areas, as outlined in Part 6 (Land-Use and Growth Management Strategy). This will support the intention of this objective to promote settlement patterns that are cost effective and efficient to service, and further identifies the priority lands for service expansions.

## 3. Housing and Community

### 3.1 Create Safe and Complete Communities

The central framework of this OCP is to create a compact, mixed-use community that offers diverse housing and transportation choices throughout, and enables a variety of shops, services, amenities, and parks within a short walk/bike/roll of where people live. The maps and policies in Part 6 (Land-Use and Growth Management Strategy) set out how and where this will be achieved at different scales throughout the intended growth areas enabled by this OCP.

Part 5 (Mobility Choice, Not Car Dependency), Part 7 (High Quality City-Building), Part 8 (Emphasizing Housing Action), and Part 14 (Parks, Places, and Services for People) provide further policy support and implementation details regarding the City's commitment to the principles of RGS Objective 3.1 and the associated target to increase the number of people living with complete communities.

This OCP designates lands with natural hazards, including the 200-year floodplain and areas of drainage concern, high and extreme interface fire hazard, and steep slopes as development permit areas. The identified hazard must be assessed by a qualified professional and a development permit may identify areas where development may not occur and/or measures to mitigate risk of the hazard to both the development and surrounding lands. Part 9 (Climate Action and Sustainable Infrastructure) includes support to update the City's policies to integrate a climate adaptation and mitigation lens, which will be applied to the development permit area guidelines

### 3.2 Improve Housing Affordability

Policies in Part 8 (Emphasizing Housing Action) of this OCP incorporate the findings of Langford's Housing Needs Report and support the development of a range of housing choices along the housing continuum to accommodate the needs of all ages, abilities, household sizes, and stages of life. The key areas of housing need identified in the Housing Needs Report, including affordable housing, rental housing, and special needs housing, are enabled throughout the city. This Part also includes policies that emphasize and incentivize the incorporation of these housing types in key growth areas, including the City Centre and Urban Centres. The five-year and 20-year housing need projections are included in this OCP and will be monitored over time.

These policies of this Part align with RGS objective 3.2 and will support the associated targets to increase the supply of affordable housing and reduce the number of people in core housing need or experiencing homelessness within the region.



## 4. Transportation

### 4.1 Improve Multi-Modal Connectivity and Mobility

Part 6 (Land-Use and Growth Management Strategy) of this OCP integrates transportation planning and land use planning by directing density to the areas of the City with current or planned multi-modal transportation choices, and where shops, services and amenities can be accessed within a short walk, bike, or roll from homes.

This multi-modal transportation network will link neighbourhoods to the City Centre, Urban Centres, Corridors, transit hubs, and active transportation corridors including the E&N Rail Trail and the Galloping Goose Regional Trail.

Part 5 (Mobility Choice, Not Car Dependency) and Part 7 (High Quality City-Building) also emphasize the alignment of the OCP with RGS objective 4.1 through policies that identify how the City, community partners such as BC Transit, other levels of government, and new development can coordinate and support improvements to the multi-modal network such that the mode-share of all trips made by walking, rolling, cycling, and/or public transit increases to 42% by the time Langford reaches 100,000 residents. This mode-share target for Langford aligns with the associated target of the RGS.

These policies prioritize infrastructure improvements according to the modal hierarchy, incorporate “complete streets” and all ages and abilities design objectives, support transportation demand management, and highlight the critical role of collaborative advocacy and regional coordination to improve public transit ridership and coverage.

## 5. Economic Development

### 5.1 Realize the Region’s Economic Potential

The RGS goal of strengthening the regional economy is supported by multiple sections of this OCP, including Part 6 (Land-Use and Growth Management Strategy), Part 11 (Economic Resilience and Prosperity), and Part 12 (Embracing the Creative City).

Part 6 aligns with this objective by designating and protecting employment lands for industrial activities and by enabling, mandating, and incentivizing commercial land uses in the intended growth areas of the city. The OCP supports a variety of economic uses that add to the interesting and dynamic fabric of the community, from home-based businesses to large scale mixed-use Centres. An important objective of this OCP is to provide suitable land areas for industrial, commercial, and business activities to provide local job opportunities and strengthen the City’s tax base.

Part 11 emphasizes the City’s commitment to supporting and expanding Langford’s role as a regional shopping and tourism destination, fostering a diverse and adaptable economy that includes a wide range of sectors, and supporting innovation and entrepreneurship. Part 12 acknowledges that arts and culture are an important economic driver, and an essential component of city-building that promotes social connections and cultural expression.

The Renewable Resource Lands identified in the RGS include areas that are within the Agricultural Land Reserve and privately held forested lands. Through Part 6, the ALR lands are designated for agricultural use (see additional alignment below) and the forested lands are within a block of lands designated as Future Policy Areas that will be further assessed in the future, and act as a buffer between more rural areas and existing or intended settled areas in the meantime.

Through these policies, this OCP will help achieve this RGS objective and the associated jobs/population ratio target.

## 6. Food Systems

### 6.1 Foster a Resilient Food and Agriculture System

Policies in Part 13 (Food Systems and Security) of this OCP align with this objective of the RGS by promoting and supporting food production and access to locally sourced food. This Part highlights the City's intention to protect and encourage the active farming of agricultural lands, including through innovative and sustainable methods. Policies also incentivize the inclusion of food growing opportunities into new developments, enable community gardens in all neighbourhoods, and support the expansion and celebration of a local food economy. The Agricultural land-use designation of Part 6 (Land-Use and Growth Management Strategy) reinforces the protection of agricultural lands, while Part 7 (High Quality City-Building) further supports the incorporation of community or private gardens into the design of new developments.

These policies aim to increase the amount of agricultural land in food production and support urban agriculture throughout the city. While the OCP doesn't include a municipal target for increasing agricultural land in food production, it does include a target to establish one community garden in each Langford neighbourhood as well as a commitment to establish a local food production target.

## 7. Climate Action

### 7.1 Significantly Reduce Community Based Greenhouse Gas Emissions

Part 9 (Climate Action and Sustainable Infrastructure) aligns with RGS objective 7.1 through policies that promote the development of energy-efficient, high-performance, and low-carbon buildings, including both new buildings and retrofits to existing buildings. Policies further support incorporating climate resilience considerations into asset management and infrastructure practices and seek opportunities to increase use of renewable, efficient, and clean energy sources. The development of a climate action plan to identify climate-related risks and a strategy to adapt to and mitigate the effects of these changes and risks is identified as an action to implement components of this OCP.

The central framework of this OCP is to create a compact, mixed-use city that offers diverse housing and transportation choices throughout, protects local employment lands, and enables a variety of shops, services, amenities, and parks within a short walk/bike/roll of where people live. In addition to many other public benefits, the integration of land-use and transportation decisions in conjunction with the policies of Part 9 provide a solid foundation from which the City can make progress towards reducing GHG emissions locally and regionally. The OCP supports the policies of this objective and aligns with the RGS target to reduce GHG emissions within the region by 61% (from 2007 levels) by 2038.

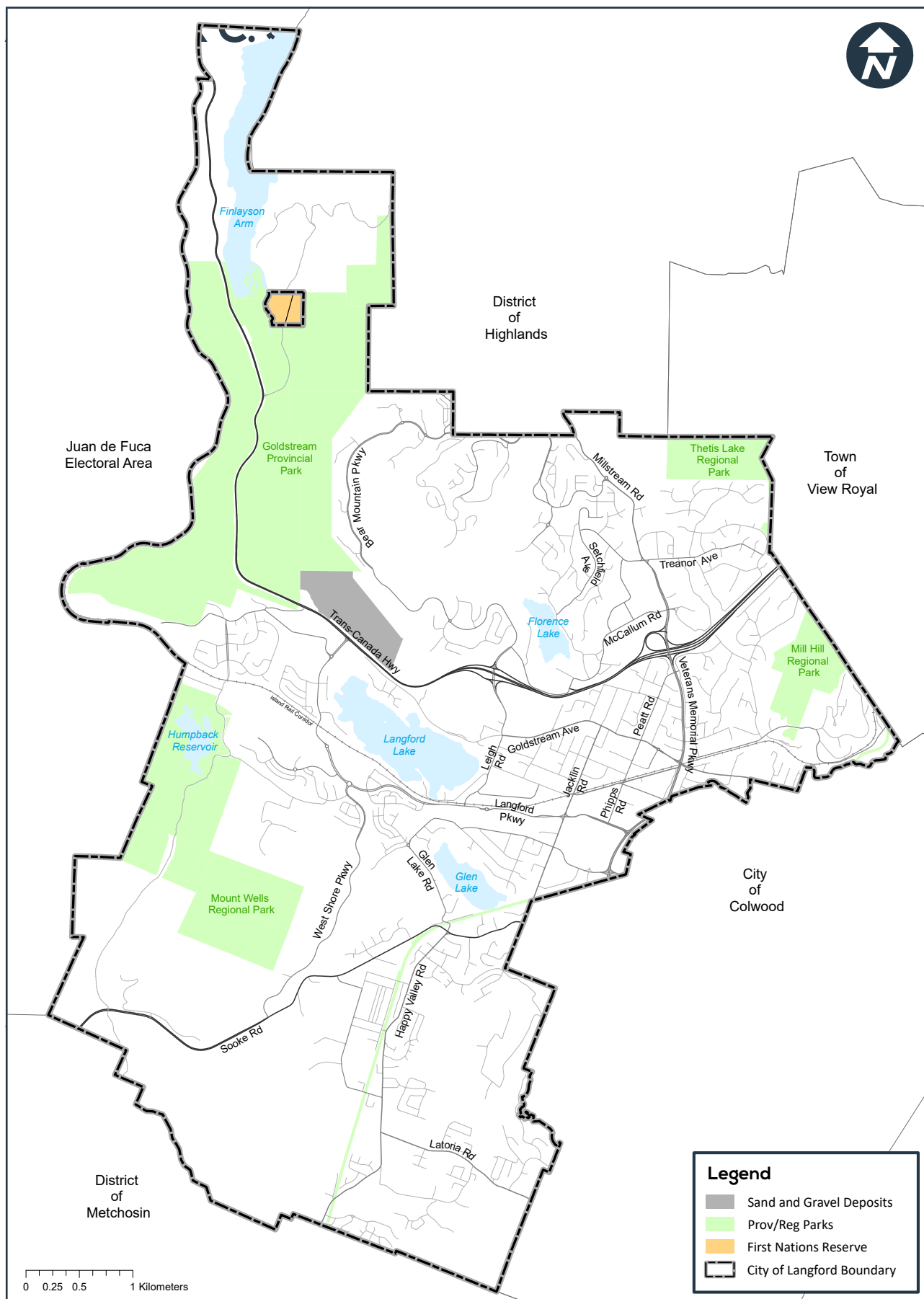




# APPENDIX C

## **Sand and Gravel Deposits**

---



MAP 19: SAND AND GRAVEL DEPOSITS