



**City of Langford**  
[www.cityoflangford.ca](http://www.cityoflangford.ca)

# **Design Guidelines and Development Permit Areas**

**Appendices "A" to "V"  
to  
Zoning Bylaw No. 300**

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# Part 1 – General Development Permit Area Regulations

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## 1.0 General

### 1.1 Purpose

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- 1.1.1 Development Permit Areas designated by Official Community Plan Bylaw No. 1200 are also designated as areas in which Development Approval Information pursuant to Section 920.1 of the *Local Government Act* may be required. The justification for this designation is to ensure Council has the ability to secure necessary information for considering development applications in order that:
- a) Traffic and storm water runoff resulting from development are well-managed;
  - b) Rare, endangered, or sensitive ecosystems, plants, and animals are identified and protected and development impacts mitigated;
  - c) Development is protected from hazardous conditions; and
  - d) 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.

### 1.2 Procedure

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- 1.2.1 Where land has been designated in the Official Community Plan as a "Development Permit Area", the landowner must obtain a Development Permit, authorized for issuance by a resolution of Council, before developing the land.
- 1.2.2 A Development Permit may not vary use, density or floodplain provisions. Where an area is designated as a Development Permit area, the following apply unless the owner first obtains a Development Permit:
- a) The land within the area shall not be subdivided;
  - b) Construction of, or addition to, a building or structure shall not be commenced;
  - c) Land must not be altered (including site clearing, tree/vegetation removal, blasting, and/or landscaping) when it is within an area designated for:
    - i. Protection of the natural environment, its ecosystems and biological diversity; or
    - ii. Protection of development from hazardous conditions;
  - d) Land, or a building or structure, on a Provincial or municipal heritage site shall not be altered; and
  - e) Land, or a building or structure on that land, must not be altered when it is within an area designated for:
    - i. Revitalization of an area in which a commercial use is permitted; or
    - ii. Establishment of objectives to promote: energy conservation, water conservation, or reduction of greenhouse gas emissions.
- 1.2.3 A Development Permit issued must be in accordance with the stated guidelines. However, all guidelines may not be applicable in every permit. In situations where a guideline is not appropriate to the particular circumstances, Council may deem the guideline not applicable. Council may also issue a Development Permit which varies or supplements a regulation of the Zoning Bylaw.

### 1.3 Development Permit Application Submission Requirements

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- 1.3.1 Pursuant to the City of Langford Development Approval Information Bylaw, every application for a Development Permit should be accompanied by plans indicating the following, as applicable:
- a) Location of all buildings and structures;
  - b) Siting of parking areas, driveways, and loading docks;
  - c) Extent and nature of landscaping, including details of trees to be removed, retained or proposed to be planted in accordance with the City of Langford Landscape Policy;
  - d) The exterior finish, materials, and colour of buildings and roofs;
  - e) Location, number, and type of signage;
  - f) Professional reports/studies prepared by the appropriate qualified professional;
  - g) Lot grading plan; and
  - h) Preliminary engineered frontage drawings.
- 1.3.2 Applicants are required to provide a checklist or statement to indicate how their proposal complies with these guidelines. Where some element of the design does not comply, a justification stating the divergence and reason shall be made. Council may diverge from these guidelines where a compelling rationale that preserves the qualitative intent of the guidelines is supplied.
- 1.3.3 The City may require security in accordance with Section 925 of the *Local Government Act* to ensure the installation and maintenance of landscaping or environmental restoration/compensation is in compliance with these guidelines.

### 1.4 Exemptions

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- 1.4.1 Notwithstanding the designation of an area as a Development Permit Area, the *Local Government Act* provides that conditions may be specified under which a Development Permit is not required.
- a) A Development Permit is not required for the subdivision of land, provided that the Approving Officer for the City of Langford and the Director of Planning are satisfied that there will be no alteration of the land associated with, or directly resulting from, the plan of subdivision unless a Development Permit is subsequently applied for and obtained;
  - b) A Development Permit is not required for subdivisions that are lot line adjustments, subdivisions for park purposes, or for lot consolidation;
  - c) A Development Permit is not required for road and utility works within highways (as defined by Traffic Bylaw No. 33) that are authorized by the Director of Engineering, provided that within the Riparian Development Permit area an environmental protection plan, approved in writing by the Director of Planning, is prepared and monitored by a qualified environmental professional, and that any necessary Provincial or Federal approvals are obtained;

- d) A Development Permit is not required for Institutional development within the City Centre Development Permit Area and Sooke Road Commercial Revitalization Development Permit Areas. **(Bylaw No. 1829)**
- e) Native plant salvaging may occur prior to the issuance of a Development Permit, provided that:
- i. A complete Development Permit application has been submitted to the satisfaction of the Director of Planning;
  - ii. Salvaging of plants occurs only within those lands proposed to be altered by the Development Permit application;
  - iii. The plants are retained and transplanted as part of the landscape plan within the subject property or are transplanted to another suitable location at the discretion and approval of the Director of Planning in writing; and
  - iv. The Director of Planning authorizes the native plant salvaging in writing.
- f) For any multi-family residential (including two-family), intensive residential, commercial, and industrial/business park use, a Development Permit is not required in the case of:
- i. Minor alterations to the exterior of a building or structure that do not change the form or character of the development;
  - ii. Minor changes to landscaping;
  - iii. Intensive Residential subdivisions where 3 or fewer lots smaller than 550 m<sup>2</sup> are created;
  - iv. Intensive residential development of any land controlled by a Section 219 Covenant that regulates the form and character of the intensive residential development of the subject property. The Section 219 Covenant must be approved by the Director of Planning and registered in favour of the City of Langford;
  - v. Minor accessory buildings (excluding Carriage Homes) and additions that are consistent with the architectural theme (form, character, materials, and colour scheme) of the proposed or existing building, provided that they are not in an Environmental Protection or Hazardous Area Development Permit Area (unless eligible for an exemption);
  - vi. For the purpose of this Section, “minor” is defined as a change which does not do any of the following:
    - Alter the site coverage by more than 5% of the approved amount (based on the site coverage of all buildings);
    - Comprise more than 10% of the total gross floor area of all buildings on the site or more than 185.8 m<sup>2</sup> (2,000 ft<sup>2</sup>) of gross floor area, whichever is less;
    - Change the colour scheme or materials of building exteriors; and
    - Increase any bylaw non-conformities;
  - vii. Propane tanks may be placed on properties with appropriate zoning provided that they are not located in required front yards and are screened with landscaping (designed and installed by landscaping company) or fencing from adjacent residential properties;
  - viii. Temporary buildings or structures that are erected as offices for construction or marketing purposes for a period that is not expected to exceed the duration of such construction;
  - ix. The erection of temporary tent structures, provided that the structure(s):
    - Are not erected, or allowed to be standing on site before April 15<sup>th</sup> or after September 15<sup>th</sup> of any calendar year;
    - That a building permit has been issued with respect to the tent structure;
    - That the tent structure is accessory to a commercial, business park, or industrial use occurring on the same property;

- That the applicant has deposited with the City of Langford a bond, to the satisfaction of the Director of Planning, sufficient to allow for the removal of the structure; and
  - That the structure does not remain in use for a period of more than 14 days.
- g) For areas designated within the Environmental Protection and Hazardous Area classifications, a Development Permit exemption may be issued for the trimming or removal of dead or hazardous trees in accordance with a recommendation from a qualified professional, provided that in the case of topping or removal of trees, replacement with site appropriate native species as outlined in Table 1 below (or as otherwise recommended in writing by a registered professional biologist) is completed in an approved location and security in accordance with Section 925 of the *Local Government Act* is provided:

**Table 1 – Tree removal compensation**

Type of removal	Tree Replacement ratio (removed: replaced)	Minimum height of new tree at time of planting	Shrub planting ratio (removed tree: new shrub)
Removal of top of tree (maximum 1/3 of total tree height)	1:1	1.5m	-
0-151mm (6") dbh*	1:2	1.5m	-
152-304mm (12") dbh	1:2	2.0m	1:4
305-456 mm (18") dbh	1:3	2.0m	1:4
457-914 (24") dbh	1:4	2.0m	1:8
>914 mm (36") dbh	Biologist replanting plan required	-	-

\*dbh is diameter of tree at breast height.

- h) For areas designated within the Sooke Road Commercial Revitalization Development Permit Area or the City Centre Development Permit Area (**Bylaw No. 1829**), a Development Permit exemption may be issued for the trimming or removal of dead or hazardous trees in accordance with a recommendation from a qualified professional, provided that in the case of topping or removal of trees, a landscape plan prepared by a registered professional landscape architect is provided and/or security in accordance with Section 925 of the *Local Government Act* is provided, if deemed necessary by the Director of Planning.
- i) For areas designated within the City Centre Development Permit Area, A Development Permit is not required for alterations to or demolition of existing one- or two-family dwellings. (**Bylaw No. 1829**)
- j) For areas designated within the Environmental Protection or Hazardous Area classifications, **with the exception of Riparian areas**, a Development Permit is not required under the following conditions:
- i. The reconstruction or repair of a permanent structure in accordance with Section 911 of the *Local Government Act*, if the structure remains on its existing footprint;
  - ii. For the construction of accessory buildings, single-family dwellings or two-family dwellings on lots created by a plan of subdivision for which a Development Permit was previously issued by Council, in accordance with the terms of that Development Permit;
  - iii. For accessory buildings not exceeding a gross floor area of 10 m<sup>2</sup> (107 ft<sup>2</sup>);

- iv. Habitat improvement activities undertaken by the City of Langford or by Provincial or Federal agencies;
  - v. Removal of invasive (non-indigenous, aggressive plant species) vegetation such as Gorse (*Ulex spp.*), Scotch Broom (*Cytisus scoparius*), Daphne (*Daphne ss.* primarily, *Daphne Laureola*), and other species recommended by the City of Langford and/or the Coastal Invasive Plant Committee under the direction of a qualified environmental professional and its immediate replacement with vegetation native to the surrounding ecosystem;
  - vi. Trail and park projects undertaken by the City of Langford;
  - vii. The trimming or removal of vegetation/trees within 3 m of driveways or fire accesses;
  - viii. For minor additions to buildings or structures, provided that all of the following are met:
    - There is no increase in any bylaw non-conformities;
    - All zoning requirements are satisfied;
    - There is no further encroachment in the designated Development Permit Area in a horizontal plane OR that no trees or vegetation will be removed or impacted; and
    - Site coverage is not increased by more than 5% of the existing coverage.
  - ix. Changes to the exterior cladding and roofs of existing buildings or structures;
  - x. Existing land uses and buildings, provided that the area occupied by the land use is not increased or the area occupied by the building is not expanded;
- k) For areas designated within the Environmental Protection classification, **with the exception of Riparian Areas**, that have an area of less than 300m<sup>2</sup> (3,229ft<sup>2</sup>), no Development Permit is required if a registered professional biologist provides a letter that certifies that no sensitive or rare plants and ecosystems or significant habitat features are located within the area proposed to be altered and that the proposed alteration would not affect any environmentally sensitive features, as determined through a detailed field assessment in the appropriate season(s);
- l) For areas designated within the Riparian Development Permit Area, a Development Permit not required under the following conditions:
- i. The reconstruction or repair of a permanent structure in accordance with Section 911 of the *Local Government Act*, if the structure remains on its existing footprint;
  - ii. For the construction of accessory buildings outside of the SPEA designated by a Development Permit previously issued by Council, in accordance with the terms of that Development Permit;
  - iii. Changes to the exterior cladding and roofs of existing buildings or structures;
  - iv. Removal of invasive (non-indigenous, aggressive plant species) vegetation such as Gorse (*Ulex spp.*), Scotch Broom (*Cytisus scoparius*), Daphne (*Daphne ss.* primarily, *Daphne Laureola*), and other species recommended by the City of Langford and/or the Coastal Invasive Plant Committee under the direction of a qualified environmental professional and its immediate replacement with vegetation native to the surrounding ecosystem;
  - v. Agricultural activities on lands that are taxed as agricultural and are within the Agricultural Land Reserve;
  - vi. Existing land uses and buildings, provided that the area occupied by the land use is not increased or the area occupied by the building is not expanded;
  - vii. If the property owner submits a letter from a qualified environmental professional that certifies that the entire area proposed to be altered is located outside of the Riparian Development Permit Area, which is measured as 43 m (141 ft) from the natural boundary of any watercourse, to the satisfaction of the Director of Planning; and

- m) For areas designated within the 200-Year Floodplain Development Permit Area, a Development Permit is not required under the following conditions:
- i. Where a building is legally non-conforming in the designated floodplain, it may have a one-time only expansion/addition at the original floor elevation up to, but not exceeding, 25% of the non-conforming habitable area on the main floor of the building existing at the time of enactment of flood proofing requirements, provided that:
    - There is no increase in non-conformity in respect to setback requirements;
    - No fill is brought onto the site;
    - The addition satisfies the floodplain elevation; and
    - The foundation allows flood waters to pass through.
  - ii. Where a building is legally non-conforming in the designated floodplain, it may have an expansion/addition in excess of 25% provided that:
    - The existing building and the addition are raised and placed on a new foundation which satisfies the required floodplain elevation and allows flood waters to pass through;
    - Any expansion or addition complies with all other zoning and building bylaw regulations;
    - There is no increase in non-conformity in respect to zoning requirements; and
    - No fill is brought onto the site.
- n) For areas designated within the Hazardous Area classification, a Development Permit is not required in cases where the work in question is geotech (P.Eng.) certified as part of the Building Permit or Subdivision process;
- o) For areas designated within the Hazardous Area or Interface Fire Hazard Area classifications, a Development Permit is not required if a qualified professional provides a letter that certifies that the designated Hazardous condition does not apply;
- p) For areas designated within the Interface Fire Hazard Development Permit Area, a Development Permit is not required under the following conditions:
- i. For minor additions (less than 46.45 m<sup>2</sup> {500 ft<sup>2</sup>}) to an existing house;
  - ii. For the removal of trees or vegetation, if no other Environmental Protection or Hazardous Area Development Permit Areas apply;
  - iii. For lands identified as “Moderate” or “Low” on Map 19 of OCP Bylaw No. 1200;
  - iv. Trail and park projects undertaken by the City of Langford;
  - v. Removal of invasive (non-indigenous, aggressive plant species) vegetation such as Gorse (*Ulex spp.*), Scotch Broom (*Cytisus scoparius*), Daphne (*Daphne ss.* primarily, *Daphne Laureola*), and other species recommended by the City of Langford and/or the Coastal Invasive Plant Committee under the direction of a qualified environmental professional and its immediate replacement with fire resistive vegetation native to the surrounding ecosystem; or
  - vi. If a Section 219 Covenant relating to interface fire hazard requirements and mitigation measures is already registered to title for the parcel(s) in question, to the satisfaction of the Director of Planning.

## 1.5 Design Assessment

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- 1.5.1 The City of Langford will assess designs through an approval process. The goal of this process is to compare the submitted design and consider the rationale documented in accordance with these guidelines. The assessment process is not the design process, which is the responsibility of the developer.

## Part 2 – Environmental Protection Development Permit Guidelines

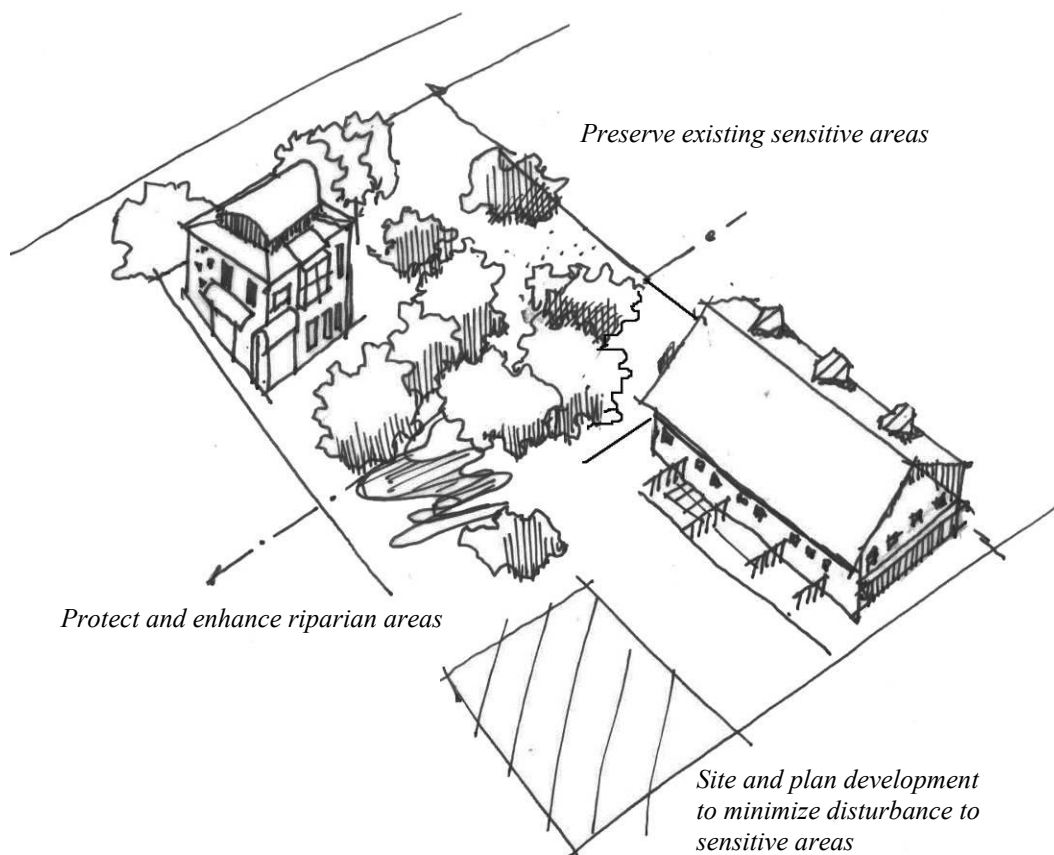
### 2.0 Environmentally Sensitive Area Guidelines

The following guidelines apply to those lands identified on Map 13: Riparian Zones, Map 14: Sensitive Ecosystems, and Map 15: Areas with Potential Habitat & Biodiversity Values in OCP Bylaw No. 1200

#### 2.1 General Objectives

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- 2.1.1 Preserve and enhance sensitive ecosystems and natural topographic features of a site as much as possible;
- 2.1.2 Preserve and enhance habitat, biodiversity, and ecosystem features and functions;
- 2.1.3 Protect and conserve native species, including species at risk identified by the Canadian or British Columbia governments and the B.C. Conservation Data Centre;
- 2.1.4 Protect fish habitat and riparian values in accordance with the Provincial Ministry of Environment's Riparian Areas Regulation enacted under the *Fish Protection Act*; and
- 2.1.5 Prevent slope instability and erosion in areas adjacent to water bodies and sensitive ecosystems.





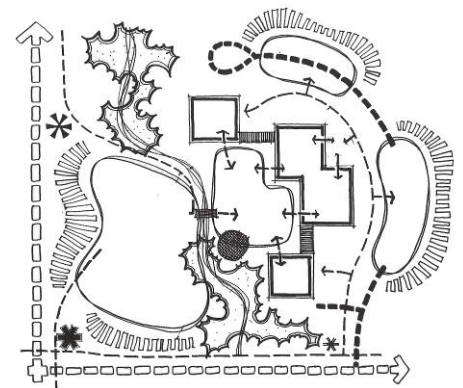
## 2.2 General Guidelines (for all DP areas)

- 2.2.1 Pursuant to Section 920 of the *Local Government Act*, land and existing trees and vegetation may not be disturbed except as allowed in a Development Permit or Development Permit exemption issued by the City of Langford.
- 2.2.2 Before issuing a Development Permit, the City may require the applicant to provide, at his/her expense, an Environmental Impact Study (EIS) conducted in appropriate survey season(s) by a Registered Professional Biologist (R.P.Bio). An EIS identifies environmentally valuable features such as: sensitive ecosystems; rock outcroppings; wildlife species, habitat and corridors; rare, endangered or regionally significant species and ecosystems; aquatic and riparian areas; and other high value habitat, and recommends:
- a) Development patterns and servicing to minimize impact on the identified features;
  - b) The designation of non-disturbance areas in which no development activity may occur and which may not be impacted by development;
  - c) Buffers and/or building setbacks from the outside edge of the non-disturbance areas; and
  - d) Protection, mitigation and enhancement strategies, which may include a tree replacement plan and a plan to remove non-native (or invasive) plant species.
- 2.2.3 The EIS should be completed prior to the design of a site plan in order to maximize preservation of and minimize impact to environmentally valuable features.
- 2.2.4 The Director of Planning may request a peer review of an EIS at the expense of the applicant to confirm recommendations in the EIS.
- 2.2.5 Where applicable, the applicant will provide a B.C. Land Surveyor or R.P.Bio certified site plan that:
- a) Locates the proposed development relative to the Development Permit area boundaries and property lines;
  - b) Locates the environmentally valuable features identified by an R.P.Bio;
  - c) Delineates the top of bank (for creeks, streams and rivers) or natural boundary (for wetlands, ponds, lakes, and terrestrial sensitive ecosystems);
  - d) Locates the applicable buffer or setback recommended by the R.P.Bio to separate the proposed development from the environmentally valuable feature; and

### **Guideline 2.2.2 – Environmental Impact Studies**

For more information:

<http://www.env.gov.bc.ca/wld/BMP/bmpintro.html>



**Guideline 2.2.5 – The applicant must submit a plan that identifies environmentally valuable features and the proposed development.**

- e) Identifies where soil or vegetation will be disturbed for construction of buildings, yards, driveways, patios, and walkways.
- 2.2.6 Prior to the issuance of a Development Permit that authorizes the alteration of land and removal of trees/vegetation, a site grading plan prepared by a professional engineer must be approved by the Director of Engineering unless one or more of the following circumstances have been met:
- a) The Director Engineering does not require a site grading plan;
  - b) The proposed development is for the subdivision of land that will result in the creation of 2 or fewer new lots;
  - c) The development activities will be screened from surrounding properties and roads to the satisfaction of the Director of Planning; or
  - d) The applicant posts security in accordance with Section 925 of the *Local Government Act* prior to the issuance of the Development Permit in an amount necessary to establish a landscape screen, if deemed necessary by the Director of Planning.
- 2.2.7 Despite the maximum building envelope defined by the City of Langford Zoning Bylaw, the Development Permit may designate acceptable building footprint locations within the building envelope and/or limit the extent of clearing to the area strictly necessary to achieve the proposed use in order to protect identified environmentally valuable features or forested areas.
- 2.2.8 Prior to any development activity, the applicant will:
- a) Delineate non-disturbance areas and environmentally valuable features to be retained with temporary high visibility fencing;
  - b) Delineate existing trees to be retained at the drip line with temporary high visibility fencing;
  - c) The temporary high visibility fence should:
    - i. Be a minimum height of 1.2m and supported by poles placed at 2.5m intervals;
    - ii. Remain in place throughout clearing, site preparation, construction, and any other form of disturbance;
    - iii. Allow appropriate opportunities for wildlife movement along the corridor; and
    - iv. Be routinely inspected and repaired when necessary.
- 2.2.9 Within a non-disturbance area identified in the Development Permit, land must not be altered and trees and vegetation must not be trimmed, removed or otherwise damaged.



**Guideline 2.2.8** Temporary high visibility fencing is required to delineate non-

2.2.10 Despite Section 2.2.9, within a non-disturbance area identified in the Development Permit, land may be altered and trees or vegetation may be trimmed or removed under the following circumstances when approved in writing by the Director of Planning:

- a) To remove non-native (or invasive) plant species and/or to plant native species in accordance with a recommendation from an R.P.Bio;
- b) To remove or prune a dead or hazardous tree in accordance with a recommendation from a certified arborist.

2.2.11 To ensure development does not negatively impact non-disturbance areas identified in an EIS, a buffer area may be required to set back buildings and uses where recommended by an R.P.Bio.

2.2.12 Where replanting occurs, use of trees, shrubs, and ground cover native to the region, soil type, sun access constraints and groundwater conditions of the site is required.

2.2.13 Where environmental enhancement, restoration, or compensation works are required, the City may require the applicant to post security in accordance with Section 925 of the *Local Government Act* and the City of Langford Landscape Policy

2.2.14 Development should not impact any species at risk identified by the BC Conservation Data Centre or the R.P.Bio.

2.2.15 Development should be in accordance with the mitigation and enhancement strategies recommended in the EIS.

2.2.16 An erosion and sediment control plan will form part of the Development Permit. Sediment containment and erosion control measures will be installed under the direct supervision of the R.P.Bio prior to land preparation and development.

2.2.17 Site clearing should be undertaken immediately prior to construction in order to minimize the amount of time that disturbed soils are exposed to weathering. If this is not possible, exposed soils should be re-vegetated, covered or otherwise protected from run-off erosion.

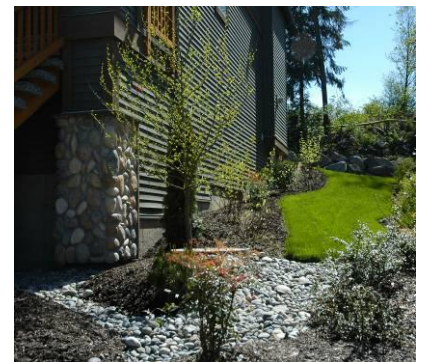
2.2.18 A site shall be developed in such a way that the existing drainage system and the quality and quantity of storm water run-off are maintained by:

- a) No increase in the volume of storm water discharge from the site;

**Guideline 2.2.14 - BC Conservation Data Centre**

For more information:

<http://www.env.gov.bc.ca/cdc/>



**Guideline 2.2.18** Storm water source controls to maintain existing on-site drainage.

- b) No increase in the sediment loadings of storm water discharge from the site; and
- c) Prevention of potential spills of hazardous materials, oils and other contaminants into the storm water discharge from the site.

2.2.19 Pollutants shall be prevented from entering lakes and watercourses through control of surrounding drainage.

2.2.20 Clustering development and use of strata lot averaging where permitted by the City of Langford Zoning Bylaw is encouraged where this can be demonstrated to protect sensitive ecosystems.

2.2.21 An environmental monitoring program prepared by an R.P.Bio, or other qualified professional if applicable, may form part of the Development Permit to ensure protection of retained environmentally valuable features and non-disturbance areas, as well as compliance with other applicable conditions of the permit.

2.2.22 All developments are encouraged to incorporate the recommendations and guidelines contained in the Ministry of Environment's Develop with Care document.

2.2.23 Home sites shall be landscaped so as to preserve the integrity of protected areas by minimizing the invasion of domestic plantings, and selecting the location and composition of planting areas in accordance with the recommendations of a registered professional landscape architect or R.P.Bio

2.2.24 The Director of Planning may consider issuing variances to the minimum setbacks and lot widths required by the Zoning Bylaw where the variance is being sought to preserve an environmentally valuable feature or minimize the impacts on an environmentally sensitive area. **(Bylaw No. 1746)**

## 2.3 Riparian Guidelines

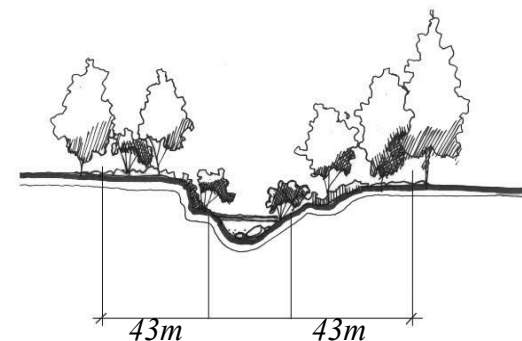
2.3.1 Minimum development setbacks will be 43 m from the high water mark of any watercourse unless otherwise permitted in a Development Permit issued by the City of Langford.

2.3.2 Any development occurring within the Riparian Development Permit Area is encouraged to exceed the minimum standards of the Riparian Areas Regulation.

### Guideline 2.2.22 – Develop With Care

For more information:

[http://www.env.gov.bc.ca/lower-mainland/ecosystems/land\\_development/develop\\_with\\_care.htm](http://www.env.gov.bc.ca/lower-mainland/ecosystems/land_development/develop_with_care.htm)



*Riparian  
DP*

*Riparian  
DP area*

*Watercourse  
(seasonal or  
permanent)*

**Guideline 2.3.1 – Minimum development setback is 43m. Disturbance in this area is prohibited unless authorized by the City of Langford.**

2.3.3 For any development within a Riparian Development Permit Area, the applicant, at their own expense, shall retain a Registered Professional Biologist (R.P.Bio) to prepare an assessment report pursuant to Section 4 of the Riparian Areas Regulation. The R.P.Bio must certify that s/he is qualified to carry out the assessment, that the assessment methods in the Schedule to the Riparian Areas Regulation were complied with, and further provide their professional opinion that:

- a) the development will not result in any harmful alteration, disruption or destruction of any natural features or functions that support fish life processes; or
- b) the streamside protection and enhancement area identified in the assessment report will be protected from the effects of the development by measures identified in the report, with the result that the development will not result in any harmful alteration, disruption or destruction of any natural features or functions that support fish life processes within the Riparian Development Permit Area.

2.3.4 The Director of Planning may issue a Development Permit authorizing development within the streamside protection and enhancement area (SPEA) if the Minister of Fisheries and Oceans issues an authorization for the work, and may approve the identification and protection of a SPEA that does not comply in every respect with the assessment methods under the Riparian Areas Regulation, provided that:

- a) The land uses and densities permitted on the parcel in question by Zoning Bylaw No. 300 cannot otherwise be developed;
- b) Variances to other conditions of development, such as setbacks to lot lines, have been considered as a first priority;
- c) The overall area of the SPEA is not reduced from the area it would have if identified and protected strictly in accordance with the assessment methods, and the SPEA forms a single contiguous area;
- d) No portion of the SPEA boundary is less than 10 m (32.8 ft) from the natural boundary of the watercourse;
- e) The qualified environmental professional has expressly considered the location, quality and function of existing riparian vegetation when determining the extent and location of the adjustment to the SPEA boundary. The adjustment of the SPEA boundary should not result in the loss of the only large trees in the portion of the parcel that lies within the Riparian Development Permit Area;
- f) Geotechnical stability is not likely to be compromised as a result of any development authorized by the Development Permit, and for this purpose a geotechnical assessment may be required at the applicant's expense; and

**Guideline 2.3.2 – Riparian Areas Regulation**

For more information:

[http://www.env.gov.bc.ca/habitat/fish\\_protection\\_act/riparian/riparian\\_areas.html](http://www.env.gov.bc.ca/habitat/fish_protection_act/riparian/riparian_areas.html)

g) The SPEA, including areas added to the SPEA using this approach, are planted with native vegetation.

2.3.5 The Development Permit shall not authorize any development activities within the SPEA designated in the assessment report, except as provided in Section 2.3.4.

2.3.6 The Development Permit may require development activities to be timed to occur outside of fish spawning periods, if recommended by the R.P.Bio.

2.3.7 Any measures recommended or required by the assessment report to preserve, protect, restore or enhance the SPEA may be included in the Development Permit as conditions.

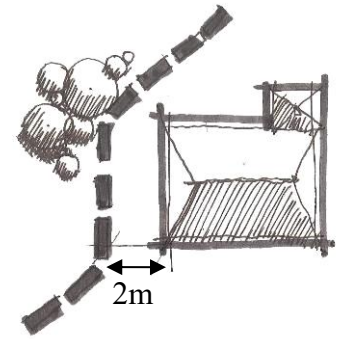
2.3.8 The Development Permit may require the SPEA to be permanently delineated with a split-rail fence, or other type of fence recommended by the R.P.Bio and approved by the Director of Planning. As well, appropriate signage may be required in order to prevent encroachment into the SPEA.

2.3.9 All new buildings (including projecting features) on single-family lots should be setback a minimum of 3m (9.8ft) from the SPEA to provide for useable yard space and all new buildings (including projecting features) on other lots should be setback a minimum of 2m (6.5ft).

2.3.10 The Director of Planning may approve variances for the setback of a building from a watercourse otherwise required by the Zoning Bylaw in the Development Permit, if the R.P.Bio confirms that the variance would not result in any encroachment into or impact to the SPEA (including the SPEA defined by Section 2.3.4).

2.3.11 Where not inconsistent with the environmental quality of the area, an emphasis shall be placed on providing public open space and public access to riparian areas and watercourses.

2.3.12 Council may require the dedication of water bodies as a condition of Development Permit approval.



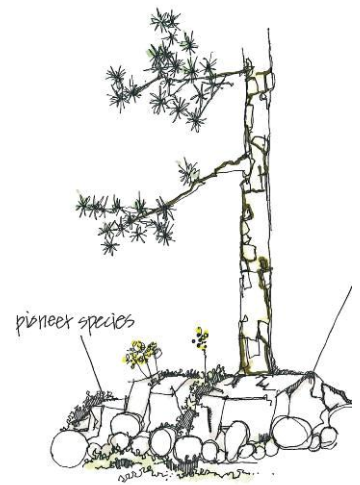
**Guideline 2.3.9** A minimum setback of 2m (6.5ft) to 3m (9.8ft) from the streamside protection and enhancement area is required.



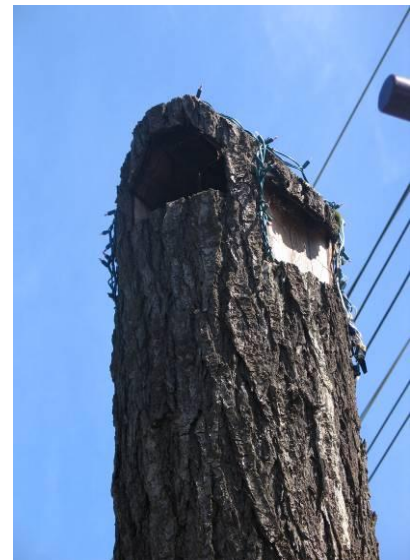
## 2.4 Sensitive Ecosystems and Potential Habitat & Biodiversity Guidelines

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- 2.4.1 Conserve snags and standing dead trees for wildlife where safe to do so within non-disturbance areas. As well, appropriate signage may be required in order to identify snags and standing dead trees as wildlife trees.
- 2.4.2 The preservation of wild flower communities and groups of vegetation along with their associated under-storey (rather than individual species) is strongly encouraged.
- 2.4.3 The preservation of wetlands, vernal pools and other seasonal watercourses is strongly encouraged in order to maintain habitat type diversity.
- 2.4.4 Drainage should not be altered in a way that increases or decreases the amount of surface or groundwater or the quality, timing or duration of water available to the sensitive ecosystem.
- 2.4.5 Appropriate native species should be planted in landscaping adjacent to the sensitive ecosystem.
- 2.4.6 Protection of nesting and denning sites from development encroachment and development activities is encouraged.
- 2.4.7 Where nests and/or denning sites are located on a property, construction should be timed such that it does not interfere with active nesting/denning seasons.
- 2.4.8 The Development Permit may require a non-disturbance area to be permanently delineated with a split-rail fence, or other type of fence recommended by the R.P.Bio and approved by the Director of Planning. As well, appropriate signage may be required in order to prevent encroachment into the non-disturbance area.



**Guideline 2.4.1** Conserve snags and dead trees where safe, for habitat.



**Guideline 2.4.7** Nesting and denning sites are encouraged to be protected from development encroachment and development activities.

## Part 3 – Hazardous Area Development Permit Guidelines

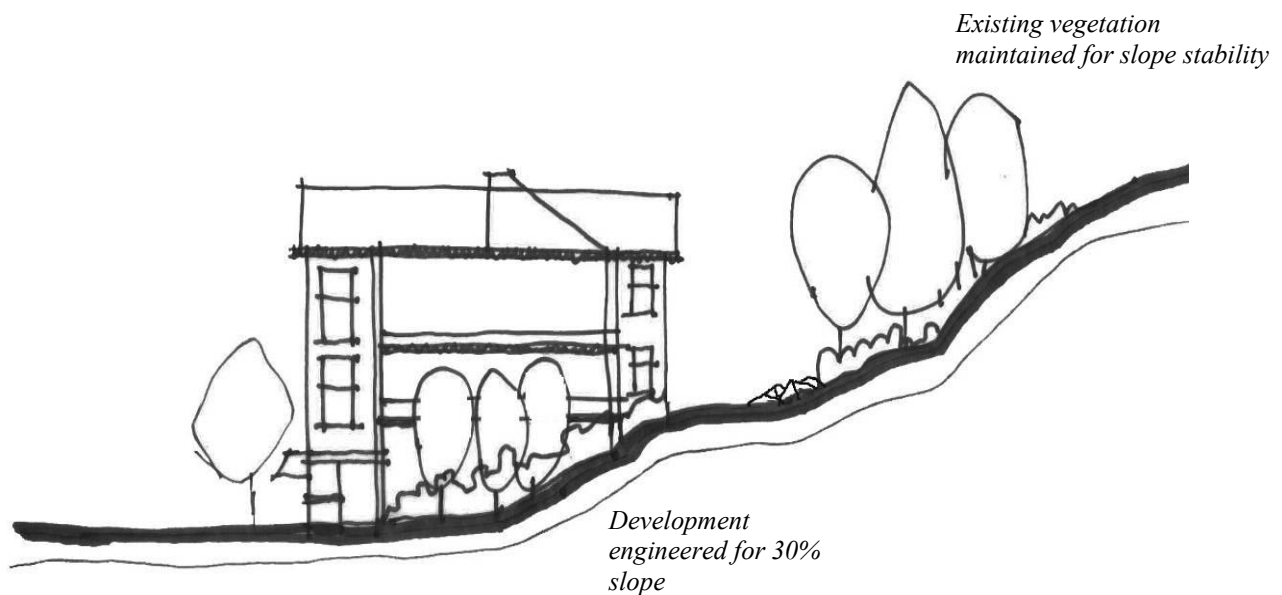
### 3.0 Hazardous Area Guidelines

The following guidelines apply to those lands identified on Map 16: 200 Year Floodplain, Map 17: Steep Slopes, and Map 18: Drainage Concerns in OCP Bylaw No. 1200

#### 3.1 General Objective

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- 3.1.1 Ensure people and property are safe from floodwaters;
- 3.1.2 Ensure development in steep slope areas is designed and engineered to provide a high level of protection from ground instability and/or slope failure; and
- 3.1.3 Ensure drainage is managed in a way that does not negatively impact the development, adjacent sites and the surrounding community.





### 3.2 General Guidelines (for all DP Areas)

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3.2.1 Before issuing a Development Permit, the City may require the applicant to provide, at his/her expense, a report certified by a Professional Engineer (P.Eng) to assist in identifying:

- a) Hazardous conditions;
- b) Potential risk to new and existing residents; and
- c) Potential risk with respect to climate change adaptation.

If the report identifies areas on the site that should be protected from development, development should be set back from the non-disturbance area and the report should make recommendations for appropriate setbacks.

3.2.2 Where applicable, the applicant will provide a B.C. Land Surveyor or P.Eng certified site plan that locates:

- a) The proposed development relative to the Development Permit area (steep slopes, floodplain, drainage concern areas) and property lines;
- b) The special characteristics of the Development Permit area as it relates to steep slopes, floodplains, and drainage concern areas;
- c) The applicable buffer or setback recommended by the P.Eng to separate the proposed development from hazard areas; and
- d) Where soil or vegetation will be disturbed for yards, driveways, patios, walkways, or stored due to construction activities, relative to the Development Permit area boundaries.

3.2.3 The Director of Planning may request a peer review of a report from a certified professional at the expense of the applicant to confirm recommendations with regards to hazardous conditions.

3.2.4 An erosion and sediment control plan will form part of the Development Permit. Sediment containment and erosion control measures will be installed by a qualified professional prior to land preparation and development.

3.2.5 Site clearing should be undertaken immediately prior to construction in order to minimize the amount of time that disturbed soils are exposed to weathering. If this is not possible, exposed soils should be re-vegetated, covered or otherwise protected from run-off erosion.

- 3.2.6 A site shall be developed in such a way that the existing drainage system and the quality and quantity of storm water run-off are maintained by:
- a) No increase in the volume of storm water discharge from the site;
  - b) No increase in the sediment loadings of storm water discharge from the site; and
  - c) Prevention of potential spills of hazardous materials, oils and other contaminants into the storm water discharge from the site.

### 3.3 Steep Slopes Guidelines

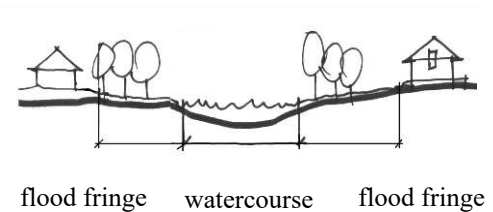
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- 3.3.1 When land is altered, due regard shall be given to maintaining the normal drainage system and regulating storm water run-off.
- 3.3.2 Exposed soil on steep slopes subject to erosion shall be re-vegetated, covered or otherwise protected from run-off erosion.
- 3.3.3 Rock slopes adjacent to building lots must be certified as safe for the intended use by a P.Eng (Geotechnical) prior to the issuance of a Building Permit.
- 3.3.4 Development will not be permitted on hillsides of 30% or greater slope with poor soil stability or susceptibility to erosion unless a P.Eng has been engaged to resolve the hazard.

### 3.4 Floodplain Guidelines

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- 3.4.1 The applicant will ensure that the proposed development:
- a) Does not negatively impact the floodplain; and
  - b) Is flood-proofed in accordance with City of Langford standards.
- 3.4.2 Minimum habitable elevation levels will be the 1 in 200 year flood levels as defined by the Langford Storm Water Master Plan (prepared by Reid Crowther and Associates, or as amended by the City of Langford) plus 0.3 m (1 ft) for surge and 0.3 m (1 ft) freeboard along the main stem of creeks and tributaries and lakes/wetlands.



#### **Guideline 3.4.1**

Development should not impact the floodplain.

### 3.5 Drainage Concern Guidelines

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- 3.5.1 The applicant will ensure that the proposed development:
- a) Does not negatively impact the area of drainage concern; and
  - b) Is flood-proofed in accordance with City of Langford's standards.

## Part 4 – Interface Fire Hazard Development Permit Guidelines

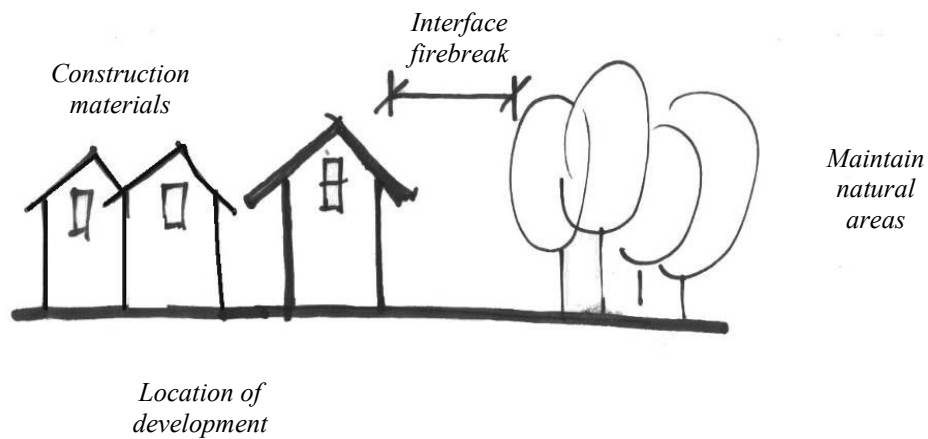
### 4.0 Interface Fire Hazard Guidelines

The following guidelines apply to those lands identified on Map 19: Interface Fire Hazard Areas in OCP Bylaw No. 1200

#### 4.1 General Objective

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- 4.1.1 Ensure development is managed in a way that minimizes the risk of damage to property or people; and
- 4.1.2 Ensure development is managed in a way that mitigates the risk of interface fire hazards while still addressing environmental issues.



## 4.2 Interface Fire Hazards Guidelines

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Within the areas identified as high and extreme interface fire hazard areas, the following Development Permit Guidelines apply:

- 4.2.1 Every application for a Development Permit shall be accompanied by plans indicating the following:
- a) Location of all existing and proposed buildings and structures;
  - b) Siting of parking areas and driveways;
  - c) Extent and nature of existing and proposed landscaping, including details of trees and ground cover; and
  - d) The exterior materials of existing and proposed buildings (siding and roofs).
- 4.2.2 The Director of Planning may require one or more report(s) prepared by a professional (Registered Professional Biologist, a Professional Engineer, or a Registered Professional Forester) that is qualified to assess interface fire hazard. The report(s) shall provide recommendations for minimizing interface fire hazard risk to the development, as well as, where possible, recommendations to preserve sensitive ecosystems that may occur in close proximity to development.
- 4.2.3 All buildings within 30m of a high or extreme wildfire risk as identified by the report(s) must include fire resistant construction materials for exterior siding and roofing.
- 4.2.4 For developments that only have one access route, exterior sprinkler systems on dwellings for protection against exposure fires are encouraged.
- 4.2.5 For developments that have insufficient water service, as determined by the Fire Chief and Chief Building Inspector, exterior fire sprinklers may be required.
- 4.2.6 The interface fire hazard report may include recommendations for relaxations to restrictions on exterior building materials and sprinklers if the resulting development changes the actual level of risk from extreme or high to moderate or low.
- 4.2.7 Clustering development and use of strata lot averaging where permitted by the City of Langford Zoning Bylaw is encouraged



**Guideline 4.2.3** All buildings within 30m of fire hazard risk must include fire resistant construction materials.



**Guideline 4.2.4 & 4.2.5** Exterior sprinkler systems on dwellings may be required.

where this can be demonstrated to protect sensitive ecosystems or reduce the risk of fire spread.

- 4.2.8 The construction of a trail system around the development to accommodate fire vehicle access for fighting wildfire in interface areas may be required.
- 4.2.9 In designing new subdivisions and neighbourhoods, applicants shall consider incorporating fire breaks adjacent to residential areas, which may be in the form of cleared parkland, roads, or trails.
- 4.2.10 Because of the potential for interface wildfires to interfere with hydro service to developments, and thus interfere with residential sprinkler systems, all hydro servicing in new developments within high and extreme interface fire hazard areas is encouraged to be underground and is required for developments of four (4) or more lots of urban density (i.e., lots less than 1,000 m<sup>2</sup>).
- 4.2.11 A plan for the expedient removal of all land clearing debris (wood and vegetation) resulting from development must be submitted and complied with prior to the registration of any new subdivision plan. The approving officer may consider accepting security for the removal of the material within three (3) months of plan approval provided that the materials do not remain on site during high fire risk seasons.
- 4.2.12 The Director of Planning may require the applicant to provide a landscape plan and memo prepared in consultation with both a Registered Professional Biologist and a Registered Professional Forester. The memo will provide recommendations for ensuring minimal fuel loading within landscaped areas, ongoing protection from interface fire hazard, and the type and density of fire resistive plantings that may be incorporated within landscaped areas to help mitigate the interface fire hazard.
- 4.2.13 New developments should provide adequate fuel removal and reduction zones prior to any subdivision or building permit approval.
- 4.2.14 New developments should provide fuel removal and fuel reduction zones as necessary for adjacent existing developments where there is not sufficient room available on the adjacent property to establish full fuel removal and reduction areas.

4.2.15 Fuel Removal Zone One: a distance of at least 10m and, depending on the surrounding environment, possibly up to 20m from the proposed building and projections. This distance depends upon and increases with the degree of aspect of slope and the surrounding fire risk. Within Fuel Removal Zone One:

- a) All trees, underbrush, dead limbs and debris piles which pose a fire risk are to be removed;
- b) Landscaping should consist of low combustible vegetation only—plant deciduous trees to provide shade to cool the area around the dwelling and to enhance wildlife habitat;
- c) Underground automatic irrigation system to be installed and maintained;
- d) Bark mulch, wooden fencing or coniferous plant species are prohibited; and
- e) No outdoor storage of building material, landscape debris or combustible materials is permitted.

4.2.16 Fuel Reduced Zone Two: a distance of 20 m to 30 m from the proposed building and projections. Within Fuel Removal Zone Two:

- a) Low tree density to be provided and maintained by removing smaller trees and ensuring that the crowns of trees are separated by a minimum distance of 3 to 6 m;
- b) Mature trees to be maintained, but limbs to a height of 10 m (30 ft) are to be removed;
- c) High combustible bush and undergrowth to be removed;
- d) Only deciduous trees to be planted and maintained and should have a minimum separation distance of 3 to 6 m between crowns; and
- e) Deciduous trees to be planted and maintained to provide shade and enhance wildlife habitat.

4.2.17 In order to ensure the ongoing restriction on wood fuel adjacent to residences, the Director of Planning may require the applicant to post a security in accordance with Section 925 of the *Local Government Act*. In lieu of the bond, the Director of Planning may accept a Section 219 covenant requiring property owners to ensure the fuel restriction zone around houses and buildings is maintained and that if they are not maintained, they may be required to pay a rent charge of \$1 000 per year.

4.2.18 A Section 219 covenant that prohibits any outdoor burning may be required.

# ***Appendix B: Development Permit Area***

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## **GENERAL**

Applicants are required to provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason shall be made. Council may diverge from these guidelines where a compelling rationale which preserves the qualitative intent of the guidelines is supplied.

## **DEVELOPMENT PERMIT AREA**

Lands in the vicinity of the Millstream Connector, Attree Avenue, Kelly Road, and Jacklin Road as set out in Map 3A.

## **DESIGN GUIDELINES**

### **1. Layout**

- 1.1 Development shall present an active, attractive face to the exterior. Observers on the Millstream Connector, Kelly Road, Jacklin Road, and Attree Avenue should perceive “fronts” of commercial retail units, extensive landscaping, and entries to the interior.
- 1.2 The “main” entrance to the primary site, the CanWest Mall lands, shall be off Attree Avenue in alignment with Phipps Road.
- 1.3 Pedestrian access shall lead directly to well demarcated entries to buildings. Building entrances shall be visible to drivers entering the site.
- 1.4 Buildings shall be grouped and organized into a co-ordinated commercial village.
- 1.5 Significant building elements shall be located in close proximity to boundary roads. Setbacks shall be incorporated at vehicular entrances to facilitate appropriate traffic sightlines.
- 1.6 Buildings more than two storeys in height shall be set back from roads by a distance equal to at least twice their height. Where a proposed one- or two-storey building element at least 3 m (10 ft) high faces an external street, the setback of taller building elements can be reduced to a dimension equal to the height.
- 1.7 Service areas shall be screened from public view or shall incorporate materials, geometry, and features such as door canopies which are aesthetically integrated with more public areas. Service areas shall incorporate measures such as lights and view corridors which will discourage vandalism and criminal activity.
- 1.8 Generally, all utilities shall be underground along the extent of any fronting road and on the subject site. Kiosks, connection boxes, and meters shall be either underground or screened with landscaping to a degree which renders them indistinct, but functionally accessible.

- 1.9 The Kelly Road/Millstream Connector intersection shall be emphasized as both an entry to Langford and to the Auto-Oriented Business Area. This should be done by special landscaping on all four corners, the use of a monument, symbol or sign and the opening of a vista as vehicles and pedestrians enter Langford. The Galloping Goose Regional Trail should be diverted to this intersection for both symbolic and safety reasons.
- 1.10 Building siting and design and the orientation of windows designed to allow visibility from the interior to the exterior should afford views of surrounding hills and mountains and the open horizons offered by lowlands.
2. **Design**
- 2.1 New development shall use materials such as bricks and coloured glass which distinguish present development. Materials shall be durable and of good quality.
- 2.2 All new developments are encouraged to incorporate river rock as a façade treatment, and as an element in freestanding signage.
- 2.3 Design shall reflect the heritage of Langford. Applicants are advised that Langford has a history which includes mining, logging, firewood cutting, farming, and transport. The use of materials, forms, and artifacts to provide a character reflecting the heritage of Langford is recommended.
- 2.4 Development within the Development Permit Area shall include at least one building mass such as a clock tower or spire which will be visible from a substantial distance on approaches to the subject Development Permit Area. Primary landmark shall be on the CanWest site with lesser landmarks visible at lesser distances on other commercial sites.
- 2.5 Intense colours shall be used sparingly and for architectural effect such as demarcating entrances. Continued use of warm tones and materials similar to those used in existing development which accept rain gracefully are encouraged.
- 2.6 Long horizontal elements such as canopies or parapets shall be interrupted by projections, changes of orientation or other such device. The spacing of these devices should relate to recesses, windows, buttresses, or other elements used to mitigate long wall planes as set out in item 3.4.
- 2.7 Extensive roof planes which are overlooked from the exterior of the site should be avoided. Roof visibility at the north east corner of the site from the Millstream Connector is likely. Use of gabled roofs or building height sufficient to obscure flat roofs from exterior grade is recommended. Height is subject to provisions of other guidelines. Applicants are encouraged to place active uses on large extents of flat roof such as plazas, sports facilities, and gardens.
- 2.8 Roof mounted and exterior mechanical units shall either be of architectural character or obscured from public view by architecturally integrated elements.



- 2.9 Outdoor storage, loading bays, large refuse containers, and recycling facilities shall be screened from public view in accordance with item 5.2.
- 2.10 The City Planner may approve variances to allow signage constructed using tubular neon, provided that the signage is complimentary to the form and character of the commercial building, is in keeping with surrounding commercial development, and does not negatively impact neighbouring residential areas.

### 3. **Scale**

- 3.1 The overall character of the scale of development shall be horizontal building masses with entrances and other appropriate landmarks indicated by vertical elements.
- 3.2 Generally, development should be limited to two storeys in height. However, where building massing is architecturally related to lower elements, both in proportion and character of form and finishes, taller building elements may be used. Taller buildings shall incorporate soffit lines of surrounding one- or two-storey buildings as a three-dimensional architectural feature.
- 3.3 Development shall be expressed by individual building elements. Smaller elements shall be located toward the exterior of the site, larger elements toward the interior and partially obscured by the smaller elements.
- 3.4 Where the horizontal extent of any wall is more than three times its height, some architectural device such as a recess, window, or buttress shall be incorporated into the wall.

### 4. **Traffic and Parking**

- 4.1 Design shall accommodate all modes of customer and service movement. This includes domestic cars, delivery trucks, transit (buses, future LRT), pedestrians, wheeled devices such as bicycles, wheelchairs, and prams.
- 4.2 Vehicle lanes shall be clearly indicated. Access to and from bordering streets shall be designed to be visible and to provide adequate car stacking lanes.
- 4.3 Provision for pedestrian movement from the exterior of the site and from parking areas to entrances shall be clearly indicated.
- 4.4 Where muscle powered traffic and engine powered traffic cross, the continuum of paving materials shall emphasize pedestrian movements. The use of slightly elevated pavers is recommended to slow vehicles and provide positive drainage from paths.
- 4.5 Primary vehicular entrances to the site shall incorporate bicycle lanes. Bicycle lanes shall be designed to avoid conflict with other vehicles and shall be separated from pedestrian alignments.
- 4.6 Secure parking for bicycles shall be provided at each building entrance serving either several commercial retail units or any single commercial unit exceeding 4 500 m<sup>2</sup> (50 000 ft<sup>2</sup>).

- 4.7 Parking for vehicles shall be divided into units accommodating no more than 120 vehicles. Units shall be separated by either the mass of a building, a pedestrian open space, or a significant landscape screen consisting of both continuous planting between 0.6 and 1.0 m (2 to 3 ft) in height and trees at most 6 m (20 ft) on centre having a canopy at least 2 m (6 ft) high.
- 4.8 Provision should be made to encourage transit use to, from, and on the CanWest site.
- 4.9 In order to provide for efficient and safe vehicular access to properties and between properties, the design of parking areas and vehicle manoeuvring aisles shall allow for access to adjoining properties, and this access (to adjoining properties) shall be secured by way of a reciprocal access easement registered on title.
- 4.10 The City Planner may approve Development Permits with variances for parking standards, where the request for such variances are supported by a satisfactory study prepared for the City of Langford by a qualified professional.

## 5. **Landscaping**

- 5.1 The perimeter of the Development Permit Area shall be fully landscaped so as to present a pleasing aspect to the exterior. Landscaping design shall emphasis entrances.
- 5.2 Extensive landscaping shall be used to screen “passive” building elements (i.e., those which do not incorporate storefronts, extensive windows to publicly accessible interiors or publicly accessible entrances). Initial planting size shall be at least one-third of the height of the building element being screened. Plant material is preferred over fencing for screening.
- 5.3 Fences or free standing walls shall incorporate two distinct materials and shall include integrated planting. A fence or freestanding wall shall have a significant change in plane for any horizontal dimension which exceeds eight times its height.
- 5.4 Landscaping which is close to the perimeter of the site shall incorporate vegetation such as native or commonly used species which relate to the existing character of Langford. Faster growing species shall be used to provide “interim” planting where slow growing species are incorporated.
- 5.5 A registered Landscape Architect or Arborist shall prepare a plan which will incorporate plant species suitable for the particular microclimate.
- 5.6 Landscape design shall incorporate a variety of materials which will provide seasonal interest, pleasant fragrances, and colour highlights.
- 5.7 Landscape design shall incorporate either low maintenance provisions or appropriate measures, such as irrigation and maintenance undertakings, to ensure initial plantings will flourish.
- 5.8 Development permits shall incorporate means, such as bonding, by which the establishment of initial plantings is assured for at least one full growing season.

- 5.9 Street furniture such as benches, lamps, and refuse containers shall be incorporated in the landscape design. These shall be required to be consistent, similar, or identical in character to the architectural character of the development and identified by type and source in Development Permit documentation.
- 5.10 Open spaces acting as “cross-roads” or as sites of public assembly shall incorporate special landscape features such as fountains, floral displays, or monuments as focal elements.
- 5.11 Interim landscaping shall be provided, to the satisfaction of the City Planner, on every part of a commercial development site that is not immediately developed according to the ultimate landscape plan included with a Development Permit.

**6. Open Spaces**

- 6.1 Any building incorporating exterior access shall provide a pedestrian walk at least 2 m (6 ft) wide related to its frontage.
- 6.2 Where pedestrian traffic will be focused during seasonally busy periods, the shape and width of sidewalks should anticipate their usage.
- 6.3 Intersections of pedestrian walkways, other than simple corners, shall incorporate additional width.
- 6.4 Buildings or building complexes with floorplates exceeding 4 500 m<sup>2</sup> (50 000 ft<sup>2</sup>) shall provide exterior open spaces suitable for public assembly, temporary markets and the presentation of entertainment equal to 10 percent of the area of the floorplate. If parking areas are used for this purpose, they shall be distinguished by special paving and planting from ordinary parking areas. Such open spaces may be associated with entries to buildings, but should be designed to allow for both external activities and unfettered access.

**7. Signage and Lighting**

- 7.1 Applications for Development Permit shall include a signage and lighting program.
- 7.2 Multi-tenant projects shall be identified by one large sign per frontage which emphasizes the name of the development. Where individual tenancies are identified on such a sign only the shape of the name lettering or logo shall be incorporated; all shall be of a uniform neutral colour and all shall occupy a field less than 20 percent of any aspect of the sign.
- 7.3 Individual tenancies shall be identified by one sign incorporated in the facade of the tenant building and visible from the exterior of the site.
- 7.4 Signage may be incorporated below the soffit of a roof or on a canopy, but not on both and not in any other location (such as above the soffit or parapet).
- 7.5 Provision for temporary signage shall be identified in the Development Permit. This includes any kind of “non-permanent” signage such as banners, portable signs, inflatables, lights, luminous

projection, etc. The development permit shall identify mounting brackets, locations, and any other provision necessary to display temporary signs. Signs which do not comply with these provisions are not permitted.

- 7.6 Volumetric or three-dimensional signs incorporating the architectural theme and materials of the development and illuminated from the outside are encouraged. Any wall-mounted sign not incorporated in a pre-designed sign band shall use freestanding three-dimensional letters and logos.
- 7.7 Murals of artistic merit where commercial identification occupies less than 5 percent of the surface area are permitted.
- 7.8 Lighting fixtures co-ordinated with those currently used at CanWest Mall shall be used through the Development Permit Area. Illumination design shall ensure adequate visibility in vehicular and pedestrian areas.
- 7.9 Lighting suitable for proper functioning and security of service areas shall be installed.
- 7.10 Measures to prevent glare reaching the exterior of the site, including horizontally and vertically, shall be taken.

## 8. **Acoustical Design**

- 8.1 Sources of continuous or intermittent sound likely to cause a nuisance to lands beyond the site such as refrigeration units or unpacking areas shall be identified and mitigating measures incorporated in the design.

## 9. **Unenclosed Storage**

### 9.1 **Setback**

- 9.1.1 Unenclosed storage is not permitted in any required front or exterior side yard setback.

### 9.2 **Parking**

- 9.2.1 Commercial and business park developments are encouraged to identify, at the time of a Development Permit for the principal use building, areas on site that will be used for seasonal unenclosed storage. These areas should be available for parking when not in use for unenclosed storage.

### 9.3 **Pedestrian and Vehicular Circulation**

- 9.3.1 Unenclosed storage should not impede either vehicular or pedestrian traffic;
- 9.3.2 Unenclosed storage should be situated on a site in a manner that provides for safe and attractive pedestrian access between parking areas, unenclosed storage areas and the principal use building; and

9.3.3 Unenclosed storage should not interfere with sight lines for either pedestrian or vehicular traffic.

9.4 **Screening**

9.4.1 All unenclosed storage must be screened from adjacent roads and residential properties, either by fencing or by landscaping;

9.4.2 The use of chain link fencing is prohibited; and

9.4.3 The use of temporary wire fencing is prohibited.

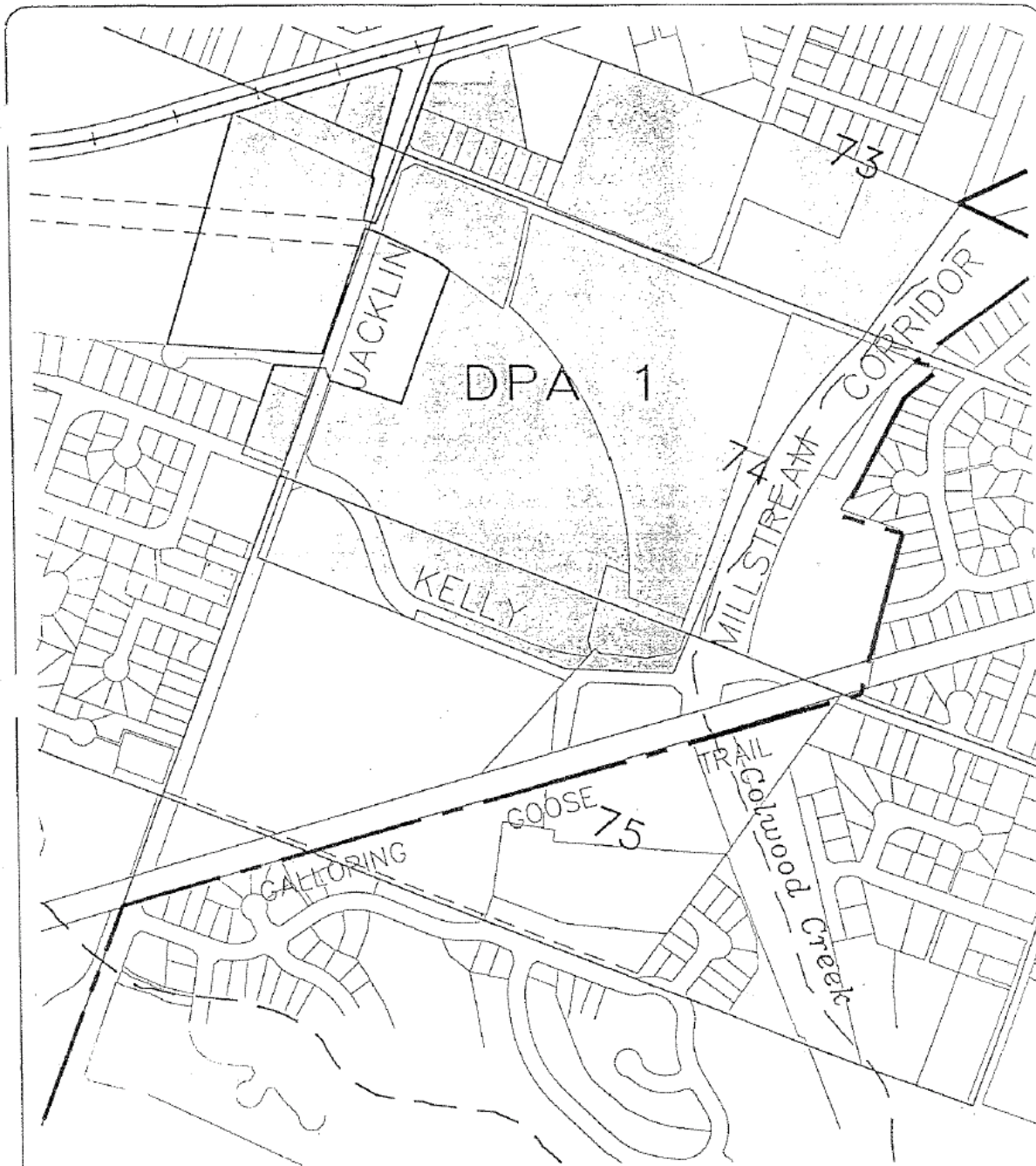
9.5 **Storage of Combustible or Potentially Hazardous Material**

9.5.1 Storage areas for toxic, combustible or potentially hazardous material such as liquid petroleum products, fertilizers, herbicides and pesticides must not be sited outside buildings.

9.6 **Landscaping**

9.6.1 Unenclosed storage is not permitted within any required landscape screening area; and



9.6.2 Unenclosed storage is not permitted in any landscape area, unless integrated with the landscaping in a manner that is unobtrusive, does not deteriorate the plantings and landscape material within the landscaped area; and does not interfere with sight lines.



**MAP 3A**  
**DISTRICT OF LANGFORD**

I HEREBY CERTIFY THIS TO BE A TRUE  
COPY OF PLAN No.2 AS DESCRIBED IN  
SECTION 1e. OF BYLAW No.165.

Feb 3 1977  
ADOPTION

  
MAYOR  
  
CLERK ADMINISTRATOR

# ***Appendix C: Business Park Development Permit Area Guidelines***

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## **GENERAL**

### **01. Compliance or Justified Alternative**

Council regards the concepts presented in the Langford Business Park Design Guidelines as a starting point and welcomes the opportunity to review innovative or creative development that may not directly meet the design criteria noted in the guidelines. If the applicant does not comply with the Design Guidelines, a justification stating the reason for diverging from the Guidelines should be made.

## **DESIGN GUIDELINES**

### **1. Layout**

#### **1.1 Buffer Storage and Parking**

Outdoor storage areas and parking areas should be contained in a 5 m (16.4 ft) wide, 2 m (6.6 ft) high landscaping strip or solid decorative fence where development abuts or faces residential land uses or lands zoned or designated in the Official Community Plan (OCP) for residential use.

Outdoor storage areas and parking areas should be contained in a 1.5 m (5 ft) wide, 2 m (6.6 ft) high landscaping strip or solid decorative fence where development abuts or faces commercial or service commercial land uses or lands zoned or designated in the OCP for commercial or service commercial uses.

In addition, outdoor storage areas must be screened by fencing and landscaping in accordance with relevant guidelines. Buffers may be reduced or eliminated where deemed appropriate.

#### **1.2 Parking and Loading Away From Front**

Where practical, outdoor parking and loading areas relating to operations of the business should be located to the sides and rear of buildings. Any parking visible from a fronting or flanking street should be screened with plants or fences at least 1 m (3.28 ft) high on a 3 m (9.8 ft) wide landscaped area (except pedestrian or vehicular crossings). Planting should be located so as to reduce the visual extent of a parking area. The City Planner may approve Development Permits with variances or parking standards, where the request for such variances are supported by a satisfactory study prepared for the City of Langford by a qualified professional.

#### **1.3 Landscape Unused Space**

Any areas, such as setbacks, which may not be used for business purposes should be landscaped within the developed area.

#### 1.4 **Outside Amenities**

Outdoor patios or amenity areas of adequate dimensions should be encouraged for people working on site. Suggested standards are 1 m<sup>2</sup> (10 ft<sup>2</sup>) per employee or per 200 m<sup>2</sup> (2 153 ft<sup>2</sup>) of building area, whichever is more.

#### 1.5 **Screen Garbage Containers**

Garbage containers and areas for assembly and garbage handling should be screened and gated. Screening should be constructed of a similar design, fashioned from similar materials and finished with similar colours to those used in the primary building. Garbage containers must be located behind the front face of the buildings.

### 2. **Design**

#### 2.1 **Contemporary Design**

Developers are encouraged to utilize contemporary designs. The design should express the intended use. Office areas, manufacturing areas, storage areas, and other building parts should be given distinctive expression by the use of appropriate scale; volumes which express internal activities; proportion of openings; and the choice of building materials, finishes, and signage.

All blank walls (e.g. those walls without fenestration) are to be treated, either with cladding that is complimentary to the cladding of the building and adds interests to the look and texture of the wall and building, or with a painted mural or other artwork approved by Council, and that a sufficient setback be provided to enable some articulation of the wall, when the wall is likely to be exposed to public view.

#### 2.2 **Design Assessment**

Langford will assess designs through an approval process. The goal of this process is to compare the submitted design with these guidelines and to consider the rationale documented in accordance with Guideline 0.1. The assessment process is not the design process; which is the responsibility of the developer.

#### 2.3 **Use Appropriate Materials**

Structures should be constructed of durable materials. Materials should be chosen for ease of maintenance. Except where a visual accent is warranted, muted colours chosen from a palette representative of Langford's natural surroundings should be used. All new developments are encouraged to incorporate river rock as a façade treatment, and as an element in freestanding signage.



## 2.4 **Scale**

A human scale should be respected where buildings and other structures face a street. This is expressed in window size, sill heights, door shelters, and soffit height. Designs should capitalize on dramatic elements such as towers or mechanisms relating to use or processes associated with the business.

## 2.5 **Screen Mechanical Units**

Ancillary mechanisms should be integrated in the design or screened from public view by structures relating to the building design.

## 2.6 **Locate Utilities Discreetly**

Utilities, connections, junctions, and meters should be placed in underground vaults or screened from public view.

## 3. **Access**

### 3.1 **Create Frontage Roads**

Minimize access to the main roads with such measures as frontage roads and shared driveways.

### 3.2 **Appropriate Access**

Access should be designed to accommodate vehicles contemplated to service the business without obstructing flow of traffic on public roads. For example, lay-bys and room to turn trucks on-site should be provided where a business relies on semi-trailer trucks.

### 3.3 **Pedestrian Accommodation**

Pedestrian access to site should be well marked. The connection between front doors and public streets should be made by paved sidewalks.

### 3.4 **Bicycles**

Where warranted by number of employees and customers, bicycle parking should be provided on-site.

### 3.5 **Reciprocal Access**

In order to provide for efficient and safe vehicular access to properties and between properties, the design of parking areas and vehicle manoeuvring aisles shall allow for access to adjoining properties, and this access (to adjoining properties) shall be secured by way of a reciprocal access easement registered on title.

## 4.1 **Fences**

Chain link fencing should be screened from the street and non-industrial or Business Park uses.

## 4.2 **Fences and Landscaping**

Fences visible from the street should be set back and supplemented with landscape materials. The setbacks should be inversely proportional to the initial planting size of vegetation. Where vegetation is the same height as the fence, the fence should be setback 0.5 m (1.6 ft).

## 4.3 **Fence Design**

Where fences are visible from the street or non-industrial neighbours, they should consist of two materials and be articulated by horizontal changes in line of at least 0.5 m (1.6 ft). Examples of “different materials” include brick piers with wood panels or wood panels with lath lattice along the top. The lesser used material should be used for at least 15 percent of the face of the fence visible from the street or non-industrial neighbours.

## 5. **Landscape**

### 5.1 **Perimeter Buffer**

The buffer referred to in Section 1.1 shall be landscaped.

### 5.2 **Trees in Unused Parts**

Undeveloped areas should be left in a natural state, if there are substantial existing vegetation or landscaping. “Substantial existing vegetation” means a plantation of trees at least 2 m (6.5 ft) tall with under-storey forming a recognized ecological succession community.

### 5.3 **Major Existing Trees**

Trees are a significant element of the character of Langford. By preserving or replacing these landmarks, developers can lessen the impact which new development often has.

### 5.4 **Native Vegetation**

Landscaping which is close to the periphery of the site should incorporate vegetation such as native or commonly used species which relate to the existing character of Langford. Faster growing species should be used to provide interim planting where slow growing species are incorporated.

### 5.5 **Visible Intersections**

Landscape design should accent intersections to improve visibility and assist with navigation.

### 5.6 **Pavement and Planting**

Parking areas should be paved except as specifically exempted in the Development Permit and should incorporate landscape elements to provide breaks in rows of automobile parking stalls. A suggested standard for this is a landscaped area at least one half the width of a parking stall between each row of

ten adjacent parking stalls. In considering this guideline, Langford Council will take specific siting circumstances into account.

#### 5.7 **Ease of Maintenance**

Maintenance should be considered in design. Means of irrigation, access by appropriate tools and disposal of waste should be included.

#### 5.8 **Height v. Setback**

As noted elsewhere, density, and height of initial planting may substitute for setback.

#### 5.9 **Interim Landscaping**

Interim landscaping shall be provided, to the satisfaction of the City Planner, on every part of a business park development site that is not immediately developed according to the ultimate landscape plan included within a Development Permit.

### 6. **Signage And Lighting**

#### 6.1 **No Roof Signs**

All signage should be located below the roof line.

#### 6.2 **Coordinated Signs**

Signage should be considered and coordinated in the design expressed in the Development Permit. Three types of signage are contemplated:

##### 6.2.1 **Identification Sign**

One sign visible from any location outside a development which primarily identifies the development. This sign may be freestanding in a landscaped area or incorporated in the design of the building. It should be no higher than the first storey of the office portion of the primary building on the site it identifies. A freestanding sign should incorporate at least one material, finish, and colour of the main building.

##### 6.2.2 **Information Signs**

Signs occupying co-ordinated locations relating to each tenancy or providing directional information. These should be located on fascias no more than 1 m (3 ft) wide near or over doors and windows intended for public access. If awnings carry messages, no other signs are permitted.

##### 6.2.3 **Temporary Signs**

Provisions for temporary signage should be made in the Development Permit. No other temporary signs are permitted.

### 6.3 **Lighting**

Lighting should be designed to foster security, but not to shine onto adjoining lands. Entries should be illuminated and visible from the street. Security lighting should have armoured housings.

### 6.4 **Lighted Entries**

Vehicular and pedestrian access to the site should be illuminated in a manner which facilitates visibility and entrance movements from the adjacent road.

### 6.5 **No Glare**

On-site lighting and signs should not produce glare on neighbouring roads, properties, or the sky.

## 7. **Acoustical Design**

### 7.1 **Avoid Nuisance Noises**

Processes likely to be the source of repetitious or very loud noises which will create a nuisance on adjacent properties and must be accommodated in the design of the development.

### 7.2 **Obscure Noise Sources**

Outdoor work areas should be shielded from non-industrial neighbours by buildings or significant structures capable of attenuating incidental noise.

### 7.3 **Sound Mitigation**

The City Planner may require a sound mitigation plan, prepared by a qualified acoustical engineer, and sound mitigation in accordance with any such plan, for any use that would likely generate noise that could be a nuisance to neighbouring residential uses.

## 8. **Unenclosed Storage**

### 8.1 **Setback**

8.1.1 Unenclosed storage is not permitted in any required front or exterior side yard setback.

### 8.2 **Parking**

8.2.1 Commercial and business park developments are encouraged to identify, at the time of a Development Permit for the principal use building, areas on site that will be used for seasonal unenclosed storage. These areas should be available as additional space for parking when not in use for unenclosed storage.

8.2.2 The City Planner may approve Development Permits with variances in off-street parking requirements, where the request for such variances is supported by a Parking Demand Study for

the proposed use, prepared for the City of Langford by a qualified professional. The Parking Demand Study may consider proximity to bicycle routes and public transit as mitigating factors in determining the demand for off-street parking.

### **8.3 Pedestrian and Vehicular Circulation**

- 8.3.1 Unenclosed storage should not impede either vehicular or pedestrian traffic;
- 8.3.2 Unenclosed storage should be situated on a site in a manner that provides for safe and attractive pedestrian access between parking areas, unenclosed storage areas and the principal use building; and
- 8.3.3 Unenclosed storage should not interfere with sight lines for either pedestrian or vehicular traffic.

### **8.4 Screening**

- 8.4.1 All unenclosed storage must be screened from adjacent roads and residential properties, either by fencing or by landscaping;
- 8.4.2 The use of chain link fencing is prohibited; and
- 8.4.3 The use of temporary wire fencing is prohibited.

### **8.5 Storage of Combustible or Potentially Hazardous Material**

- 8.5.1 Storage areas for toxic, combustible or potentially hazardous material such as liquid petroleum products, fertilizers, herbicides and pesticides must not be sited outside buildings.

### **8.6 Landscaping**

- 8.6.1 Unenclosed storage is not permitted within any required landscape screening area; and
- 8.6.2 Unenclosed storage is not permitted in any landscape area, unless integrated with the landscaping in a manner that is unobtrusive, does not deteriorate the plantings and landscape material within the landscaped area; and does not interfere with sight lines.
- 8.6.3 The City Planner may approve Development Permits with variances in the required width or depth of landscaping where appropriate landscaped separation and screening are provided between roads and buildings, including landscaping on a municipal boulevard.

## **GUIDELINES FOR INDIVIDUAL AREAS**

### **9. Millstream Road - North of the Trans Canada Highway**

In addition to the above general guidelines, developments in the Millstream Business Park area should:

- 9.1 Preserve significant trees especially on the western perimeter.
- 9.2 Enhance the entrance to the residential area at the north end.
- 9.3 Minimize accesses to Millstream Road by devices such as frontage roads.
- 9.4 Provide supplemental landscaping between buildings within the development.

### **10. Dunford Avenue - East of Langford Lake**

In addition to the above general guidelines, developments in the Dunford Business Park area should:

- 10.1 Use fences, hedges, and planting to screen open storage from adjacent residential areas.
- 10.2 Place buildings in a landscaped setting.
- 10.3 Provide an attractive entrance feature.

### **11. Business Park 1A – Millstream Road East**

- 11.1 Council's general Development Permit design guidelines for multi-family and intensive residential form and character apply to this area. In the event of a conflict between guidelines, the multi-family and intensive residential form and character design guidelines shall prevail for multi-family and intensive residential development, otherwise the business park design guidelines shall prevail.

# ***Appendix D: Guidelines for the Development of Olympic View***

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## **1. Olympic View Area Plan**

A new comprehensive development plan for the Olympic View area was submitted to the City in 2001. The plan was submitted by Bullock Baur Associates on behalf of the owners, GolfBC Ltd. The Olympic View lands straddle the Colwood-Langford border with approximately 56 ha (140 ac) in the City of Colwood and 52 ha (130 ac) in the City of Langford.

### **OBJECTIVE WITH RESPECT TO LANDS WITHIN CITY OF COLWOOD**

As the proposed Olympic View neighbourhood includes lands in both Colwood and Langford and as the entire neighbourhood is accessed and serviced through Colwood, it is the objective of Langford to liaise with Colwood in the comprehensive planning for and creation of the new neighbourhood

### **OLYMPIC VIEW CONCEPT DETAILS**

This plan proposes a new Olympic View neighbourhood, a mixed development which in Colwood would include up to 456 dwelling units, together with 25 hotel rooms, a village centre with 2250 m<sup>2</sup> (7382 ft) of commercial/office space, parks and open space in Langford. The total number of residential dwellings in both Colwood and Langford would total 917. Attached as Map D1 is the land use concept plan for the proposed development.

In designing this new neighbourhood, it is proposed to preserve and augment the character of the landscape, and to give a strong social focal point in the form of the Village Centre. Residential densities will be consistent with the desire to retain and translate the natural character of the site into a diverse, lush and prestigious community.

A mix of housing types and lot sizes is proposed. These will be influenced by the ability to provide access, neighbouring uses, and the topography, which ranges widely, with relatively level areas, low lying wetlands, moderately hilly areas, and steep and rocky outcrops.

### **POLICIES**

The policies set out in this section pertain only to those portions of the Olympic View area that are within Langford.

1. This Area Plan is intended to give a conceptual picture of how the lands may be developed, provided that the necessary environmental and planning studies are satisfactorily completed and the necessary approvals are in place. Designation boundaries and numbers are necessarily approximate and will be refined by further studies and the subdivision approval process.

2. Discussions are to be commenced with regard to an inter-municipal servicing agreement between the landowner, Langford, and Colwood.
3. An inter-municipal servicing plan (sewer, storm water, and roads) is to be prepared for the site with a technical and environmental approach to include guidelines for the protection and enhancement of Latoria Creek and other creeks and specific servicing standards are to be developed to apply to the project.
4. The need for off-site service infrastructure is to be reviewed together with means of implementation, to ensure that appropriate development cost charges or other means of implementation are in place.
5. Transport planning, together with the possibility of a transit exchange, will be considered in more detail within either future planning for the project, the subdivision process, or a Development Permit process.

## **2. *Design Guidelines for Environmental Protection***

### **JUSTIFICATION**

The City of Langford has designated environmentally sensitive areas as development permit areas for the purpose of preserving and enhancing sensitive ecosystems wherever possible, and preserve and enhance general habitat, biodiversity and natural environment regimes across the entire Olympic View area.

### **OBJECTIVE**

The objective of these Development Permit Guidelines for environmental protection area to supplement the Development Permit Area Guidelines found in Appendix "A". These Development Permit Area Guidelines are also specifically for the development of the property commonly known as "Olympic View". These design guidelines are intended to ensure that:

1. Environmentally sensitive areas are preserved and enhanced;
2. General habitat, biodiversity values and natural environment regimes are preserved and enhanced;  
and
3. That the majority of riparian values are preserved and enhanced, and that the slope instability and erosion are minimized in areas adjacent to water bodies.

When there is a conflict between these guidelines and the general development permit area guidelines found in Appendix "A" of this Plan, these guidelines will supersede the General Development Permit Area Guidelines.

### **OLY1. RIPARIAN AREAS**

- 1.1 Although development within 43 m (141 ft) of water bodies and watercourses is discouraged, the City Planner may grant variances, through a Development Permit, for work within the riparian area,



subject to the applicant providing, at their expense, an appropriate and acceptable report, prepared by a qualified biologist, that informs the City Planner of the riparian values that may be disturbed, damaged or destroyed by intrusion into the riparian area, and provides a plan for the mitigation of loss of, or damage to riparian values;

- 1.2 There shall be no development of any golf course in or around any riparian area until such time as an appropriate landscape and golf course management plan has been devised, and registered on title. This plan should include strategies for limiting incursion into the riparian areas, strategies for irrigation, and strategies to limit the potential hazard, to the riparian area, of leachates from pesticides, herbicides, fertilizers or landscape materials (e.g.: bark mulch, gravel).

## **OLY2. SENSITIVE ECOSYSTEMS, WILDLIFE HABITAT AND BIODIVERSITY**

- 2.1 Rock outcrops should be preserved and integrated into site design;
- 2.2 Every effort should be made to preserve veteran trees and snags, and to identify these in a conspicuous manner so that the public may be made aware of their present and future value, and the reason for their preservation;
- 2.3 The hardhack fen, identified on the concept plan found at the end of this appendix as Map D1, shall not be disturbed, damaged or destroyed, and a setback of 43 m (141 ft) shall be maintained from the edge of this fen area. The City Planner may grant variances for work within this setback area, subject to the applicant providing, at their expense, an appropriate and acceptable report, prepared by a qualified biologist, that informs the City Planner of the wildlife and habitat values of the hardhack fen area that may be disturbed, damaged or destroyed by intrusion into the prescribed setback.

### **3. *Design Guidelines for Form and Character of the Olympic View Development***

#### **JUSTIFICATION**

The City of Langford has designated all commercial and Multi-Family Residential Development as a Development Permit Area pursuant to the provisions of the *Local Government Act*. The justification of this designation is to ensure that Council has the ability to secure the necessary information and establish conditions on developments such that the form and character of new commercial and multi-family residential development are of a high quality, and best suited to both the surrounding properties and the vision of Langford as expressed in the Langford Plan.

## **OBJECTIVE**

The objective of these Development Permit Guidelines is to supplement the General Development Permit Guidelines for Commercial and Multi-Family Residential Development (found in Appendix “G” and “H” respectively) specifically for the development of the property commonly known as Olympic View. These design guidelines are intended to ensure that development is:

1. Constructed to high standards, both material and aesthetic;
2. Complementary to the social and environmental goals of this plan; and
3. Compatible with other surrounding land uses.

The essential nature of the Olympic View development is a high quality mix of single- and multi-family residential and commercial uses. The form and character of the development and the design of the landscaping and pedestrian systems are an important means to achieving this.

When there is a conflict between these guidelines and the general guidelines, these guidelines will supersede the General Design Guidelines.

A concept plan showing Areas “1” and “2” may be found at the end of this appendix as Map D1.

### **OLY3. STREETScape**

- 3.1 The overall character and appearance of the streetscape is to be developed through the harmonious inter-relationship of buildings. Individual buildings should complement both existing buildings and the streetscape as a whole. Buildings should not be identical, but should reflect a common architectural style, and should relate to the desired and existing residential character of the area in terms of:
  - a) articulation and massing of the building;
  - b) type and location of windows and openings;
  - c) type and colour of building materials;
  - d) setbacks
  - e) porches and entry; and
  - f) garages and carports.
- 3.2 Dwelling siting, window placement and landscaping should minimize visual impact or avoid acoustic impact on neighbouring windows or yards;
- 3.3 High walls that overshadow neighbouring yards should be avoided; and
- 3.4 Views in and out of neighbours’ property should be considered before cutting or planting trees.

#### **OLY4. BUILDING ORIENTATION AND SITING**

4.1 Orientation and siting for any building should meet the following objectives:

- a) collect summer breezes;
- b) provide protection from winter wind and rain;
- c) work in harmony with the topography and minimize intrusive or radical site works;
- d) preserve, wherever possible, the natural vegetation, and in particular significant trees;
- e) take advantage of distant and local views;
- f) ensure maximum privacy;
- g) allow for usable yard space;
- h) allow access to site for construction and vehicles, while minimizing tree removal and rock blasting.

#### **OLY5. ENTRANCES**

- 5.1 Entrances or routes to buildings should be clear and accessible from the street frontage;
- 5.2 The front entry of a building should be defined with adequate overhangs for weather protection;
- 5.3 The design of entrances or routes to buildings should not hinder sightlines for surveillance of visitors and intruders; and
- 5.4 Garage doors should not be the dominant feature of a building's front façade. Garage doors should be sited to one side, slightly behind, or at right angles to the main street frontage.

#### **OLY6. APPROPRIATE BUILDING STYLES**

- 6.1 Appropriate building design is necessary to create and maintain the desired character of this neighbourhood;
- 6.2 Ideally, building design should be influenced by the natural setting, by climate, by strong relationships between indoor and outdoor living areas, and by the honest expression of structure and materials. The desired design approach is through a thoughtful response to site and landscape; and
- 6.3 The use of styles or elements of styles which are specific to another country, another climate or a largely urban street-based environment are discouraged. Log homes, pioneer buildings, and buildings which employ pastiche, revival, Tudor, Spanish or classical elements are discouraged in favour of a fresher, more inventive response to the local conditions.

## **OLY7. MATERIALS AND COLOURS**

- 7.1 Materials and colours should be selected that are compatible and reflect the surrounding natural landscape, textures, and colours;
- 7.2 Pastels, 'tropical' colours, and brightly coloured roofs are not acceptable;
- 7.3 Desirable materials include stone walls, stained wood siding, cedar shakes, fibre-cement roof tiles in 'natural colours', metal roofs in natural colours, natural slate, river rock, and timber detailing; and
- 7.4 Materials will also be required to be of good quality suitable for damp conditions and the desired neighbourhood image.
- 7.5 All new developments are encouraged to incorporate river rock as a faced treatment and as an element in freestanding signage.

## **OLY8. PARKING**

- 8.1 Car parking for residential and non-residential lots alike is to be visually screened from sidewalks and neighbours, and prevented from dominating the streetscape;
- 8.2 In the resort village centre or cluster housing developments, parking lots should be broken into smaller areas with landscape dividers or other elements. Ideally, an unbroken parking area should be no larger than about 6 to 8 spaces in the village centre, and 4 spaces in residential areas;
- 8.3 The use of a consistent height of tree canopy throughout larger lots will help provide weather protection and visual screening for overlooking buildings;
- 8.4 Access driveways should be designed to use a minimum of paving. Desirable materials include brick, concrete pavers, gravel, or crushed cemented rock to complement the building materials requirements and natural environment;
- 8.5 Free-standing parkades will not be allowed except where they form a basement in the village centre or in a cluster housing development; and
- 8.6 Provisions for secure bicycle parking must be made in all public areas.

## **OLY9. FENCES**

- 9.1 In order to foster a safer, more community-oriented environment, tall fences that extend forward of the front building face are not encouraged;
- 9.2 If a fence is necessary for privacy or noise control, a partially voided, articulated fence in combination with planting and natural materials in keeping with the environment and the building, is encouraged;
- 9.3 Low rock walls and hedges are encouraged; and
- 9.4 Chain link fencing is strongly discouraged.

## **OLY10. OUTDOOR AREAS**

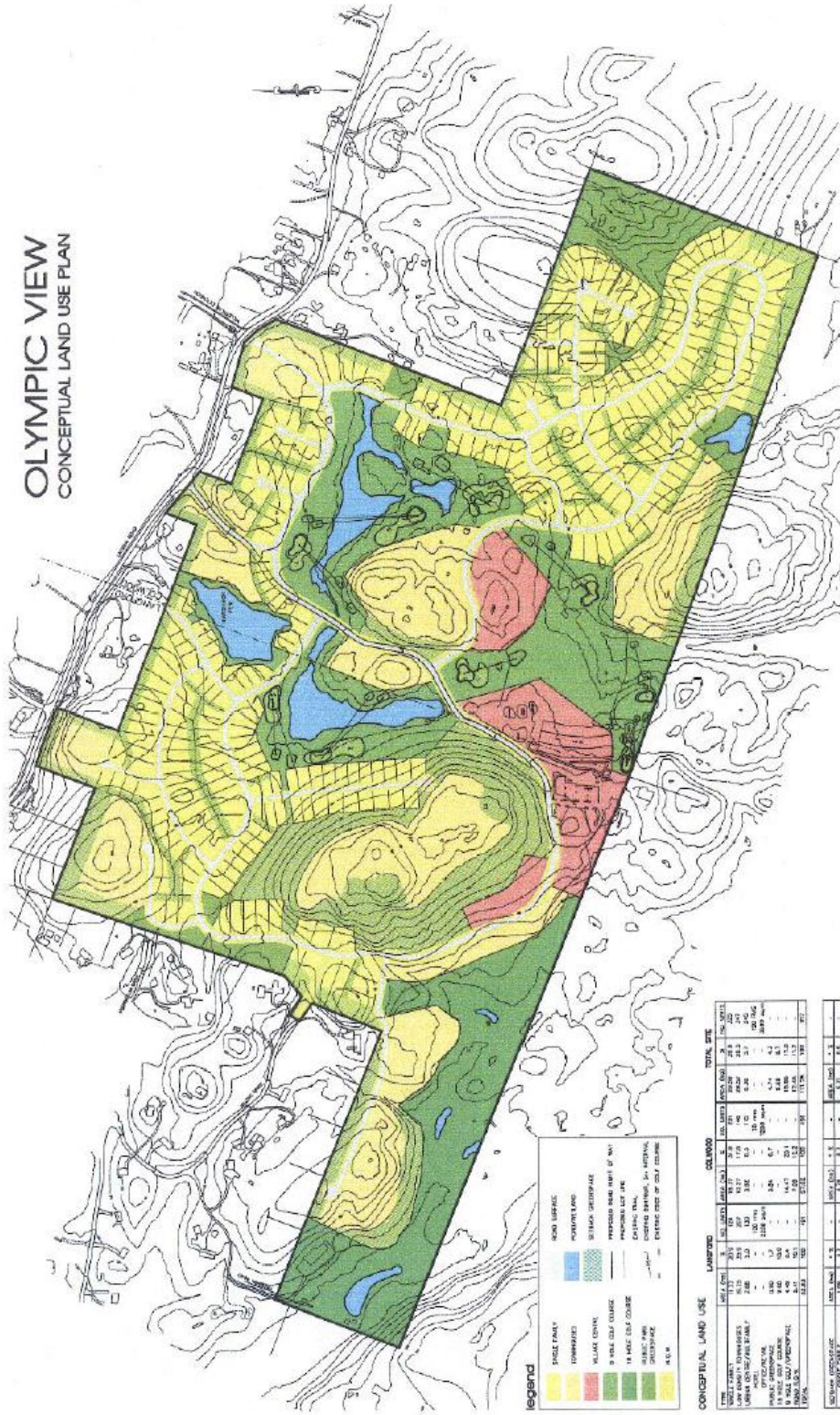
- 10.1 Buildings shall be sited and oriented to provide usable space for entertaining, utilities, storage, play areas, and views;
- 10.2 Unsightly storage and utility areas or kiosks shall be screened. Refuse containers, in particular, must be enclosed and fully-screened from the main streets and from other buildings; and
- 10.3 Accessibility from indoor areas, ability to capture sunlight and summer breezes, aural and visual privacy, and safety shall be considered when providing outdoor private or semi-private space.

## **OLY11. ENERGY EFFICIENCY**

- 11.1 Siting and orientation of buildings in a manner that will increase the energy efficiency and subsequently reduce the cost required for heating, cooling, and lighting is encouraged;
- 11.2 Where possible, main living/retail spaces and windows should be located on the south side for natural light, winter warmth and summer shade for energy cost savings. The south side should be the longest side of the building for greatest passive solar gain. Shade the south, east, and west windows with eaves and deciduous plants;
- 11.3 Openings on the west sides of the building to catch the westerly summer breezes and on the opposite side of the building to assist in cross ventilation area encouraged; and
- 11.4 Higher openings or roof ventilation designed to expel summer heat is encouraged.

Map D1 – Olympic View Comprehensive Development Plan

OLYMPIC VIEW  
CONCEPTUAL LAND USE PLAN



**Legend**

Single Family	Water
Medium Density Residential	Wetlands
High Density Residential	Proposed Road Right of Way
Water	Proposed Lot Area
Wetlands	Existing Trail
Proposed Road Right of Way	Existing Station, In-Station
Proposed Lot Area	Existing Use of Only Station
Existing Trail	ASR
Existing Station, In-Station	
Existing Use of Only Station	

**CONCEPTUAL LAND USE**

TYPE	LANDFILL		COLUMBO		TOTAL SITE	
	AREA (AC)	% OF TOTAL	AREA (AC)	% OF TOTAL	AREA (AC)	% OF TOTAL
Single Family	10.15	23.1	10.15	23.1	20.3	23.1
Medium Density Residential	10.15	23.1	10.15	23.1	20.3	23.1
High Density Residential	10.15	23.1	10.15	23.1	20.3	23.1
Water	10.15	23.1	10.15	23.1	20.3	23.1
Wetlands	10.15	23.1	10.15	23.1	20.3	23.1
Proposed Road Right of Way	10.15	23.1	10.15	23.1	20.3	23.1
Proposed Lot Area	10.15	23.1	10.15	23.1	20.3	23.1
Existing Trail	10.15	23.1	10.15	23.1	20.3	23.1
Existing Station, In-Station	10.15	23.1	10.15	23.1	20.3	23.1
Existing Use of Only Station	10.15	23.1	10.15	23.1	20.3	23.1
ASR	10.15	23.1	10.15	23.1	20.3	23.1

bullock baur

Olympic View Development  
scale 1:6000

# ***Appendix E: Goldstream Meadows Area Plan***

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## **1.0 GOLDSTREAM MEADOWS AREA PLAN**

A comprehensive development plan for the Goldstream Meadows area was submitted to the City in 2003. The Goldstream Meadows comprise approximately 117.8 acres of land.

This plan proposes a mixed business park and residential development which would include business park uses as well as townhouse, manufactured and modular housing, together with active recreation opportunities, trails, conservation areas, parks and open spaces.

Attached as Map E-1 is the land use concept plan for the proposed development.

## **2.0 PLANNING PRINCIPLES AND POLICIES**

- 2.1 The basic concept of the Goldstream Meadows neighbourhood includes multi-family townhouse, manufactured and modular housing at densities of between eight and ten units per acre, business park uses, active and passive recreation opportunities, trails, conservation areas, park and open spaces.
- 2.2 The comprehensive development plan is intended to give a conceptual picture of how the lands may be developed. Land use boundaries and numbers are approximate.
- 2.3 Greenways are to be provided and design criteria for all parks, open spaces and greenways are to be provided as a condition of development permit and subdivision.
- 2.4 The proposed parkland may include conservation areas, active recreation uses and passive recreation uses.
- 2.5 Public rights-of-ways or dedications for pedestrian trails shall be provided in the development in accordance with Map E-2.
- 2.6 The development of Goldstream Meadows must be serviced by sanitary sewers.
- 2.7 Storm drainage deposited directly to the lake shall not be permitted. Storm drainage to the glacial kettle located on the site shall not be permitted.
- 2.8 A 25 m right-of-way for West Shore Boulevard shall be protected.
- 2.9 Interim landscaping shall be provided, to the satisfaction of the City Planner; on that part of a comprehensive development site that is intended to be developed for commercial use, and is not immediately developed according to the ultimate landscape plan included within a Development Permit.



### 3.0 DEVELOPMENT PERMIT AREAS AND GUIDELINES

#### 3.1 Justification

The Goldstream Meadows area includes certain sensitive ecosystems identified by the B Conservation Data Centre. Further, there are many wetland areas and areas which may have potentially significant environmental values which should be protected where possible. The Goldstream Meadows area also includes areas where business park commercial, multi-family residential, manufactured and modular intensive residential development may occur. The City of Langford has designated environmentally sensitive areas, as well as all business park, multi-family residential and all manufactured and modular housing within the Goldstream Meadows area as development permit areas, pursuant to provisions in the *Local Government Act*. The justification for this designation is to ensure that Council has the ability to secure the necessary information, and establish conditions on development within the Goldstream Meadows area such that the form and character of development is of a high quality, and best suited to both surrounding properties and the vision of Langford as expressed in the Langford Plan. The justification for this designation is also to ensure that Council is able to secure the necessary information and is able to establish conditions on development within the Goldstream Meadows area for the purpose of protecting the environment from development.

#### 3.2 Objectives

The objectives of the business park commercial development permit area designation is to ensure that business park development of Goldstream Meadows:

- (a) Is compatible with surrounding land uses;
- (b) Complements the social and environmental goals of this plan; and
- (c) Is constructed to high standards, both material and aesthetic.

The objectives of the multi-family and intensive residential development permit area designation is to ensure that multi-family and intensive residential development of Goldstream Meadows:

- (a) Provides a healthy, safe and liveable environment for residents;
- (b) Minimizes the impact of development on the natural environment;
- (c) Provides for vehicular as well as pedestrian needs in a safe manner;
- (d) Is complementary to surrounding land uses;
- (e) Complement the social and environmental goals of this plan; and
- (f) Is constructed to high standards, both material and aesthetic.

The objectives of the environmentally sensitive development permit area guideline is to ensure that the development of Goldstream Meadows occurs in such a manner that:

- (a) Significant environmentally sensitive areas are preserved and enhanced where possible;
- (b) General habitat and biodiversity values and natural environment regimes are presented and enhanced; and
- (c) Riparian areas are preserved and enhanced, or replaced with more valuable riparian area enhances the natural environment, its ecosystems and biological diversity.

Council's general Development Permit Guidelines for environmental protection, commercial, business park, multi-family and intensive residential form and character apply to this area. In the event of a conflict between guidelines, the Goldstream Meadows guidelines shall prevail.

The Goldstream Meadows Plan provides for business park commercial, multi-family residential, conservation and recreation land uses. Map E-1 (Land Use Concept for Goldstream Meadows) identifies the general layout of open spaces, residential, business park commercial uses.

### **3.0 ENVIRONMENTAL GUIDELINES**

#### **3.1 Riparian Guidelines**

- 3.1.1 No land clearing or development may occur within the lands until such time as the riparian areas have been identified, leave strips protected, and a development permit authorizing any alteration of land is granted. The City may grant variances to setbacks to watercourses if the majority of riparian values are retained in accordance with a report from a registered professional engineer or a professional biologist.
- 3.1.2 All natural wetlands are encouraged to remain in their current state unless specific plans are presented and accepted by the City of Langford for the relocation and enhancement of wetland areas. The goal is to have the overall value of riparian areas at a higher level than what they were prior to any site disturbance.
- 3.1.3 The City of Langford may require enhancements on-site may in order to mitigate any impact caused by the development of the lands and to enhance the values of those water bodies.

#### **3.2 Wildlife Habitat and Biodiversity Guidelines**

- 3.2.1 Native planting should be used within private landscaping areas and municipal boulevards where appropriate.
- 3.2.2 Veteran trees and snags should be preserved where their presence does not constitute a hazard.
- 3.2.3 Natural features should be protected from infrastructure and the City may grant variances to road widths if such variances assist in preserving environmentally significant features.
- 3.2.4 Sidewalks should meander in order to avoid significant natural features and to add to the neighbourhood aesthetics. Prior to any land clearing or construction, detailed environmental inventories of significant features in areas proposed for development shall be conducted. Site development shall minimize impact on existing sensitive ecosystems. This can be done by either clustering of residential units, varying infrastructure standards, or preserving significant features by way of non-disturbance Section 219 covenants or parkland dedication.

- 3.2.5 Habitat areas shall be provided with connectivity to allow for the natural migration of wildlife.
- 3.2.6 Prior to any land clearing or construction, a sediment and erosion control plan must be provided to the satisfaction of the City Engineer and security to ensure compliance may be required.
- 3.2.7 A wildlife corridor under West Shore Boulevard shall be provided.

#### 4.0 **BUSINESS PARK AND COMMERCIAL DESIGN GUIDELINES**

All commercial and business park developments shall be developed according to the following design guidelines, and in addition to either the City of Langford's commercial design guidelines (as found in Appendix "G" of this bylaw), or the City of Langford's business park design guidelines (as found in Appendix "C" of this bylaw), depending on the intended use of the property. Where there is a conflict between these guidelines and the general guidelines, these will prevail.

- 4.1 Developments should be designed so as to minimize the impact of lighting and sound to adjoining non-commercial or business park properties. The applicant for a Development Permit may be required to engage qualified professionals to provide a plan for controlling noise and light pollution from the site. The requirement for this plan shall be at the request of either the City Engineer or the City Planner, and shall be provided to the satisfaction of the City Engineer or the City Planner. Any recommendations of such a report may be included as required conditions of any development.
- 4.2 Exterior storage must be enclosed by a concrete panel fence of at least 2 m (6.6 ft) in height and not more than 3.5 m (11.5 ft) in height. Exterior storage may not exceed a height of 3.5 m (11.5 ft).

#### 5.0 **INTENSIVE RESIDENTIAL DESIGN GUIDELINES**

All intensive and multi-family residential development shall be developed according to the following design guidelines, and in addition to either the City of Langford's intensive residential design guidelines (as found in Appendix "L" of this bylaw) or the City of Langford's multi-family residential design guidelines (as found in Appendix "H" of this bylaw), depending on the intended use of the property. Where there is a conflict between these guidelines and the general guidelines, these will prevail.

##### 5.1 **Community Amenities**

- 5.1.1 Where practical, amenities, such as gardens, recreational facilities or restaurants, provided as part of an assisted living multi-family residential development, shall have a community focus, and be designed for by residents of the neighbouring community.
- 5.1.2 Community amenities shall be located in prominent locations, incorporating the basic principles of CPTED (Crime Prevention Through Environmental Design).

## 5.2 **Height and Massing**

- 5.2.1 New MFR buildings, including assisted living apartment, may be more than one storey higher than the permitted maximum height of surrounding uses, provided that an 8 m (26 ft) buffer, including landscaping to the satisfaction of the City Planner, is provided, and provided that the building is stepped back from the front building plane of the ground storey at each successive storey.

## 5.3 **Location of Parking**

- 5.3.1 Parking for multi-storey, multi-family residential development should not be directly adjacent to other residential uses (i.e., manufactured or modular housing, or townhouses) unless a 1.8 m (6 ft) high solid fence within a 2 m (6.6 ft) landscaping strip is provided to give effective screening.

## 5.4 **Landscaping**

- 5.4.1 Landscaping should be provided with the objective of:
- (a) Providing landscape screening, where practical to protect the privacy of occupants of adjacent properties;
  - (b) Providing low-height vegetation between adjacent driveways to mitigate the visual impact of paved surfaces; and
  - (c) Providing some effective screening at the time of planting.
- 5.4.2 The use of drought resistant plant species is encouraged in all landscaping.
- 5.4.3 Street trees should be planted along internal drives and in the road frontage or right-of-way (to Bylaw No. 1000 standards) after construction of house and driveway.
- 5.4.4 Development should, where practicable, provide a common green space for use by residents of the development.
- 5.4.5 A landscaped feature, integrated with signage (if required) shall be provided at every road or driveway entrance to the development permit area, unless the driveway entrance is intended to serve only a single dwelling.
- 5.4.6 Any common accessory buildings shall be either screened from public view, and only to the extent that screening does not compromise the principles of CPTED (Crime Prevention Through Environmental Design), or enhanced with landscaping that is effective at the time of planting.

## 6.0 INTENSIVE RESIDENTIAL – CLUSTER HOUSING DESIGN GUIDELINES (Bylaw No. 1215)

In addition to Section 5.0 - Intensive Residential Design Guidelines, the following Intensive Residential guidelines apply to Area 3 – Cluster Housing as defined by Schedule E to Zoning Bylaw No. 300. These guidelines are intended to ensure a degree of design continuity and neighbourhood cohesiveness, while allowing for some variation, over the build-out of the project.

### 6.1 Objectives

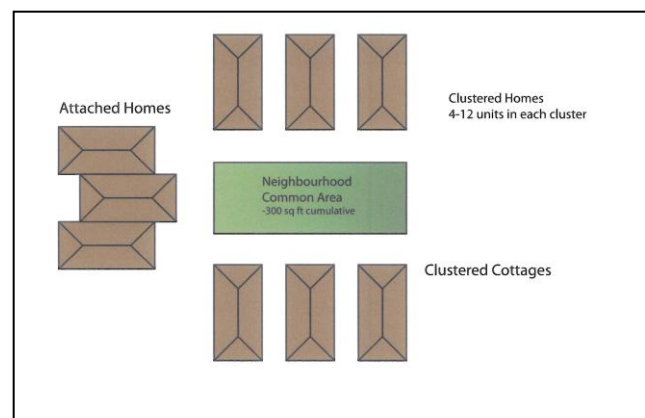
- 6.1.1 To provide affordable home and land ownership;
- 6.1.2 To provide a range of housing opportunities;
- 6.1.3 To create a community that is visually attractive, appealing, engaging and safe for residents and visitors;
- 6.1.4 To develop a network of pathways throughout the community, reducing the need for vehicular use;
- 6.1.5 To develop a range of open spaces and pathways that encourage physical activity and social interaction among neighbours.

### 6.2 General Guidelines

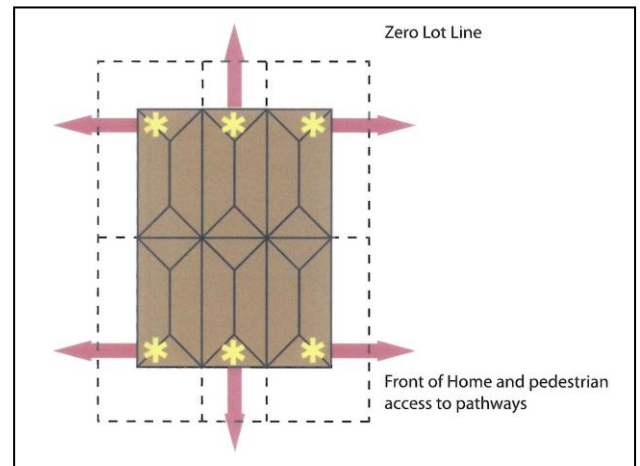
- 6.2.1 All development should be compatible with CPTED (Crime Prevention through Environmental Design);
- 6.2.2 Each neighbourhood should have identification and directional signage to the satisfaction of the Fire Chief;
- 6.2.3 Signage should be designed to be complementary to the form and character of the residential dwellings;
- 6.2.4 The visual impact of utility boxes should be mitigated through careful planning and screening methods such as landscaping and fencing;
- 6.2.5 Garbage and recycling should be in an area central to each neighbourhood and easily accessible for pick-up. All service areas should be appropriately screened;
- 6.2.6 All dwellings should provide opportunities for storage, such as a crawlspace or an exterior storage structure;

### 6.3 Site Planning

- 6.3.1 The overall site should be designed to create neighbourhood clusters of 4-12 dwellings. Dwellings within clusters should be varied in form, and may include attached and detached dwellings;
- 6.3.2 Neighbourhood clusters should be configured in a manner that maximizes view opportunities from dwellings to neighbourhood open spaces and landscaped areas;

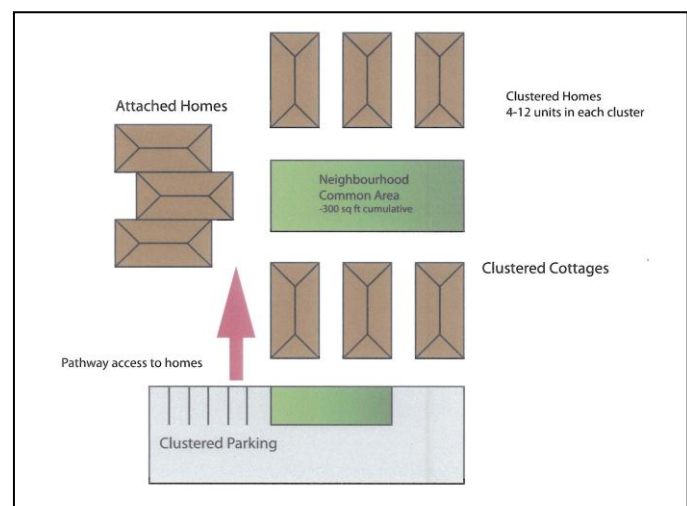


- 6.3.3 All dwellings should have access to and front doors visible from the pedestrian pathway network;
- 6.3.4 The design and layout of all neighbourhoods should be barrier-free to promote community accessibility;
- 6.3.5 The privacy of each dwelling should be maximized through careful placement of windows and utilization of landscaping and screening;
- 6.3.6 The size and configuration of lots within a plan of subdivision should be designed to accommodate buildings in a manner that:
- 6.3.7 Ensures effective emergency access;
- 6.3.8 Provides an appropriate setback between the building and access route based on road classification;
- 6.3.9 Facilitates an active pedestrian oriented streetscape;
- 6.3.10 Ensures an appropriate transition between neighbouring dwellings to maintain privacy and access to views;
- 6.3.11 Creates usable private outdoor space;



#### 6.4 **Access and Parking**

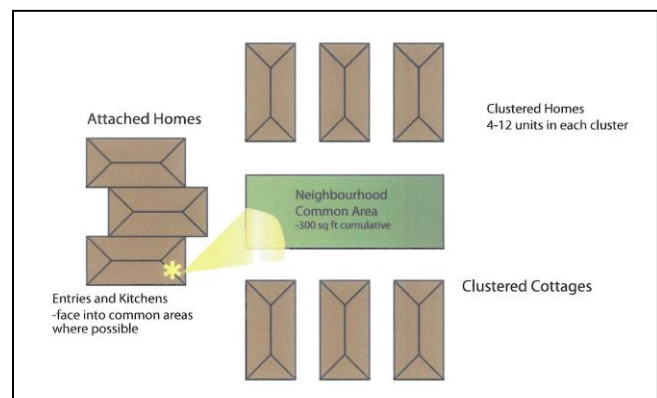
- 6.4.1 Paved roads should be the minimum width feasible while still providing adequate access, parking, boulevards, and servicing to neighbourhoods to the satisfaction of the City Engineer;
- 6.4.2 Where appropriate, parking areas, or portions thereof, should utilize alternative paving techniques, such as permeable, interlocking brick, textured, or coloured paving;
- 6.4.3 Parking areas may be covered, provided the structure includes materials that are complementary to the form and character of the residential dwellings;



- 6.4.4 Parking stalls designated for visitor parking should be provided throughout the neighbourhood;
- 6.4.5 Emergency access should be provided to the satisfaction of the Fire Chief, and may incorporate grasscrete surfacing;
- 6.4.6 On-street parking spaces may count towards the off-street parking requirement if:
  - a. The on-street parking spaces are on an adjacent public street;
  - b. The on-street parking spaces are immediately adjacent to the subject property, or in the case of on-street parking spaces located on Kettle Lake Drive, the parking spaces are located across the street from the subject property;
  - c. The applicant has provided full frontage drawings, including the demarcation of the on-street parking spaces, to the satisfaction of the City Engineer;

## 6.5 **Form and Character**

- 6.5.1 All dwellings should incorporate an Arts and Crafts / West Coast design theme, which may include the following architectural elements:
  - a. Use of heavy wood features and structural elements;
  - b. Characteristic roof overhangs;
  - c. Use of high quality and natural materials on building facades facing neighbourhood open spaces and roads;
  - d. Use of masonry or approved alternate on chimneys and as an accent material;
  - e. Large windows facing neighbourhood open spaces and roads with wide, articulated trim boards;
- 6.5.2 All dwellings are encouraged to have covered front porches with a minimum area of 5.6 m<sup>2</sup> (60ft<sup>2</sup>);
- 6.5.3 Dwellings should orient front entrances and primary living spaces towards neighbourhood open spaces where possible;
- 6.5.4 All building facades facing neighbourhood open spaces and roads should incorporate a high level of visual interest;
- 6.5.5 Roof forms should be varied within neighbourhood clusters and predominantly consist of traditional forms such as gabled or hipped. Roof slopes should range between 3:12 – 12:12;
- 6.5.6 Dwellings should utilize a West Coast colour palette, which consists of deep, rich hues for major colours with white or natural wood trim and accent features;



6.5.7 Accessory buildings should be complementary to the form and character of the residential dwelling and should be located to minimize visual impact to surrounding dwellings;

## 6.6 Landscaping

6.6.1 Plant species should:

- a. Be native;
- b. Require low water usage;
- c. Provide food and/or habitat for birds, small mammals, or other small wildlife species;

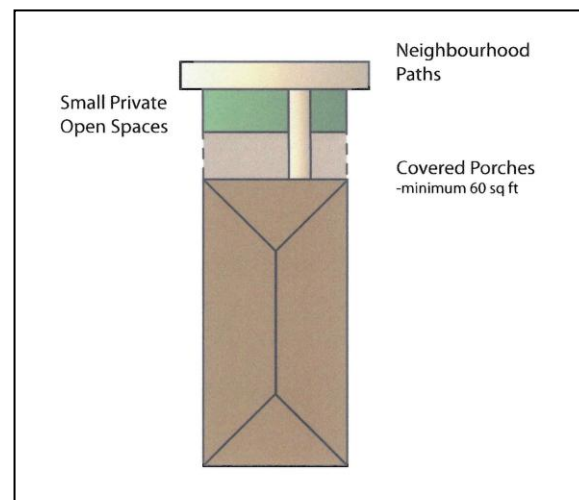
6.6.2 The use of invasive, toxic or banned plant material is prohibited;

6.6.3 All planted areas should be irrigated by hand or an automated system for at least one year, or until established;

6.6.4 Tree species should be of a proportionate size to surrounding buildings. Where small scale buildings are constructed, small to medium ultimate growth size trees should be used;

6.6.5 Private open spaces should:

- a. Be provided on the front and/or rear of the dwelling;
- b. Be a minimum of 3m deep;
- c. Be delineated with a permeable (i.e. picket, rail, lattice, or approved equivalent) fence approximately 1m (3.3ft) in height;
- d. Incorporate arbour or trellis
- e. features that have a design compatible with the form and character of the residential dwelling, where possible;



6.6.6 The pathway to the front entrance of the dwelling should be paved with concrete or other higher quality surfacing material;



## **6.7     Neighbourhood Open Spaces**

6.7.1   Neighbourhood open spaces should:

- a.       be provided in close proximity to neighbourhood clusters throughout the site;
- b.       consist of a minimum area of 27.9 m<sup>2</sup> (300 ft<sup>2</sup>) per dwelling unit;
- c.       include some of the following features:
  - multi-purpose lawn;
  - community vegetable garden;
  - community composting area;
  - children's playground;
  - arbours, gazebos, and/or trellises;
  - benches and seating areas;

6.7.2   Pedestrian pathways, sidewalks, and gathering spaces should be a minimum width of 1.8m (5.9ft) and paved with concrete or higher quality material such as stamped, coloured or exposed concrete, or brick unit pavers;

6.7.3   Community mail boxes, newspaper boxes and/or notice board should be in a convenient location near the entrance to the neighbourhood and have associated pullout or visitor parking;

## **6.8     Lighting**

6.8.1   All pedestrian routes should be lit with bollard level lighting;

6.8.2   All parking areas should be lit with pole mounted fixtures;

6.8.3   All site lighting should comply with 'dark skies' lighting principles;





# cottage community

KETTLE CREEK STATION

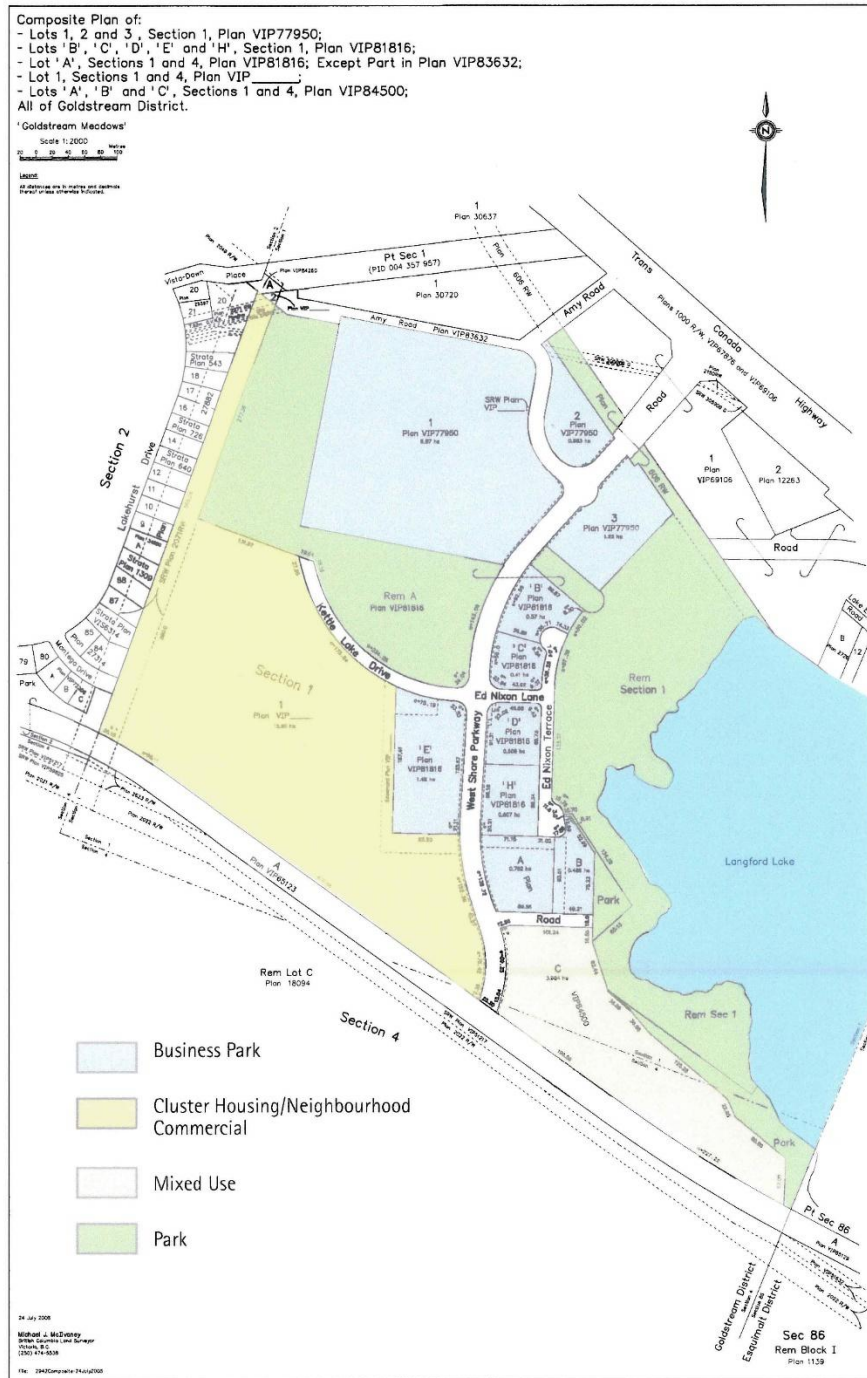
city of langford

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Drawing date: 02/26/09  
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**TURNER**  
 DEVELOPMENT CORPORATION  
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# Map E-2



1<sup>st</sup> Team Consulting Ltd.  
Suite 200, 2740 Summer Road,  
Victoria, B.C. V8B 4E6  
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Fax: (250) 628-8881



Scale 1:50,000 11x17 sheet size

CITY OF LANGFORD

land use plan

goldstream meadows

rev. July 23/04  
rev. 08.11.04

# **Appendix F: General Industrial Development Permit Area Guidelines**

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## **Justification**

The City of Langford has designated all Industrial land as a Development Permit Area, pursuant to provisions in the *Local Government Act*. The justification for this designation is to ensure that Council has the ability to secure the necessary information, and establish conditions on developments such that the form and character of new industrial development are of high quality, and best suited to both the surrounding properties and the vision of Langford as expressed in the Langford Plan.

## **Objective**

The objective of this Development Permit area designation is to ensure that new industrial development:

1. is compatible with surrounding land uses.
2. complements the social and environmental goals of this plan.
3. is constructed to high standards, both material and esthetic.

*Applicants should provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason should be made. Council may diverge from the guidelines where a compelling rationale which preserves the intent of the guidelines is supplied.*

## **IND1. General Guidelines**

All new Industrial developments should:

1. be designed to be compatible with existing development with respect to the siting of buildings, exterior finish, design of buildings, landscaping and design of parking areas;
2. create an environment that is safe, user-friendly, and visually appealing from a pedestrian perspective;
3. provide safe and easily identified access for pedestrians, bicycles and vehicles;
4. ensure that architectural design and building materials are of a high standard in order to ensure a character of development that signifies quality, stability and permanence;
5. provide and/or upgrade sidewalks, pavements, street trees and street lighting;
6. ensure that all unenclosed storage is screened from public roads;
7. provide containers for garbage collection and recycling which will be screened from view, and located in a safe and convenient location on-site; and
8. where building elevations are visible from adjacent roads or properties, ensure that these elevations are finished and treated similarly to the front elevation.

## **IND2. Integration with the Existing Area**

The orientation, scale, form, height, setback, materials and character of new Industrial developments are controlled by development permit areas to ensure compatibility with the surrounding community.

Specifically, these controls include:

### **1. Height and Massing**

- a) The design of new Industrial buildings should respect the scale and height of adjacent development.
- b) In areas of transition, Council will consider the proposed future uses of adjacent properties in assessing the compatibility of proposed developments in neighbourhoods.

### **2. Lighting**

Building and site lighting should:

- a) be sufficient to ensure pedestrian and vehicle safety;
- b) be designed to minimize the illumination of any adjacent residential properties; and
- c) be designed to minimize the affect of lighting on the night sky and adjacent properties, if residential (Outdoor lighting is the main source of light pollution. To minimize this impact, outdoor lighting should be regulated to control the quantity, the quality and the direction of night lighting).

### **3. Orientation**

New Industrial buildings should avoid impeding sunlight penetration and airspace to adjacent properties when those adjacent properties are planned to remain as residential.

### **4. Storm Water Management**

- a) All Industrial developments shall incorporate Stormceptors™, or equivalent approved equipment, to remove oil wastes and sediments from storm water.
- b) Storm water in all Industrial developments shall be managed in accordance with the City of Langford's Storm Water Management Guidelines attached to the Subdivision and Development Servicing Bylaw.

### **5. Form and Character**

- a) Unsightly roof elements, including mechanical equipment and vents should be enclosed, where practically suitable, by roof parapets or other forms of screening.



- b) Site elements such as storage, shipping and loading areas, utility kiosks, transformers and meters, bay doors and garbage receptacles should be screened from adjacent roads.
- c) Unenclosed storage should be sited behind buildings or in the rear of the property, and away from adjacent land uses.
- d) The use of smooth surfaced, light coloured building materials, finished, painted and/or textured “tilt-up” concrete panels, acrylic stucco, glazing, brick, baked enamel finished metal siding or baked enamel metal panels is encouraged.
- e) The use of untreated or unfinished concrete, metal, or aluminium as a final building finish is discouraged.
- f) Building elevations fronting and visible to the street are encouraged to include offices, showrooms and decorative design elements.
- g) Building elevations fronting and visible to the street that include overhead bay doors are discouraged.
- h) All new developments are encouraged to incorporate river rock as a façade treatment and as an element in freestanding signage.
- i) All blank walls (e.g. those walls without fenestration) are to be treated, either with cladding that is complimentary to the cladding of the building and adds interests to the look and texture of the wall and building, or with a painted mural or other artwork approved by Council, and that a sufficient setback be provided to enable some articulation of the wall, when the wall is likely to be exposed to public view.

## **6. Landscaping**

- a) Extensive parking areas should be screened by buildings, attractive screens of planting, or low walls.
- b) Landscaping should be provided with the objective of:
  - i. providing screening to protect the privacy of occupants of adjacent properties;
  - ii. providing an effective screen at the time of planting;
  - iii. a minimum 7.5m setback, which may be landscaped, shall be provided to separate Industrial buildings or accessory buildings from adjacent land planned to remain in a single family residential use;
  - iv. providing a landscape feature which is of a type and sufficient maturity to be hardy and resistant to abuse, including vandalism; and
  - v. providing visual diversity to parking areas.
  - vi. incorporating the principles of crime prevention through environmental design (CPTED).
- c) All landscaping should be serviced by an automatic watering system.



- d) The use of plant species which may be considered drought resistant is encouraged in all landscaping.
- e) A continuous landscaping strip of not less than 2.5 m (8 ft) wide should be provided along developed portions of each side of the lot which abuts a highway. This strip may be interrupted by boulevard crossings and pedestrian accesses.
- f) If fencing is provided, it should be on the inside of the landscaping strip.
- g) All adjacent municipal boulevards should be landscaped, irrigated and maintained by adjacent developments.
- h) The provision of space within the landscaping of the site for picnic/lunch areas for staff and customers, and/or play areas (in instances where on-site day-care is provided) is encouraged.

## **7. Reciprocal Access**

In order to provide for efficient and safe vehicular access to properties and between properties, the design of parking areas and vehicle maneuvering aisles shall allow for access to adjoining properties, and this access (to adjoining properties) shall be secured by way of a reciprocal access easement registered on title.

## **IND3. Parking**

- 1. New Industrial developments are expected to have accessible parking for visitors and employees which provide convenient access to building entries.
- 2. Parking should be screened from public view and curbed to protect pedestrian paths, building and landscape areas.
- 3. All parking spaces should be delineated with painted lines and finished in a concrete or asphalt surface.
- 4. Secure storage or parking should be provided for bicycles.
- 5. The City Planner may approve Development Permits with variances for parking standards, where the request for such variances are supported by a satisfactory study prepared for the City of Langford by a qualified professional.

## **IND4. Storage: Enclosed and Unenclosed (Bylaw No. 1531)**

### **1. Setback**

- 1.1 Unenclosed storage is not permitted in any required front or exterior side yard setback.

2. **Parking**

- 2.1 Commercial and business park developments are encouraged to identify, at the time of a Development Permit for the principal use building, areas on site that will be used for seasonal unenclosed storage. These areas should be available as space for additional parking when not in use for unenclosed storage.

3. **Pedestrian and Vehicular Circulation**

- 3.1 Unenclosed storage should not impede either vehicular or pedestrian traffic;
- 3.2 Unenclosed storage should be situated on a site in a manner that provides for safe and attractive pedestrian access between parking areas, unenclosed storage areas and the principal use building; and
- 3.3 Unenclosed storage should not interfere with sight lines for either pedestrian or vehicular traffic.

4. **Screening**

- 4.1 All unenclosed storage must be screened from adjacent roads and residential properties, either by fencing or by landscaping;
- 4.2 The use of chain link fencing is prohibited; and
- 4.3 The use of temporary wire fencing is prohibited.
- 4.4 Where storage containers designed and constructed for shipping are permitted and used for on-site storage (whether permanent or temporary), the placement of the containers must comply with the setback requirements for accessory buildings, except when in proximity to a residential use. In those instances, storage containers are expected to be fully screened from the view of the residential use, and situated at least 6m (20ft) from a property boundary common to a residential use, and preferably separated further by a permanent building or structure. Storage containers should also not be stacked, unless the resulting stack is unobtrusive to adjacent properties and uses. **(Bylaw No. 1531)**

5. **Storage of Combustible or Potentially Hazardous Material**

- 5.1 Storage areas for toxic, combustible or potentially hazardous material such as liquid petroleum products, fertilizers, herbicides and pesticides must not be sited outside buildings.

6. **Landscaping**

- 6.1 Unenclosed storage is not permitted within any required landscape screening area; and
- 6.2 Unenclosed storage is not permitted in any landscape area, unless integrated with the landscaping in a manner that is unobtrusive, does not deteriorate the plantings and landscape material within the landscaped area; and does not interfere with sight lines.

# **Appendix G: General Commercial Development Permit Area Guidelines**

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## **Justification**

The City of Langford has designated all Commercial land as a Development Permit Area, pursuant to provisions in the Local Government Act. The justification for this designation is to ensure that Council has the ability to secure the necessary information, and establish conditions on developments such that the form and character of new commercial development are of high quality, and best suited to both surrounding properties and the vision of Langford as expressed in the Langford Plan.

## **Objective**

The objective of this Development Permit area designation is to ensure that new commercial development:

1. is compatible with surrounding land uses.
2. complements the social and environmental goals of this plan.
3. is constructed to high standards, both material and esthetic.

*Applicants should provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason should be made. Council may diverge from the guidelines where a compelling rationale that preserves the intent of the guidelines is supplied.*

## **COM1. General Guidelines**

All new Commercial developments should:

1. be designed to be compatible with existing development with respect to the siting of buildings, exterior finish, design of buildings, landscaping and design of parking areas;
2. create an environment that is safe, user-friendly, and visually appealing from a pedestrian perspective;
3. provide safe and easily identified access for pedestrians and vehicles;
4. create pedestrian links and public open space;
5. ensure that architectural design and building materials are of a high standard in order to ensure a character of development that signifies quality, stability and permanence;
6. provide full services on streets fronting and flanking the site, including the provision and/or upgrading of sidewalks, pavements, street trees and street lighting;
7. provide containers for garbage collection and recycling which will be screened from view, and located in a safe and convenient location on-site; and
8. where building elevations are visible from adjacent roads or properties, ensure that these elevations are finished and treated similarly to the front elevation.

## **COM2. Integration with the Existing Area**

The orientation, scale, form, height, setback, materials and character of new Commercial developments are controlled by development permit areas to ensure compatibility with the surrounding community.

Specifically, these controls include:

### **1.0 Height and Massing**

- a) The design of new Commercial buildings should respect the scale and height of adjacent development.
- b) New Commercial buildings should not be more than one-storey higher than the permitted maximum height of surrounding existing buildings unless separated by a minimum 8 m (26 ft) buffer.
- c) New Commercial buildings should ensure that the horizontal dimension of transparent ground floor windows, excluding glass door components, does not exceed 60% of the building frontage at street level, avoid continuous façade frontages, and respect the rhythm of the existing streetscape.
- d) Ground floor windows should be a minimum of 0.6 m above the sidewalk elevation.
- e) New Commercial buildings should be “massed” to give the impression of small blocks and create visual interest by providing variations in height and massing.

## **2. Lighting**

Building and site lighting should:

- a) be sufficient to ensure pedestrian and vehicle safety;
- b) be designed to minimize the illumination of any adjacent residential properties; and
- c) be designed to minimize the affect of lighting on the night sky. Outdoor lighting is the main source of light pollution. To minimize this impact, outdoor lighting should be regulated to control the quantity, quality and direction of night lighting.

## **3. Orientation**

New Commercial buildings should:

- a) maintain and enhance existing views;
- b) ensure that developments are pedestrian oriented; and
- c) avoid impeding sunlight penetration and airspace to adjacent properties, when those adjacent properties are residential.

#### **4. Storm Water Management**

- a) All Commercial developments shall incorporate Stormceptors™, or equivalent approved equipment, to remove oil wastes and sediments from storm water.
- b) Storm water in all Commercial developments shall be managed in accordance with the City of Langford's Official Storm Water Management Guidelines attached to the Subdivision and Development Servicing Bylaw.

#### **5. Setback**

New Commercial buildings should:

- a) be set back from fronting streets to a depth no less than 80% of the setback of buildings on adjoining properties; and
- b) on corner lots, buildings should be set back from both fronting streets to depths equivalent to setback of the buildings on adjoining properties.
- c) Variances for reductions in setbacks may be granted in all commercial zones within Development Permits by the City Planner when the variance being sought supports the objectives of design guidelines.

#### **8. Areas of Transition**

In areas of transition, Council will consider the proposed future uses of adjacent properties in assessing the compatibility of proposed developments in neighbourhoods.

#### **9. Safety**

Designs for commercial developments are expected to incorporate the basic principles of crime prevention through environmental design (CPTED).

#### **10. Reciprocal Access**

In order to provide for efficient and safe vehicular access to commercial properties and between commercial properties, the design of parking areas and vehicle maneuvering aisles shall allow for access to adjoining properties, and this access (to adjoining properties) shall be secured by way of a reciprocal access easement registered on title.

### **COM3. Vehicular Circulation**

New Commercial development should:

1. ensure safe and convenient access for cars to parking areas;
2. ensure that access for vehicles is separated from pedestrian walkways, provides safe separation distances from nearby road junctions and does not encourage left turns onto or from roads of a collector status or higher where alternatives are available; and
3. ensure that on-site roadways provide safe and convenient access for emergency and service vehicles.

### **COM4. Parking**

1. New Commercial developments are expected to have accessible parking for visitors and employees which provide convenient access to building entries.
2. Parking should be screened from public view and curbed to protect pedestrian paths, building and landscape areas.
3. Underground parking is to be well lighted and provide security measures.
4. Where it is considered to be important to develop and maintain a strong relationship between development, the street and pedestrian activities at the street level, parking between building and street is encouraged to be limited to short-term parking for pick-up and drop-off only, or accessible parking.
5. The City Planner may approve Development Permits with variances for reductions in off-street parking requirements, where the request for such variances is supported by a Parking Demand Study for the proposed use, prepared for the City of Langford by a qualified professional. The Parking Demand Study may consider proximity to bicycle routes and public transit as mitigating factors in determining the demand for off-street parking.
6. The City Planner may approve Development Permits with variances for parking standards, where the request for such variances are supported by a satisfactory study prepared for the City of Langford by a qualified professional.

### **COM5. Storage: Enclosed and Unenclosed (Bylaw No. 1531)**

1. **Setback**
  - 1.1 Unenclosed storage is not permitted in any required front or exterior side yard setback.
  - 1.2 Where storage containers designed and constructed for shipping are permitted and used for on-site storage (with or without permanent or temporary), the placement of the containers must comply with the setback requirements for accessory buildings, except when in proximity to a residential use. In those instances, storage containers are expected to be fully screened from the view of the residential use, and situated at least 6m (20ft) from a property boundary common to a residential

use, and preferably separated further by a permanent building or structure. Storage containers should also not be stacked, unless the resulting stack is unobtrusive to adjacent properties and uses. **(Bylaw No. 1531)**

2. **Parking**

- 2.1 Commercial and business park developments are encouraged to identify, at the time of a Development Permit for the principal use building, areas on site that will be used for seasonal unenclosed storage. These areas should be available as space for additional parking when not in use for unenclosed storage.

3. **Pedestrian and Vehicular Circulation**

- 3.1 Unenclosed storage should not impede either vehicular or pedestrian traffic;
- 3.2 Unenclosed storage should be situated on a site in a manner that provides for safe and attractive pedestrian access between parking areas, unenclosed storage areas and the principal use building; and
- 3.3 Unenclosed storage should not interfere with sight lines for either pedestrian or vehicular traffic.

4. **Screening**

- 4.1 All unenclosed storage must be screened from adjacent roads and residential properties, either by fencing or by landscaping;
- 4.2 The use of chain link fencing is prohibited; and
- 4.3 The use of temporary wire fencing is prohibited.

5. **Storage of Combustible or Potentially Hazardous Material**

- 5.1 Storage areas for toxic, combustible or potentially hazardous material such as liquid petroleum products, fertilizers, herbicides and pesticides must not be sited outside buildings.

6. **Landscaping**

- 6.1 Unenclosed storage is not permitted within any required landscape screening area; and
- 6.2 Unenclosed storage is not permitted in any landscape area, unless integrated with the landscaping in a manner that is unobtrusive, does not deteriorate the plantings and landscape material within the landscaped area; and does not interfere with sight lines.

# ***Appendix H: General Multi-Family Residential Development Permit Area Guidelines***

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## **Justification**

The City of Langford has designated all Multi-Family Residential land as a Development Permit Area, pursuant to provisions in the Local Government Act. The justification for this designation is to ensure that Council has the ability to secure the necessary information, and establish conditions on developments such that the form and character of new multi-family residential development are of high quality, and best suited to both surrounding properties and the vision of Langford as expressed in the Langford Plan.

## **Objective**

The objective of this Development Permit area designation is to ensure that new Multi-Family Residential development:

1. provides a healthy, safe and livable environment for residents;
2. minimizes the effect on the local environment;
3. provides for vehicular as well as pedestrian needs in a safe manner;
4. is compatible with surrounding land uses.
5. complements the social and environmental goals of this plan.
6. is constructed to high standards, both material and esthetic.

*Applicants should provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason should be made. Council may diverge from the guidelines where a compelling rationale which preserves the intent of the guidelines is supplied.*

## **MFR1. Services**

All sites should:

1. provide full services on streets fronting and flanking the site, including the provision and/or upgrading of sidewalks and pavements, street trees and street lighting;
2. provide all services by way of underground wiring (electrical, telephone and cable television); and
3. provide containers for garbage collection and recycling which will be screened from view, and located in a safe and convenient location on-site.

## **MFR2. Integration with the Existing Area**

The orientation, scale, form, height, setback, materials, and character of new multi-family residential developments are controlled by development permit areas to ensure compatibility with existing neighbourhoods and the surrounding community.

Specifically, these controls include:



## **1. General**

The orientation, scale, form, height, setbacks and materials proposed for a MFR development should reflect characteristics consistent with the surrounding context. Sites in older neighbourhoods should be developed in a manner that improves the neighbourhood.

## **2. Height and Massing**

New MFR buildings should:

- a) not be more than one-storey higher than the permitted maximum height of surrounding existing buildings unless they are separated by a minimum 8 m (26 ft) buffer, in which case higher buildings may be acceptable;
- b) create visual interest by providing variations in height, rooflines and massing;
- c) avoid long continuous façade frontage and respect the rhythm of the existing streetscape;
- d) create articulation of building faces with features such as balconies, porticoes, bay windows, and changes in setback at upper storeys; and
- e) respect the scale and height of adjacent houses.

## **3. Lighting**

Building and site lighting should:

- a) be designed to minimize the illumination of adjacent properties; and
- b) be designed to minimize the affect of lighting on the night sky. Outdoor lighting is the main source of light pollution. To minimize this impact, outdoor lighting should be regulated to control the quantity, quality and direction of night lighting.

## **4. Environmental Impact**

- a) New MFR buildings should try to minimize the impact on their environment by:
  - i. siting buildings in such a way that, wherever possible, residential units are sited around, or in harmony with existing natural features such as mature trees and rock outcroppings;
- b) The City will consider variances where the siting of buildings can be shown to lessen environmental impact.

## **5. Stormwater Management**

- a) All MFR developments shall incorporate Stormceptors™, or equivalent approved equipment, to remove oil wastes and sediments from storm water.

- b) Storm water in all MFR developments shall be managed in accordance with the City of Langford's Official Storm Water Management Guidelines attached to the Subdivision and Development Servicing Bylaw.

## **6. Orientation**

New MFR buildings should:

- a) maintain and enhance existing views or vistas from the site;
- b) allow sunlight penetration; and
- c) ensure that units closest to the adjacent street have their façade facing the street.

## **7. Signage**

- a) All signage should be architecturally compatible with the style, composition, materials, colours and details of the buildings within the MFR development as well as the residential buildings of the surrounding neighbourhood.
- b) Wood is the preferred material for signage for MFR developments. Only high-quality, exterior grade wood with suitable finishes should be used.
- c) Developments should ensure that some area is set aside for organized and co-ordinated signage for real estate sales and rentals. This signage should be in keeping with the other provision of this section.
- d) Internally illuminated signs are not permitted. However signs may be illuminated by means of an external light source (i.e.: a small flood light illuminating a wooden sign).
- e) Signs should be mounted so that the method of installation is hidden. Electrical service should also be hidden.
- f) Roof mounted signs are prohibited.
- g) The location and size of signs should be architecturally integrated with the overall design of the buildings and any theme that may be established within the MFR development.
- h) In addition to general signage for MFR developments, individual MFR units will be required to display a house number in accordance with Bylaw No. 91, Langford's House Numbering Bylaw, 1995.

## **8. Form, Character, and Building Materials**

New MFR buildings should be of a residential character by utilizing:

- a) sloping roof lines, variations in the character of rooflines, shielded mechanical equipment, gables and dormers to achieve the effect of a residential building; and
- b) building materials and colours which are compatible with, and enhance surrounding development.

- c) All new developments are encouraged to incorporate river rock as a façade treatment and as an element in freestanding signage.
- d) All blank walls (e.g. those walls without fenestration) are to be treated, either with cladding that is complimentary to the cladding of the building and adds interests to the look and texture of the wall and building, or with a painted mural or other artwork approved by Council, and that a sufficient setback be provided to enable some articulation of the wall, when the wall is likely to be exposed to public view.
- e) Pedestrian entries facing the street;
- f) Parking at the rear of the buildings as much as possible;
- g) Staggered entries to create privacy between neighbouring units; and
- h) Shelter from the elements at the front entries.

## **9. Townhouse Developments (Replaced by Bylaw No. 1746)**

- a) New townhouse developments are encouraged to cluster development on the site such that there are varying numbers of units per townhouse block. The preference is for the development to be primarily comprised of townhouse blocks with three or more attached units per block; however, townhouse blocks may be designed with two attached units per block provided that they appear and function as a single development (i.e. through complementary designs and colour schemes, shared private accesses and shared visitor parking areas). Townhouse developments may include single detached units provided that single detached units do not dominate the development.
- b) A plan showing the on- and off-street parking spaces provided for each unit and for the development as a whole shall be submitted as part of the required Development Permit.
- c) Those portions of a driveway located between the property line and the curb or boulevard shall be governed by the Subdivision and Development Servicing Bylaw No. 1000.
- d) Driveways shall be set back a minimum of 1.0 m (3.3 ft) from any interior side lot line.
- e) Driveways shall be limited to a maximum width of:
  - a. 6.0 m (19.7 ft) or 60% of the lot width, whichever is less, for lots with widths up to 12.0 m (39.4 ft); and
  - b. 7.8 m (25.6 ft) for lots with widths over 12.0 m (39.4 ft).
- f) Wherever possible, lots and dwellings should be designed to allow for double car garages and driveways, provided that the garage does not visually dominate the façade of the dwelling, and provided that the driveway widths do not exceed those listed in Article e) above.
- g) The Director of Planning is authorized to approve Development Permits that vary the maximum width of a driveway where significant topographical or other site constraints warrant.

- h) The Director of Planning, with the consent of the Director of Engineering, is authorized to approve Development Permits that vary the minimum length of a required off-street parking space, where:
  - a. The proposed parking space is perpendicular to a highway or access route in a bare land strata;
  - b. Only one of the two required off-street parking spaces is located partially or entirely within that portion of the driveway in the road right-of-way;
  - c. The encroachment of the parking space onto the road right-of-way will not conflict with the use of sidewalks, utilities, boulevards or other frontage improvements;
  - d. The full required length of the parking space is provided, partially within the property and partially within the road right-of-way, as measured either from the edge of the curb or the edge of the sidewalk, whichever is less; and
  - e. Future road widening is not anticipated.

## 10. Landscaping

- a) Landscaping should be provided with the objective of:
  - i. providing screening to protect the privacy of occupants of adjacent properties as well as the residents of the multi-family project;
  - ii. providing an effective screen at the time of planting; and
- b) A minimum 7.5m setback which may be landscaped shall be provided to separate MFR buildings or accessory buildings from adjacent land zoned for single family residential use.
- c) The use of plant species which may be considered drought resistant is encouraged in all landscaping.
- d) All landscaping should be serviced by an automatic watering system.
- e) For those lands located within the Mixed-Use Employment 2 (MUE2) Zone, the following additional landscaping provisions shall apply: **(Bylaw No. 1749)**
  - i. A continuous landscape and screening area not less than 2.0 m wide shall be provided along the developed portion of each lot which abuts a highway. The landscaping shall have a height of not less than 1.5 m and may include a decorative fence.
  - ii. A continuous landscape and screening area not less than 2.5 m wide containing a decorative fence not less than 1.8 m in height together with decorative planting must be provided along the developed portion of each lot which abuts a property in a Residential or Multiple Residential Zone, except where the boundary between the two lots is separated by a highway. This landscape and screening area may be interrupted at boulevard crossings, or to provide necessary pedestrian access for entering a building or for viewing shop windows.

## **11. Setback**

New MFR buildings should:

- a) be set back from fronting streets to a depth no less than 80% of the setback of buildings on adjoining properties; and
- b) on corner lots, buildings should be set back from both fronting streets to depths equivalent to setback of the buildings on adjoining properties.
- c) The City Planner may approve variances for reductions to front, side, and rear lot lines, as part of a Development Permit, and under the following circumstances:
  - i. Where a reduction in a setback or setbacks would improve the relationship between a building and an access route or public road, or allow approved off-street parking, to municipal standards, to be sited between a dwelling and an access route, provided that in no circumstance the setback between a garage door and an access route or street is not less than 5.5 m (18 ft), and the setback between a house and an access route or street is not less than 4.5 m (15 ft);
  - ii. Where a reduction in a setback or setbacks improves the orientation of the dwelling to an access route, or reduces the impact of development on surrounding lands, or avoid sensitive ecosystems or would result in the preservation of trees on site; and
  - iii. Where the City Planner is satisfied that a reduction in a setback does not have significant impacts on adjacent properties (impacts may be mitigated through screening and grade differentiation).
- d) Strata driveways in detached townhouse developments are to be finished to a standard similar to municipal roads in Residential Small Lot zones, and shall include curbs, sidewalks, boulevards, and street trees.

## **12. Areas of Transition**

In areas of transition, Council will consider the proposed future uses of adjacent properties in assessing the compatibility of proposed developments in neighbourhoods.

### 13. Open Space

MFR developments are expected to provide a certain amount of open space, on-site, which is intended to serve the needs of residents, while at the same time providing an opportunity to enjoy sunlight and views and creating a common focus for each development. This may be accomplished in a number of ways.

- a) Ground-oriented, townhouse-style MFR developments should ensure a minimum area of private outdoor space per unit which is not less than 3 m in width and not less than 10 m<sup>2</sup> in area. Notwithstanding this guideline, not less than 5 percent of a lot, in a ground-oriented development, shall be developed as useable open space.
- b) In family oriented of MFR developments, outdoor common amenity areas should average more than 3m<sup>2</sup> for each bedroom with a minimum of 100m<sup>2</sup> required for all MFR developments.
- c) All common space should connect to public walkways, be separated from both vehicular traffic and parking.
- d) All common space should be situated in an area which allows for sunlight penetration.
- e) All common space should be consolidated in one compact, non-linear and functional area, preferably in a central location and away from the periphery of the site.
- f) Notwithstanding guidelines MF4(a) through MF4(f), outdoor common areas should account for not less than 5 percent of the a lot.
- g) Where play equipment is provided in common areas, the equipment must conform to current safety standards.
- h) The primary private open space should, where feasible, be located on the sunny side of the building, either to the south or to the west.

These guidelines discourage the location of private open space at grade on the front (street) side of a building, due to the potential conflict with the public nature of the street space.

#### **MFR3. Safety and Privacy**

1. New MFR developments must provide for the safety and privacy for each residential unit.
2. Entries to each residential unit should be:
  - b) visible to residents;
  - c) made private by staggering or recessing them;
  - d) units adjacent to public roads should have their doors visible and accessible from that road;
  - e) exterior private use areas should be screened to provide for privacy;
  - f) setback from arterial roads should be 12m, to allow for screening and berming;
  - g) designs for multi-family residential developments are expected to incorporate the basic principles of crime prevention through environmental design (CPTED); and
  - h) pedestrian circulation.

3. New MFR developments should:

- a) be designed to ensure safe and convenient routes for residents;
- b) provide a trail link between housing clusters within a project;
- c) provide trail links to the larger neighbourhood in a manner that does not compromise the safety and privacy of the development;
- d) provide on-site pedestrian circulation which forms a network connecting dwellings to parking and common areas; and
- e) provide pedestrian pathways that are constructed to a width and tread standard which meet the needs of the user.

**MFR4. Indoor Amenity Space**

New MFR development should provide a variety of recreational activity rooms, laundry facilities, storage, day care or workshop areas as appropriate to the development.

**MFR5. Vehicular Circulation**

New MFR development should:

1. ensure safe and convenient access for cars to central parking areas and dwelling units;
2. ensure that access for vehicles is separated from pedestrian walkways, provides safe separation distances from nearby road junctions and does not encourage left turns onto or from roads of a collector status or higher where alternatives are available;
3. ensure that access for vehicles is sited to cause the least disruption to other site uses; and
4. ensure that on-site roadways provide safe and convenient access for emergency vehicles, moving vans and service vehicles.

**MFR6. Parking**

1. New MFR developments are expected to have accessible parking for residents and visitors which provide convenient access to building entries.
2. Resident and visitor parking should be screened in a manner which limits their view from public roads.
3. Resident and visitor parking should be curbed to protect pedestrian paths, building and landscape areas.
4. Underground parking should be adequately illuminated and provide security measures.
5. Other than access to a parking structure, parking is only permitted on the ground level of any building provided that building area extends along the length of the front and exterior side yard setbacks and the parking is set behind these portions of the building. **(Bylaw No. 1548)**

6. If parking for recreational vehicles is to be provided, this should be in low traffic areas, preferably at the back of the development, and screened with natural materials such as cedar trees or hedges.
7. MFR developments are expected to provide safe and secure storage facilities for bicycles.
8. The City Planner may approve Development Permits with variances for reductions in off-street parking requirements, where the request for such variances is supported by a Parking Demand Study for the proposed use, prepared the City of Langford by a qualified professional. The Parking Demand Study may consider proximity to bicycle routes and public transit as mitigating factors in determining the demand for off-street parking.
9. The City Planner may approve variances for reductions in the number of required accessible parking spaces in multi-family residential developments where the building form is that of detached townhouses, and each individual dwelling unit has its own driveway and parking area.



# ***Appendix I: Development Permit Area Guidelines for Two-Family (Duplex) Multi-Family Residential Development***

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## **Justification**

The City of Langford has designated all Two-Family (Duplex) Multi-Family Residential land as a Development Permit Area, pursuant to provisions in the Local Government Act. The justification for this designation is to ensure that Council has the ability to secure the necessary information, and establish conditions on development such that the form and character of two-family (duplex) residential development are of high quality, and best suited to both surrounding properties and the vision of Langford as expressed in the Langford Plan.

## **Objective**

The objective of this Development Permit Area designation is to ensure that new two-family (duplex) development:

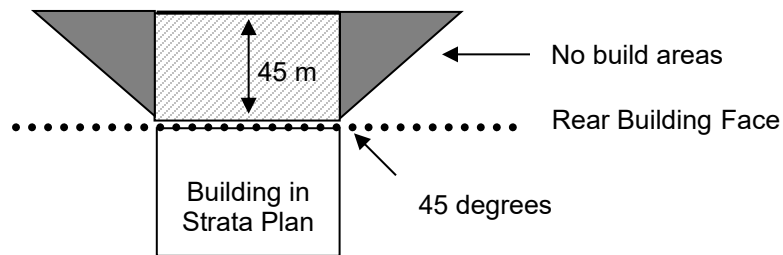
1. provides a healthy, safe and liveable environment for residents;
2. minimizes the effect on the local environment;
3. provides for vehicular as well as pedestrian needs in a safe manner;
4. is compatible with surrounding land uses;
5. complements the social and environmental goals of this plan;
6. is constructed to high standards, both material and aesthetic;

Applicants should provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason should be made. Council may diverge from the guidelines where a compelling rationale which preserves the intent of the guidelines is supplied.

## **MFD1. ORIENTATION**

- (a) Developments must ensure that both residential units face the street with a minimum 4.5 m (14.8 ft) habitable area of wall frontage.
- (b) Where two buildings form part of the same building strata plan, and by definition constitute a two-family dwelling, each unit within that building strata plan must be oriented toward the fronting street, and no part of a residential building within a building strata plan may be sited directly behind another residential building in the same building strata plan, as defined as within any part of a rectangular area that extends perpendicularly from the rear building face of a residential building to the rear lot line.
- (c) Where two buildings form part of the same building strata plan, no part of a residential building within that strata plan may be sited within either triangular area bounded by a line

extending 45 m (148 ft) perpendicularly from the rear building face of another building within the same building strata plan and a line extending 63.6 m (209 ft) along a 45 degree angle from the rear corner of another building within the same building strata plan, as illustrated in the figure below:



- (d) Notwithstanding subsection MFD1(b), a residential building that forms part of a building strata plan, or any part of that residential building, may be sited directly behind another residential building in the same building strata plan if the distance between the two residential buildings is greater than 45 m (148 ft).
- (e) Where two buildings form part of the same building strata plan, the distance between the two residential buildings must not be less than 6 m (20 ft).
- (f) Where a residential building forms part of a building strata plan on a property greater than 0.8 ha (2 acres) in area, the size of that building's footprint must not exceed 242 m<sup>2</sup> (2 600 ft<sup>2</sup>) of gross floor area.
- (g) Where a residential building forms part of a building strata plan on a property of 0.8 ha (2 acres) or less in area, the size of that building must not exceed 186 m<sup>2</sup> (2 000 ft<sup>2</sup>) of gross floor area.
- (h) Where two residential buildings form part of the same building strata plan, the gross floor area of one building may not be less than 85% of the gross floor area of the other building within that building strata plan.
- (i) Where two buildings form part of the same building strata plan, no building that forms part of that strata plan may have a width or depth less than 9.7 m (32 ft).
- (j) Where two buildings form part of the same building strata plan, both buildings shall not be identical, but shall exhibit a form and character that is complimentary. Each building should utilize the same or similar materials for siding, roofing and trim elements. The finish and colour of these materials should be complementary, and should not be identical. Buildings should utilize variations in rooflines, fenestration, and façades to establish the individual character of each building, while at all times maintaining a common architectural theme.
- (k) Secondary suites are prohibited in any residential dwelling that form part of a building strata plan.
- (l) Where the design guidelines, contained herein, that pertain to situations where two buildings for part of the same building strata plan are deemed to be in conflict with any other design guideline for two-family (duplex) multi-family residential development, those guidelines for detached duplexes shall supercede the design guidelines for attached duplexes.

- (m) Notwithstanding any other design guideline in this section, where two residential buildings form part of the same building strata plan on a lot of less than 0.8 ha (2 acres), the physical separation between the two buildings must be sufficient to allow a 3 m (10 ft) wide driveway to be located between the two buildings.
- (n) Where two residential buildings form part of the same building strata plan on a lot of less than 0.8 ha (2 acres), the setback from any interior side lot line may be reduced to 1.2 m (4 ft).
- (o) Notwithstanding any other design guideline in this section, where two residential buildings form part of the same building strata plan on a lot of less than 0.8 ha (2 acres), the front width of any one building may not be less than 85% of the front width of the other building within that strata plan.
- (p) For buildings that form part of the same building strata plan on a lot of less than 0.8 ha (2 acres), any provision of this section that pertains to building width or depth shall not apply.
- (q) Provided that any attached two-family dwelling meets all of the guidelines pertaining to the form and character of two-family residential dwellings contained within this Appendix, the City Planner may, in the interest of good design, approve variances for reductions in lot width, building envelope width or side yard setback.
- (r) All new developments are encouraged to incorporate river rock as a façade treatment and as an element in freestanding signage.

## **MFD2. SETBACK**

- (a) Developments must provide a minimum 3.7 m (12 ft) side yard setback. The exceptions are in the case of corner lots, and when all parking is provided within the building.
- (b) The City Planner may approve variances for reductions to front, side, and rear lot lines, as part of a Development Permit, and under the following circumstances:
  - i. Where a reduction in a setback or setbacks would improve the relationship between a building and an access route or public road, or allow approved off-street parking, to municipal standards, to be sited between a dwelling and an access route, provided that in no circumstance the setback between a garage door and an access route or street is not less than 5.5 m (18 ft), and the setback between a house and an access route or street is not less than 4.5 m (15 ft);
  - ii. Where a reduction in a setback or setbacks improves the orientation of the dwelling to an access route, or reduces the impact of development on surrounding lands, or avoid sensitive ecosystems or would result in the preservation of trees on site; and
  - iii. Where the City Planner is satisfied that a reduction in a setback does not have significant impacts on adjacent properties (impacts may be mitigated through screening and grade differentiation).

**MFD3. PARKING**

At least three parking stalls must be provided for each dwelling unit and no more than two parking stalls per unit may be located in the front yard.

**MFD4. MASSING**

Mirror image duplexes are discouraged unless each unit has a significant amount of fenestration and architectural detail.

**MFD5. HEIGHT**

Buildings are limited to two storeys per dwelling unit.

**MFD6. DRIVEWAY**

Each dwelling unit should have its own separate driveway.

# **Appendix J: General Design Guidelines for Langford City Centre**

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*(Replaced by Bylaw No. 1829, amended by Bylaw Nos. 1919, 1952, and 2229)*

## **JUSTIFICATION**

The City of Langford has designated all of the City Centre, as shown shaded in Map 21 of Bylaw No. 1200 Langford's Official Community Plan (OCP), as a Development Permit Area pursuant to the provisions of Section 488(1)(d), (e), and (f) of the *Local Government Act*. The City Centre plays a special role in both the residents' and visitors' impression of the City, therefore high quality planning, design and execution is essential for the City Centre. These Design Guidelines provide a comprehensive framework that incorporates design flexibility to create a unique and identifiable character while ensuring design diversity amongst developments within the City Centre. This appendix provides guidance and direction for the design and planning of buildings, site layouts and onsite landscaping. When the guidelines in this appendix conflict with statements in Zoning Bylaw No. 300 for the City Centre, these guidelines will take precedent.

## **OBJECTIVE**

The Official Community Plan outlines objectives and policies for both the public and private realms, the overarching objective of this set of guidelines is to provide guidance for private developments to contribute to the City's vision.

In particular, these Design Guidelines address the following OCP objectives:

- Ensure development in and around centres supports a nodal pattern of development;
- Encourage the growth of business activities in all parts of the community as a mixed-use urban design objective;
- Create livable streets through scale, form, building orientation and character elements;
- Ensure accessibility is considered for planning and design of buildings, the public realm and public parks;
- Promote a greater sense of place that celebrates our community's unique setting and people;
- Preserve and increase the stock of safe and affordable housing;
- Support residents in moving through the stages of the housing continuum and facilitating the delivery of a range of housing types along the continuum;
- Pursue 'aging in place' and accessibility strategies for housing;
- Set targets for family and ground-oriented housing in high-density development projects;
- Develop more connected and integrated City Centre road networks;
- Encourage energy efficiency and green building development for new buildings; and
- Ensure flexibility and ability to adapt to future changes.

*Applicants should provide a statement indicating how their proposal complies with the following guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reasoning should be made. Council may diverge from the guidelines where a convincing or persuasive rationale that preserves the intent of the guidelines is supplied.*

# 1 URBAN ENVIRONMENT

- Create livable streets through scale, form, building orientation and character elements;
- Ensure accessibility is considered for planning and design of buildings, the public realm and public parks; and
- Promote a greater sense of place that celebrates our community's unique setting and people.

## 1.1 Sense of Place

*Intent: To create a sense of transition as one enters or departs the City Centre.*

Guidelines:

- a) Developers are encouraged to contribute to the beautification of their property through art installations approved by the City Planner;
- b) Green buffers should be provided in and between open areas (i.e. parking lots) ; and
- c) Development should engage green and open space.

## 1.2 Pedestrian Orientation

*Intent: To establish high quality and engaging urban areas oriented towards pedestrian interaction.*

Guidelines:

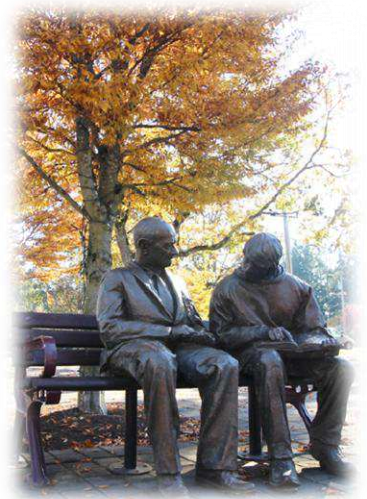
- a) The scale of development should not overwhelm adjacent pedestrian areas; and
- b) Large developments are encouraged to incorporate buildings with arcades and canopies for pedestrians.

## 1.3 Pedestrian Accessibility

*Intent: To ensure private realm accessibility based on the needs of people of all ages, paying special attention to peoples with reduced mobility.*

Guidelines:

- a) Development is expected to not include elements that obstruct optimal accessibility;
- b) Public entrances are expected be located at the level of the adjacent public walkway;
- c) Building fronts located at ground level should be conducive of business related activities (i.e. browsing);
- d) Corner buildings are expected be conducive to pedestrian movement along both fronts; and
- e) Mid-block pedestrian alleys are encouraged for better access to rear parking.



*Existing City art installation*



*Large development arcade*



*Pedestrian conducive building corner*

## 2 VISUAL QUALITY

- Ensure that less desirable yet essential building qualities are masked and appearances preserved;
- Promote safety and usability of exterior areas; and
- Promote a greater sense of place that celebrates our community's unique setting and people.

### 2.1 Screening

*Intent: To create and protect visual quality and sight lines.*

Guidelines:

- a) Vertical screening elements such as plantings or decorative walls are encouraged;
- b) Shrubs, plantings, and berms should be used to create visual interest within developments;
- c) All screening components should implement Crime Prevention Through Environmental Design (CPTED);
- d) Permeable fences may screen views and create decorative accents;
- e) Solid, visually impermeable fences for screening is discouraged; and
- f) Unscreened and unenclosed storage is not preferred, and shall only occur at the discretion of the City Planner.
- g) The Director of Planning may approve development permits with variances to landscaping requirements where the design intent of these guidelines and the zone are met. (*Bylaw No. 1952*)

### 2.2 Exterior Lighting

*Intent: To encourage on-site lighting that provides clear visuals and public and site security without diminishing visual appearance.*

Guidelines:

- a) Lighting is expected to be provided for all on-site walkways, driveways, parking areas and loading areas;
- b) On-site lighting shall be consistent and contained as well as mitigate up-casting via ground orientation;
- c) Lighting is encouraged to enhance signage, architectural and landscaping features;
- d) Light fixtures should be incorporated or concealed by the architectural and site design;
- e) Lamp standards and fixtures, when stand-alone, shall be of high aesthetic quality;
- f) Solar powered lights are encouraged; and



*Green decorative wall*



*Visually permeable fence*



*Onsite walkway lighting*



- g) Developments near highly travelled areas are encouraged to provide after hours safety lighting.

### 2.3 Building Signage

*Intent: To promote the design and integration of building signs that contribute to the image of the City Centre.*

Guidelines:

- a) Signs are expected to be integrated into building design and reflect the character of the architecture;
- b) Signage is expected to reflect the size of establishment it represents;
- c) Signage shall incorporate 3-dimensional elements (i.e. lettering and trim), and must not be flat;
- d) Lettering and other graphic elements should be simple, utilizing a minimal number of colours; and
- e) Luminous or exterior neon signs may occur if they do not interfere with their surroundings.

## 3 SITE DEVELOPMENT

- Ensure accessibility is considered for planning and design of buildings, the public realm and public parks;
- Develop more connected and integrated City Centre road networks; and
- Ensure flexibility and ability to adapt to future changes.

### 3.1 General Elements

*Intent: To maximize development site potential and use.*

Guidelines:

- a) The development design should clearly integrate the overall character of the City Centre and neighbourhood;
- b) All building development shall demonstrate a pedestrian focus through orientation, scale and frontage;
- c) Development is expected to incorporate the siting and layout of adjacent sites to maximize neighbourhood interconnectedness;
- d) Developments that face two or more streets are expected to treat all street facing facades as primary facades for design purposes; and
- e) Development is encouraged to incorporate multiple lots (consolidation of two or more lots) so as to increase green space potential.

### 3.2 Driveways and Vehicle Entrances

*Intent: To mitigate the presence of driveways and driveway intersections in the City Centre.*



*Pedestrian accessibility*



*Maximizing interconnectedness*



Guidelines:

- a) For adjoining developments, shared driveways are encouraged;
- b) Corner properties shall have driveway access from the less trafficked street;
- c) The use of permeable materials for residential driveways is encouraged; and
- d) Driveway design is expected to preserve entrance and departure sightlines.

**3.3 Parking Lots and Structures**

*Intent: To incorporate parking into the pedestrian oriented City Centre.*

Guidelines:

- a) Parking is expected to be internalized within a structure or placed at the rear of the site;
- b) For adjoining developments, shared parking lots are encouraged;
- c) Larger parking lots are expected to be segmented into attractive parking areas through the use of landscaping;
  - i. Planted medians should be wide enough to support rooting areas;
  - ii. Planted medians should preserve sight lines; and
  - iii. Plantings should provide year round visual interest.
- d) Parking lots and structures are expected to be buffered with vegetation or screening while permitting views into and through the site;
- e) Residential parking lots and structures are expected to incorporate wiring for EV charging stations;
- f) Storage and garbage areas shall be adequately incorporated and screened within parking lots and structures; and
- g) Bicycle storage shall be incorporated and concealed through architectural design.

**3.4 Parking Garages and Carports**

*Intent: To mitigate visual dominance and promote a pedestrian-centric environment.*

Guidelines:

- a) Garages and carports shall not be the dominant feature of residential buildings;
- b) The siting of garages and carports shall be set behind the leading front façade;
- c) Garages and carports are encouraged to be at the rear or side of residential buildings; and



*Shared driveway*



*Parking lot landscaping*



*Electric Vehicle charging station*

- d) Garages are expected to have a minimal frontage appearance, promoting a pedestrian environment.

## 4 GENERAL FORM AND CHARACTER DESIGN

- Create livable streets through scale, form, building orientation and character elements;
- Promote a greater sense of place that celebrates our community's unique setting and people;
- Encourage energy efficiency and green building development for new buildings; and
- Ensure flexibility and ability to adapt to future changes.

### 4.1 Orientation and Massing

*Intent: To utilize development for the purposes of framing public areas.*

Guidelines:

- a) Buildings are encouraged to be designed with minimal front lot line setbacks;
  - i. Buildings incorporating plazas or outdoor seating shall not have zero setback; and
  - ii. Plazas and outdoor seating areas are expected to incorporate compatible architectural features with adjoining buildings.
- b) Taller buildings are expected to incorporate tower-podium building massing, various forms or stepped-back upper levels; and
- c) Massing is expected to reflect the human scale of the neighbourhood within the City Centre.

### 4.2 Façade Features

*Intent: To promote a sense of place through visually attractive façades.*

Guidelines:

- a) Architectural components are expected to differentiate the primary façade from other building sides;
- b) Architectural features should highlight structural forms and modulate façades;
- c) Uninterrupted walls facing open areas or lot space should include alternative forms of visual appeal (i.e. murals);
- d) Side and rear walls, facing walkways, should include an architectural façade feature to animate the pedestrian realm; and
- e) Façades should highlight the base, middle and top through distinct architectural features.



*Rear access residential parking*



*Minimal front setbacks (commercial)*



#### 4.3 Building Entry and Access

*Intent: To promote a variety of visually appealing and user friendly building accesses.*

Guidelines:

- a) Large Residential buildings should provide individual walk up entries for ground level units;
- b) Individual entrances in multi-tenant buildings are expected to be clearly separate and should make use of a variety of architecture features, materials and colour schemes;
- c) Entrances are expected to include covering features to protect users from weather; and
- d) Primary and secondary entrances shall be visible from the street for safety.



*Weather protection for users*

#### 4.4 Roofscapes

*Intent: To ensure roofs are an extension of building design consideration.*

Guidelines:

- a) Roofs are expected to reflect the buildings façade features and should respect the design of adjacent buildings;
- b) Mechanical equipment shall be setback from the perimeter and screened;
- c) Tall residential buildings are encouraged to incorporate roof-top terraces and patios; and
- d) Small residential buildings are encouraged to incorporate skylights.



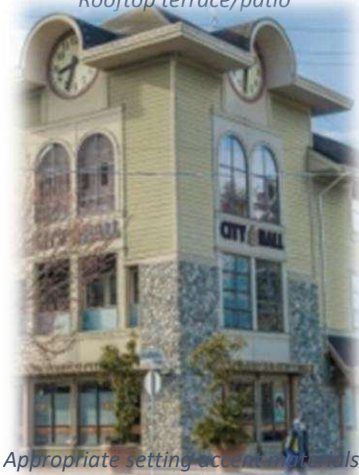
*Rooftop terrace/patio*

#### 4.5 Materials

*Intent: To create consistency of material usage by new developments within the City Centre.*

Guidelines:

- a) Accent materials are expected to respect those of adjacent and nearby buildings (i.e. river rock);
- b) Window material shall be clear glass, while screening glass shall be opaque (i.e. opaque glass on balconies);
- c) Heavily tinted and reflective glass is strongly discouraged;
- d) Construction materials (i.e. metal, brick, wood) may be used as cladding materials;
- e) Smooth faced concrete and vinyl is strongly discouraged for finished exteriors; and
- f) Materials are expected to remain consistent on all sides of the building.



*Appropriate setting accent materials*



#### **4.6 Colours**

*Intent: To create a colour landscape that is not visually overwhelming.*

Guidelines:

- a) The primary colours of a development shall utilize earth tones and muted variations of the 12-spoke colour wheel;
- b) Colour schemes should be respective to the colours of surrounding buildings; and
- c) Solid colours or pure hues and their various tints, shades and tones may be incorporated for accents and accent features as permitted by the City Planner.

## **5 BUILDING TYPE**

- Ensure accessibility is considered for planning and design of buildings, the public realm and public parks;
- Ensure flexibility and ability to adapt to future changes; and
- Promote design individuality within a consistent pattern through the community.

#### **5.1 Apartment Buildings**

*Intent: To have apartment buildings contribute to the housing density and visual appearance of the City Centre.*

Guidelines:

- a) Large apartment buildings shall have a ground level that engages the pedestrian environment, animates the street and provides individuality from adjacent buildings;
- b) Large façades are expected to be broken up by using a variety of materials and architectural features;
- c) Balconies and patios should be a feature of every unit;
  - i. Balcony and patio screening shall be an opaque glass; and
  - ii. Area must be a functional area, not solely an architectural feature.
- d) Visual characteristics of adjacent buildings should be incorporated into new development; and
- e) Adjacent developments should promote sense of community through incorporating adjoining green or open space.

## 5.2 Townhouses and Row-Homes

*Intent: To create micro communities and a variety of visually conforming housing options within the City Centre.*

### Guidelines:

- a) Designers are encouraged to emphasize individuality of buildings while incorporating aspects of adjacent developments;
- b) Entrances and front facades are expected to engage the pedestrian environment; and
- c) Green and open space should be incorporated into a common use area.

## 5.3 Mixed-Use

*Intent: To create symbiotic relationships between commercial and residential applications within the same development.*

### Guidelines:

- a) Commercial spaces are expected to be located on the ground level with direct pedestrian access;
- b) Ground level should be taller than typical upper level;
- c) Clear glass fenestration is encouraged for the façade of ground level commercial spaces;
- d) Front facades should be designed in smaller segments, avoiding large continuous façade designs;
- e) Entrances for commercial and residential uses are expected to be easily distinguishable; and
- f) Upper floors should project over lower commercial space.

## 5.4 Commercial Spaces (Large/Small)

*Intent: To integrate solely retail establishments (large and small) into the urban pattern of the City Centre.*

### Guidelines:

- a) Large format stores are expected to reduce their footprint by incorporating multiple storeys;
- b) Clear glass fenestration is encouraged for the façade of ground level commercial space;
- c) Upper level facades shall incorporate elements of adjacent buildings;
- d) Entrance features for weather protection should be incorporated into architectural design; and
- e) The façade of larger stores is expected to be broken down into smaller segments to blend the large and small commercial spaces.



## 5.5 Office Buildings

*Intent: To promote the integration of stand-alone office structures into City Centre urban design.*

Guidelines:

- a) The main entrance should be set back from the front façade and located on ground level (recessed entrance);
- b) Glazed glass should be used for ground level fenestration;
- c) Upper levels should be articulated similarly to adjacent buildings; and
- d) The ground level should be taller than standard single floor height.

## 5.6 Light Industrial

*Intent: To integrate light industry into the City Centre while mitigating the visual presence.*

Guidelines:

- a) Buildings are expected to be fenestrated and finished to blend with the surrounding neighbourhood; and
- b) Design should blend and incorporate architectural features of the surrounding non-industrial buildings.



*Pedestrian oriented townhouse*



*Taller mixed-use ground level*



*Recessed main entrance*



*Multi-storey big box commercial*

## ***Appendix K: Design Guidelines for Hull's Field***

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### **JUSTIFICATION**

The City of Langford has designated all Commercial and Multi-family Residential Development as a Development Permit Area pursuant to the provisions of the *Local Government Act*. The justification of this designation is to ensure that Council has the ability to secure the necessary information and establish conditions on developments such that the form and character of new commercial and multi-family residential development are of a high quality, and best suited to both the surrounding properties and the vision of Langford as expressed in the Langford Plan.

### **OBJECTIVE**

The objective of these Development Permit Guidelines are to supplement the General Development Permit guidelines for Commercial and Multi-Family Residential Development (found in Appendix G and H respectively) specifically for the development of the property commonly known as Hull's Field. These design guidelines are intended to ensure that development is:

1. Constructed to high standards, both material and aesthetic;
2. Complements the social and environmental goals of this plan; and
3. Compatible with other surrounding land uses.

The essential nature of this development is to meld the rural character of the amenity lands at the west end of the site with the proposed residential and commercial uses at the east end of the site. The design of the landscaping and pedestrian systems is an important means to achieving this.

A concept plan showing the areas that are Parcels "A", "B", "C", "D", "E" and "F", may be found at the end of this appendix as Map K1.

When there is a conflict between these guidelines and the general guidelines, these will supercede.

### **HUL1. Trail Along South Property Line**

1. Existing trees should be retained wherever possible;
2. Dying, dead, diseased or hazardous trees may be removed, subject to an arborist's evaluation of the tree's health or situation, and upon approval by the City of Langford of an arborist's report;
3. New trees should be planted to maintain a landscape screen and the transition between residences on Jenkins Avenue, the townhouses in Parcel "B" and "C" and the commercial development in Parcel "A";
4. Commercial buildings should not face the trail but should present an attractive "back" to the community;

5. The character of the residential buildings abutting the park trail should reflect the residential character of the community adjacent on Jenkins Avenue by incorporating the following design elements:
  - a. Maximum two-storey height;
  - b. Pitched roofs;
6. Roads should not adjoin or parallel the south boundary of Parcels “A”, or “B”, except for the intended connection to Rex Road;
7. Private patios within the amenity land trail in the statutory R.O.W. shall not interfere with the public character of the trail. Strong definition between public and private space should be created using landscape elements such as hedging, trees and shrubs.

## **HUL2. Jacklin Road**

1. Commercial building(s) adjacent to Jacklin Road should enhance the streetscape through high quality building and landscape design. This should be achieved by ensuring that the design of the building interacts visually with Jacklin Road with windows and a variety of surface textures, planes, colours and finishes;
2. Landscaping of an appropriate scale to the buildings should occupy the frontage and act as a visual balance;
3. The pedestrian entrance into the site should be initiated and highlighted with a physical presence on Jacklin Road;
4. Parking areas immediately adjacent to Jacklin Road should be screened by landscaping;
5. Small sitting areas should be created, at periodic intervals, adjacent to commercial uses;
6. A strong “edge” should define the Jacklin Road frontage. This could be in the form of a low stone wall, hedging or a decorative wood fence;
7. The massing and scale of buildings on Jacklin Road should be appropriate to the scale of activity on the street and should define and contain this edge.

## **HUL3. Residential/Commercial Node**

1. The node at the intersection of Parcels “A”, “B”, and “C” is the focus for the residential community, a play area for children, and a gathering and meeting place for adults. This node should also be the interface between the natural park trail and the more urban esplanade walkway;
2. The area adjacent to the commercial use should be hard surfaced with brick pavers and developed with landscaping, seating and gathering areas;



3. The park trail portion should be developed with walking trails, a pond and tree planting as well as hard surfaced areas.

#### **HUL4. Pedestrian System**

1. A trail, to municipal standards, which enhances the existing path should be developed along the south property line. This trail should extend westward through the site to Glen Lake road and the existing trail at the west end of Hull's Field, and also link to Hull's Road and the Residential/Commercial Node;
2. An "Esplanade" should be created to link Jacklin Road to the Residential Commercial node through Parcel "A". This esplanade should be integrated with the landscape system, with a variety of paving textures, occasional benches and lighting;
3. The "Esplanade" should be continuous and linked from Jacklin Road to the Residential/Commercial node and be combined with a "day lighted" storm drainage system wherever practical;
4. Commercial or residential activity, or combined commercial and residential activity should reinforce the pedestrian activity on the walkway system, and in particular on the Esplanade.

#### **HUL5. Parking Lots**

1. Landscaping should be introduced into parking areas to visually soften them. Within the parking areas, this landscaping should be located both in narrow strips and in periodic large landscape areas. The intent of the landscape areas is to provide sufficient width (between 15 and 30 cm) to provide space for plantings in sufficient depth to provide "layered screening" (e.g. trees and shrubs);
2. Parking areas should be screened from major arteries and from the residential community on Jenkins Road;
3. At points of intersection between the pedestrian system, roads, and/or parking lots, contrasting paving types and patterns should be used;
4. A reduction in parking standards may be given at the time of Development Permit application if a parking demand study is provided which indicates that the lower standard is sufficient to accommodate on-site parking demand.

#### **HUL6. Integration of Commercial and Residential**

1. The residential uses should integrate with commercial uses so that they both enrich and reinforce the "Esplanade" in Parcel "A";
2. Residential uses in Parcel "A" can be positioned either beside or above commercial uses and should be situated directly on the pedestrian system without setback;

#### **HUL7. Storm Drainage**

1. A portion of the storm drainage system should be “day lighted” – carried in open swales – and should act as both a visual amenity and a natural filtration system;
2. The “day lighted” system should reinforce and complement the pedestrian system and help highlight the integrated residential/commercial functions. A year-round pond should be developed at a point of emphasis such as the residential-commercial node and the cul-de-sac.”

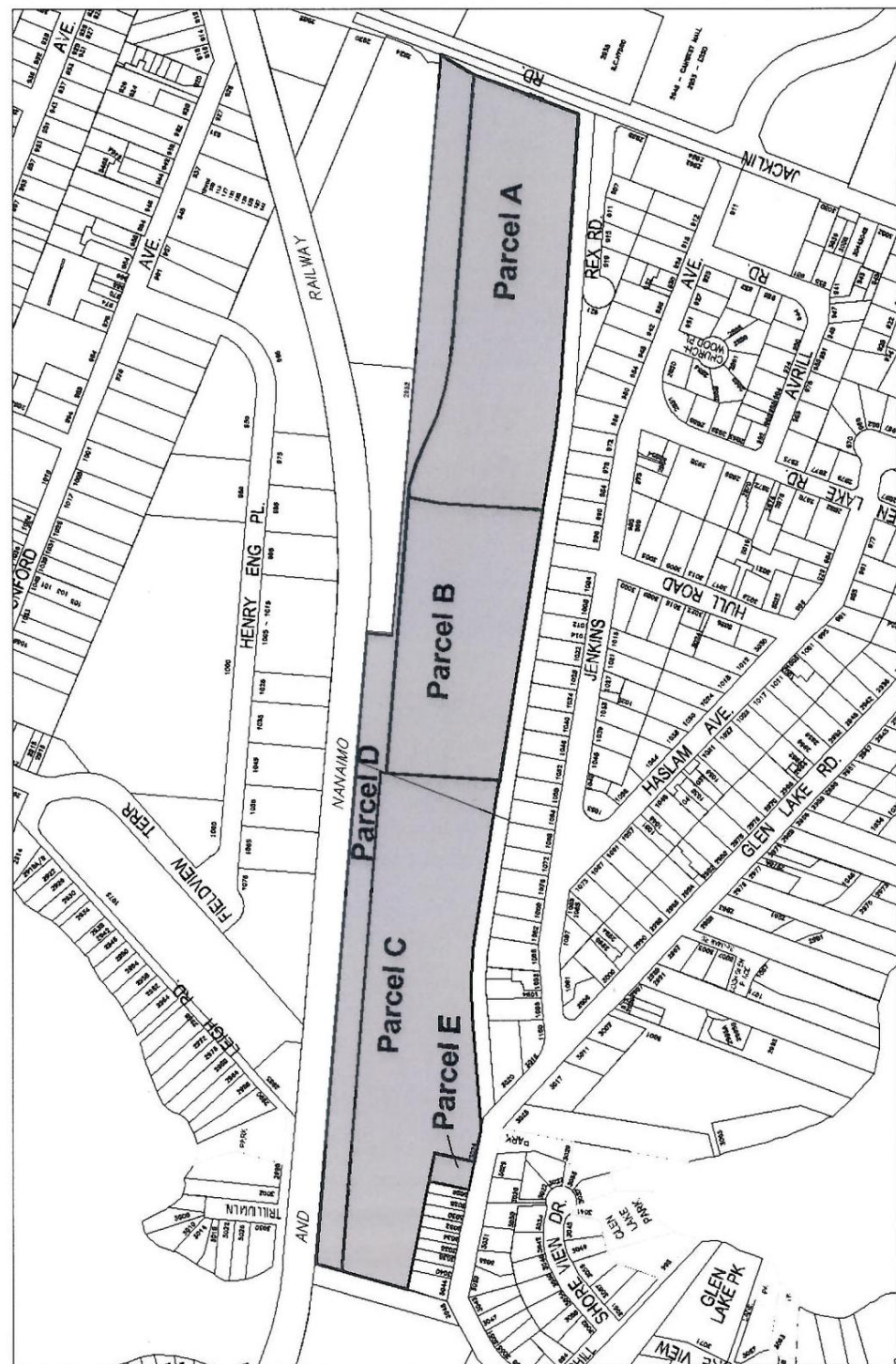
#### **HUL8. Setbacks**

1. Landscape screening may be considered in reducing building and parking setbacks;
2. In all parcels which include multiple residential uses, some off-street parking may be located in any required setback from a front or exterior side lot line provided a landscape screen, effective at the time of planting, is installed, if applicable.

#### **HUL9. Interim Landscaping**

Interim landscaping shall be provided shall be provided, to the satisfaction of the City Planner, on that part of a comprehensive development site that is intended to be developed for commercial use, and is not immediately developed according to the ultimate landscape plan included within a Development Permit.

## APPENDIX K1 – HULL’S FIELD



# ***Appendix L: Design Guidelines for Intensive Residential Development***

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## **Justification**

The City of Langford has designated all Residential Small Lot land, and all land within subdivision plans created using the Strata Lot Averaging provisions of the Bare Land Strata Regulation under the *Strata Property Act*, for all lots under 550m<sup>2</sup>, as an Intensive Residential Development Permit Area, pursuant to provisions in the *Local Government Act*. The justification for this designation is to ensure that Council has the ability to secure the necessary information, and establish conditions on developments such that the form and character of new residential development on smaller than average lots are of high quality, and best suited to both surrounding properties and the vision of Langford as expressed in the Langford Plan.

## **Objective**

The objective of this Development Permit area designation is to ensure that new intensive residential development:

1. Provides a healthy, safe and livable environment for residents;
2. Minimizes its impact on the local environment;
3. Provides for vehicular as well as pedestrian needs in a safe manner;
4. Is compatible with surrounding land uses;
5. Complements the social and environmental goals of this plan; and
6. Is constructed to high standards, both materially and esthetically.

**Applicants should complete the provided checklist to indicate how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the divergence and the reason should be made. The City may diverge from the guidelines where a compelling rationale, which preserves the intent of the guidelines, is supplied.**

## **APPLICATION**

Development permit applications are required prior to subdivision approval and are to be for subdivisions rather than for individual properties.

### **R1. INTEGRATION WITH THE EXISTING AREA**

The orientation, scale, form, height, setback, materials, and character of new intensive residential developments are controlled in development permit areas to ensure compatibility with existing neighbourhoods and the surrounding community.

Specifically, these controls include:

### **1. General**

The orientation, scale, form, height, and materials proposed for an intensive residential development and/or individual dwellings within an intensive residential development should reflect characteristics that are consistent with the context of the surrounding neighbourhood. Sites in older neighbourhoods should be developed in a manner that improves the neighbourhood.

The City Planner may approve Development Permits with variances, where the variance(s) being sought relate to the following: **(replaced whole section with Bylaw No. 1427)**

- (a) Required setbacks from front, rear, and/or side yard lot lines, where the intent of the variance is to create an improved building envelope, minimize environmental impact, create better relationship between buildings within an intensive residential development, or where a setback is adjacent to park land or existing uses where the impact of the variance would be minimal or minimized through screening or a significant change in elevation.
- (b) The location and width of a pedestrian sidewalk or lighting requirements on private property; or
- (c) Required lot width for lots less than 550m<sup>2</sup> (5,920ft<sup>2</sup>) in area, provided that the variance does not decrease lot width by more than 25% of the required minimum prescribed by this bylaw.

### **2. Height and Massing**

New buildings should:

- a) Create visual interest by providing variations in height, rooflines and massing; and
- b) Avoid building plans that are repetitive.

Houses on corner lots shall address each street frontage with an attractive building face, including elements that may project into side yard setbacks. The City Planner may approve variances for projections into setbacks where appropriate.

### **3. Environmental Impact**

- a) New small lot buildings should minimize the impact on their environment, where practical, by siting buildings in such a way that residential units are sited around, or in harmony with existing natural features such as mature trees and rock outcroppings; and
- b) The City Planner may approve variances where the siting of buildings can be shown to lessen environmental impact.

#### **4. Orientation**

New intensive residential buildings should:

- a) Maintain and enhance existing views or vistas from the site;
- b) Allow sunlight penetration; and
- c) Ensure that units have their façade facing the street.

If a building is on a corner lot, i.e. having two street frontages, the City Planner may designate which frontage is to be considered the front lot line and may approve variances appropriately.

#### **5. Form, Character, and Building Materials**

New small lot buildings should be of a residential character, utilizing:

- a) Variations in the character of rooflines (e.g.: gables and dormers) to achieve design themes (e.g., traditional Victorian or Edwardian single-family residential buildings);
- b) Building materials that are compatible with, and enhance, surrounding development;
- c) Window trim or casings and details on the fascia of the building, such as belt-courses, to enhance visual interest.

Adjacent houses should not be identical in form and character, but should be complementary to each other.

A representative sample of building elevations to be used in the development shall be submitted as part of the application.

#### **6. Storage**

- a) Each lot must contain 10m<sup>2</sup> (100sqft) of space designated as storage space, inclusive of closets. This space may be provided within the house or in an accessory building to the rear of the house.
- b) Storage space contained within the house may be provided as a crawlspace, or alternatively, one half of a double garage may be designated as storage space.
- c) Storage space provided outside of the house may be provided in a shed to the rear of the house. In this case, setbacks from rear and side lot lines may be eliminated to allow the shed to be appropriately sited in the rear yard.

#### **7.**

## **Landscaping**

- a) Landscaping should be provided with the objective of:
  - i. Providing some screening, where practical, to protect the privacy of occupants of properties adjacent to the intensive residential development;
  - ii. Providing low-height vegetation between adjacent driveways to mitigate the visual impact of paved surfaces; and
  - iii. Providing some effective screening at the time of planting.
- b) Rear yards are encouraged, where practicable, to be level;
- c) The use of plant species which may be considered drought resistant is encouraged in all landscaping;
- d) Street trees should be planted in the road frontage or right of way (to Bylaw No. 500 standards) after construction of house and driveway (spacing and variety of trees to the approval of the City Planner); and
- e) Small lot residential developments should, where practicable, provide a common green space for use by residents of the development. Funds to create this green space and any equipment associated with it shall be taken from the density bonusing, unless the equipment is gifted to the municipality.

## **IR2.PARKING (Replaced by Bylaw No. 1746)**

- 1. A plan showing the on- and off-street parking spaces provided for each unit and for the development as a whole shall be submitted as part of the required Development Permit.
- 2. Those portions of a driveway located between the property line and the curb or boulevard shall be governed by the Subdivision and Development Servicing Bylaw No. 1000.
- 3. Driveways shall be set back a minimum of 1.0 m (3.3) from any interior side lot line.
- 4. Driveways shall be limited to a maximum width of:
  - a) 6.0 m (19.7 ft) or 60% of the lot width, whichever is less, for lots with widths up to 12.0 m (39.4ft); and
  - b) 7.8 m (25.6 ft) for lots with widths over 12.0 m (39.4 ft).
- 5. Wherever possible, lots and dwellings should be designed to allow for double car garages and driveways, provided that the garage does not visually dominate the dwelling, and provided that the driveways widths do not exceed those listed in Article 4 above.
- 6. The Director of Planning is authorized to approve Development Permits that vary the maximum width of a driveway where significant topographical or other site constraints warrant.

7. The Director of Planning, with the consent of the Director of Engineering, is authorized to approve Development Permits that vary the minimum length of a required off-street parking space, where:
- a) The proposed parking space is perpendicular to a highway or access route in a bare land strata;
  - b) Only one of the two required off-street parking spaces is located partially or entirely within that portion of the driveway in the road right-of-way;
  - c) The encroachment of the parking space onto the road right-of-way will not conflict with the use of sidewalks, utilities, boulevards or other frontage improvements;
  - d) The full required length of the parking is provided, partially within the property and partially within the road right-of-way, as measured from either the edge of the curb or the edge of the sidewalk, whichever is less; and
  - e) Future road widening is not anticipated.

### **EXEMPTIONS**

The following are exempted from a development permit application:

- 1. Residential R1 or R2 subdivision where three or fewer lots are smaller than 550 m<sup>2</sup> (achieved through lot averaging).
- 2. Changes to buildings in a small lot development which occur after completion provided the changes are consistent with the design theme.
- 3. Any aspect of colour on the buildings.
- 4. Landscaping in private yards (excluding street trees).
- 5. Residential subdivision or intensive residential development of any land controlled by a Section 219 covenant, approved by the City Planner, and registered in favour of the City of Langford, which controls the form and character of intensive residential development of the subject property.



# **Appendix M: Bear Mountain Estates Area Plan**

## **1.0 Bear Mountain Estates Area Plan**

A comprehensive development plan for the Bear Mountain Estates Area was submitted to the City of Langford in 2001. The Bear Mountain Estates Area comprises approximately 220 ha of land. The Bear Mountain Estates Plan proposes to develop the area shown on attached Map 7 as a new neighbourhood within the City of Langford. The neighbourhood is proposed to include a golf course resort, residential community, commercial, and institutional uses.

In designing this new neighbourhood, the plan policies and development permit guidelines will encourage a development pattern that seeks to preserve and enhance existing landforms, wetlands, and vegetation wherever possible. In addition, comprehensive guidelines to protect the neighbourhood from interface fires will be followed.

A mix of housing styles are proposed and will include attached housing, apartment, condominium, single-family residential, two-family residential, secondary suite, and granny flat units for a total of 2 200 dwelling units (not including suites or granny flats). Higher densities will be associated with the proposed village centre. In addition, a comprehensive system of trails and parks will be dedicated and constructed by the owner of the lands. These parks will include linkage trails between neighbourhoods, a perimeter trail and trails connecting to the City of Langford trail network. There will be a combination of natural open space and developed, passive parklands and tot lots as well as a village green within the village centre.

## **2.0 Planning Principles and Policies**

Development of the Bear Mountain Estates Neighbourhood would be based on the following principles.

- 2.1 Development will include a distinct identity, based on an English Arts and Crafts architectural theme.
- 2.2 The neighbourhood will include a neighbourhood commercial centre, which has a distinct sense of place and opportunities for commercial activities and employment.
- 2.3 The neighbourhood will include a park and trail network that integrates with Langford's Trail Master Plan and Parks and Recreation Master Plan.
- 2.4 A comprehensive network of paths, sidewalks, and trails will link neighbourhoods, parks, open spaces, and commercial areas.
- 2.5 Linkages to existing and future neighbourhoods adjacent to the Bear Mountain Neighbourhood will be provided by way of roads and trails.
- 2.6 Development will be in accordance with strict environmental standards designed to integrate the development with the natural environment.

- 2.7 Environmental features will be respected and protected where possible during development and will be maintained. Development will be allowed to occur within a flexible zoning scheme; however, it will be regulated in accordance with development permit guidelines for the following purposes:
- 2.7.1 Protection of the natural environment;
  - 2.7.2 Regulation of form and character of intensive residential, multi-family, and commercial development;
  - 2.7.3 Protection of development from hazardous conditions; i.e., wildfire and steep slopes.
- 2.8 Prior to proceeding with development, an overall environmental management plan shall be provided to the City of Langford. Subsequent to acceptance of an overall environmental management plan, each phase of development will require a development permit for form and character, environmental conservation, and protection from hazardous conditions.
- 2.9 Up to 400 single-family residential units (or up to 700 multi-family units) and an 18-hole golf course and clubhouse will be allowed to be developed with access and egress from Millstream Road. Once this development threshold has been achieved, no further development will be allowed until such time as a comprehensive traffic study with road alignments and interchanges with the Trans Canada Highway are provided to the satisfaction of the City of Langford.
- 2.10 The Bear Mountain neighbourhood shall be a complete community with opportunities for working, recreating, and living. The intent is to minimize the requirement for automobile trips outside of the neighbourhood and maximize opportunities for walking and cycling within the neighbourhood for many of the neighbourhood's daily requirements.
- 2.11 The neighbourhood will be subject to the City of Langford's Development Permit Guidelines for Interface Fire Hazards and Steep Slopes.

### 3.0 **Development Permit Areas and Guidelines**

In accordance with Section 919.1 of the *Local Government Act*, all of the lands identified within the Bear Mountain Estates Neighbourhood Plan are designated development permit areas for the following purposes.

- 3.1 Protection of the natural environment, its ecosystems and biological diversity.
- 3.2 Protection of development from hazardous conditions.
- 3.3 Establishment of objectives for the form and character of intensive residential developments.
- 3.4 Establishment of objectives for the form and character of commercial and multi-family residential developments.

Council's general Development Permit Guidelines for environmental protection, commercial, and multi-family form and character and interface fire hazard protection apply to this area. In the event of a conflict between guidelines, the Bear Mountain Guidelines shall prevail.

The Bear Mountain Neighbourhood Plan provides for multi-family, institutional, single-family, intensive residential, and commercial land uses. Map 7 (Land Use Concept Plan for Bear Mountain) identifies the general layout of open spaces, residential, commercial, and golf club uses. Within the residential designated areas, multi-family and intensive residential uses, in addition to single-family uses, may occur. Further, Map 7 will be established as a development permit guideline, which provides overall direction for the layout of land uses. While this layout is not intended to be inflexible, any deviation from the plan must be supported by substantial compliance with relevant development permit guidelines and an amended concept plan demonstrating that the overall layout concept meets the relevant guidelines and bylaws of the City of Langford.

#### **4.0 Environmental Development Permit Guidelines**

##### **4.1 Justification**

The Bear Mountain area includes certain hazardous conditions (i.e.: steep slopes, interface fire hazard) as well as sensitive ecosystems identified by the BC Conservation Data Centre. Further, there are many wetland areas and areas which may have potentially significant environmental values which should be protected where possible.

##### **4.2 Objectives**

The objectives of this designation are intended to ensure redevelopment will be allowed to occur in a manner that:

- 4.2.1 Ensures that development in steep slope areas is designed and engineered to provide a high level of protection from ground instability and/or slope failure;
- 4.2.2 Ensure that development within the interface fire hazard area is managed in a way that minimizes the risk of damage to property or people from interface fire hazards; and managed in a way that mitigates interface fire hazards while still addressing environmental issues.
- 4.2.3 Significant environmentally sensitive areas are preserved and enhanced where possible;
- 4.2.4 General habitat and biodiversity values and natural environment regimes are preserved and enhanced;
- 4.2.5 Riparian values are preserved and enhanced or replaced with more valuable riparian area.

##### **4.3 Steep Slopes**

- 4.3.1. When land is altered, due regard shall be given to maintaining the normal drainage system and regulating storm water run-off. Exposed soil on steep slopes subject to erosion shall be re-vegetated or otherwise protected from run-off erosion.
- 4.3.2. Development will not be permitted on hillsides of 30% or greater with poor soil stability or susceptibility unless engineered to resolve the hazard.

#### 4.4 **Riparian Guidelines**

- 4.4.1 No land clearing or development may occur within the lands until such time as the riparian areas have been identified, leave strips protected, and a development permit issuing any alteration of land is granted. The City may grant variances to setbacks to watercourses if the majority of riparian values are retained in accordance with a report from a registered professional engineer or a professional biologist.
- 4.4.2 Prior to the development of any golf course, an environmental management plan for the golf course, which ensures that the development and ongoing operation and maintenance of the golf course minimizes incursion and impact into riparian areas and other sensitive ecosystems must be provided to the City of Langford and if required by the City, a Section 219 covenant registered on the lands ensuring that ongoing environmental strategies are adhered to by the owners of the golf course and adjacent properties.
- 4.4.3 All natural wetlands are encouraged to remain in their current state unless specific plans are presented and accepted by the City of Langford for the relocation and enhancement of wetland areas. The goal is to have the overall value of riparian areas at a higher level than what they were prior to any site disturbance.
- 4.4.4 Although there are no fish bearing water bodies located on the Bear Mountain property, the watershed drains into fish bearing water bodies downstream. Accordingly, enhancements on-site may be required by the City in order to mitigate any impact caused by the development of the lands and to enhance the values of those water bodies.

#### 4.5 **Wildlife Habitat and Biodiversity Guidelines**

- 4.5.1 Rocky outcrops should be preserved and integrated into site design where possible.
- 4.5.2 Native planting should be used within private landscaping areas and municipal boulevards where appropriate.
- 4.5.3 Veteran trees and snags should be preserved where their presence does not constitute a hazard.
- 4.5.4 Natural features should be protected from infrastructure and the City may grant variances to road widths if such variances assist in preserving environmentally significant features.
- 4.5.5 Sidewalks should meander in order to avoid significant natural features and to add to the neighbourhood aesthetics. Prior to any land clearing or construction, detailed environmental inventories of significant features in areas proposed for development shall be conducted. Site development shall minimize impact on existing sensitive ecosystems. This can be done by either clustering of residential units, varying infrastructure standards, or preserving significant features by way of non-disturbance Section 219 covenants or parkland dedication.

- 4.5.6 Habitat areas shall be provided with connectivity to allow for the natural migration of wildlife.
- 4.5.7 Prior to any land clearing or construction, a sediment and erosion control plan must be provided to the satisfaction of the Municipal Engineer and security to ensure compliance may be required.

## 5.0 **Form and Character Development Permit Guidelines**

### 5.1 **Justification**

The City of Langford designates all commercial, multi-family residential, and intensive residential development areas within the Bear Mountain Estates Plan Area as a development permit area for the purposes of controlling form and character of development. Intensive residential is defined as any lot that is less than 550 m<sup>2</sup> in area. The purpose of this designation is to ensure that Council has the ability to secure the necessary information and establish conditions on development such that the form and character of new commercial, multi-family, and intensive residential developments are of a high quality and are well-suited to the surrounding properties and environment.

### 5.2 **Objectives**

The objectives of the form and character development permit guidelines are to ensure that development is constructed to high standards in both material and aesthetic qualities, developed within an English Arts and Crafts architectural theme, and that development is compatible with surrounding land uses. Further, as the goal for the Bear Mountain Plan Area is to have a high quality mix of single- and multi-family and commercial uses, the form and character of the intensive residential, multi-family, and commercial areas must be compatible in design theme and site planning to ensure good integration of the mix of land uses. Multi-storey buildings, over five storeys in height, may depart from the English Arts and Crafts design theme, provided that some elements of English Arts and Crafts style architecture are retained, particularly at the first and second storeys.

To facilitate the quality of development and integration of land uses the following guidelines will be used to supplement the City of Langford's general development permit guidelines for commercial and multi-family development.

## 6.0 **Location and Distribution of Uses**

- 6.1 The location and distribution of uses should be generally as illustrated on Map 7.
- 6.2 Residential density will be high around the resort village centre and country club area.
- 6.3 A multi-level residential complex may be developed in the eastern portion of the site.
- 6.4 Within the rest of the residential areas, a mix of attached and detached housing will be provided in a way that minimizes site clearing, road cuts, tree removal, and leaving, where possible, significant topographic and environmental features.
- 6.5 The proposed hotel may be developed in or adjacent to the village centre.

## 7.0 **Village Centre**

- 7.1 The Village Centre shall be designed to include and encourage public gatherings.
- 7.2 Specific features should include an amphitheatre, plazas, and landscaped courtyards.
- 7.3 The Village Centre should include landscaped water features and have pedestrian only precincts.
- 7.4 The Village Centre will include a central pedestrian plaza that has a central water feature.
- 7.5 A mix of stand-alone commercial and mixed-use buildings will surround the plaza.
- 7.6 Buildings will be encouraged to have main entrances fronting onto the plaza and, where possible, onto adjacent roads.
- 7.7 Restaurants and cafes will be encouraged to have outdoor sidewalk dining areas.
- 7.8 Interim landscaping shall be provided, to the satisfaction of the City Planner, on that part of a comprehensive development site that is intended to be developed for commercial use, and is not immediately developed according to the ultimate landscape plan included within a Development Permit.

## 8.0 **Traditional English Arts and Crafts Architectural Guidelines**

The overriding architectural theme of Bear Mountain Estates will be fashioned after an English "Arts and Crafts" style. This will apply to all multi-family residential, intensive residential, and commercial development. Victorian and Edwardian features may be used in adapting the Country theme into the more urban areas of the development. Multi-storey buildings, over five storeys in height, may depart from the "Arts and Crafts" architectural theme, provided that design elements that evoke the "Arts and Crafts" architecture theme are incorporated into the building design. Specific design elements will be as detailed in sections 8.1 to 8.4. Specific design guidelines for the form and character of multi-storey buildings over five storeys in height are as detailed in section 12.0.

### 8.1 **Finishes**

In addition to glazing and doorways, a minimum of three exterior finishing treatments are required and may include:

- 8.1.1 Stucco;
- 8.1.2 Rock;
- 8.1.3 Wood siding;
- 8.1.4 Concrete composite siding;
- 8.1.5 Wood shingle; or
- 8.1.6 Brick.

No one treatment may comprise more than 65% of any elevation (exclusive of roofing).

## 8.2 **Roof**

- 8.2.1 Rooflines shall have a minimum 6:12 pitch for major roof elements.
- 8.2.2 Minor roof elements may have a lesser pitch, but must not exceed 30% of the total roof mass.
- 8.2.3 Hidden gutter features are encouraged.
- 8.2.4 Roof materials may include:
  - 8.2.4.1 High quality fibreglass;
  - 8.2.4.2 Metal profile;
  - 8.2.4.3 Wood shingle (subject to wildfire interface guidelines);
  - 8.2.4.4 Slate;
  - 8.2.4.5 Concrete composite.

## 8.3 **Form**

- 8.3.1 Articulations of building elevations and rooflines are encouraged and are the main architectural element sought by the design guidelines.
  - 8.3.2 Dwelling space inside of articulated rooflines is encouraged.
  - 8.3.3 Use of stone, cultured stone, or brick exterior chimneys is required. Exposed vent pipes for fireplaces or fuel-fired appliances shall only extend vertically from a chimney that is clad in stone, cultured stone, or brick. Chimney enclosures constructed of concrete composite siding, or stucco are not permitted. Lateral vent pipes, or 'through the wall' vents for fireplaces and fuel-fired appliances are not permitted.
  - 8.3.4 Use of fieldstones for accents is encouraged.
  - 8.3.5 Use of over hanging eaves, and large front porches with pillars is encouraged.
  - 8.3.6 Extensive use of dormers (gable, eyebrow, hipped, or shed) is encouraged.
- 8.4 The images shown as figures M1 to M7 are visual guides showing the style of architecture to be used in all multi-family residential, intensive residential, and commercial development except for the golf clubhouse.



Figure M1

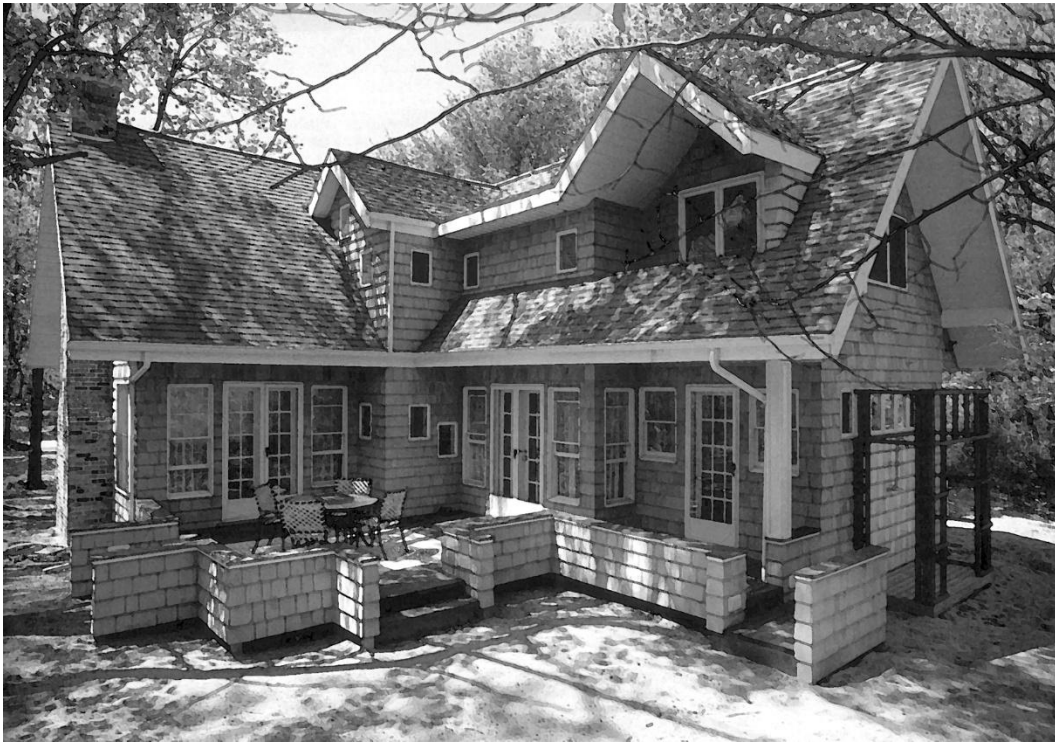


Figure M2





Figure M3



Figure M4



Figure M5



Figure M6



Figure M7

9.0 **Streetscape**

- 9.1 The overall character of the development will reflect the natural environment and the golf course resort.
- 9.2 Individual buildings should complement existing building and the streetscape as a whole.
- 9.3 Buildings will not be identical and will reflect a style identified in the traditional English Arts and Crafts Guidelines. Buildings shall be encouraged to be located close to road frontages and incorporate verandas. Notwithstanding the close proximity to roads, building envelopes will be encouraged to be staggered or building façades will be encouraged to articulate in order to avoid a row housing appearance from the street.
- 9.4 High walls that overshadow neighbouring yards should be avoided.
- 9.5 Strata driveways in detached townhouse developments are to be finished to a standard similar to municipal roads in Residential Small Lot zones, and shall include curbs, sidewalks, boulevards, and street trees.

10.0 **Building Orientation and Siting**

- 10.1 Orientation and siting for any building should meet the following objectives:

- 10.1.1 Collect summer breezes.
- 10.1.2 Provide protection from winter wind and rain.
- 10.1.3 Incorporate natural topographic features and minimize intrusive or radical site works.
- 10.1.4 Preserve the natural vegetation and significant trees where these are not required to be removed due to wildfire hazard mitigation.
- 10.1.5 Take advantage of distant and local views.
- 10.1.6 Provide for maximum privacy.
- 10.1.7 Allow for some usable yard space.

10.2 **Entrances**

- 10.2.1 Entrances or routes to buildings should be clear and accessible from the street frontage.
- 10.2.2 The front entry of a building should be defined with adequate overhangs for weather protection and wherever possible incorporate verandas.
- 10.2.3 The design of entrances or routes to buildings should not hinder sight lines or surveillance of visitors and intruders.
- 10.2.4 Where possible garage doors should not be the dominant feature of a building's front façade, but should be located to one side, slightly behind, or at right angles to the main street frontage.

### 10.3 **Parking**

- 10.3.1 Where possible car parking for residential and non-residential lots is to be visually screened from sidewalks and neighbours and prevented from dominating the streetscape.
- 10.3.2 In a village centre or cluster housing developments, parking lots should be broken into smaller areas with landscape dividers or other developments. Ideally, an unbroken parking area should be no larger than about six to eight spaces in a village centre, four spaces in residential areas, and 20 spaces in the clubhouse area.
- 10.3.3 The use of a consistent height of evergreen tree canopy throughout the larger lots is encouraged to help provide weather protection and visual screening from overlooking buildings.
- 10.3.4 Access driveways should be designed to use a minimum of asphalt paving. Permeable surfaces will be considered.
- 10.3.5 Desirable materials include brick, concrete pavers, concrete, exposed aggregate, streetprint, asphalt, or combinations of the above to complement the building material requirements and the natural environment.
- 10.3.6 Estate lots may use gravel or crushed, cemented rock in driveway locations not visible from adjacent roads.
- 10.3.7 Freestanding parkades will not be allowed.
- 10.3.8 Provisions for secure bicycle parking must be made in all commercial and multi-family developments.

### 10.4 **Fencing**

- 10.4.1 In order to foster a safer more community-oriented environment, fences, and walls in excess of 4 ft in height that extend forward from the front building face are not permitted.
- 10.4.2 If a fence or wall is necessary for privacy or noise control, a partially voided articulated fence or wall in combination with planting and natural materials in keeping with the environment and the building will be considered.
- 10.4.3 Low rock walls and evergreen hedges are encouraged.
- 10.4.4 Chain link fencing is prohibited unless required for safety along trails at the approval of the City Planner.

### 10.5 **Outdoor Areas**

- 10.5.1 Buildings shall be sited and oriented to provide usable space for entertaining, utilities, storage, play areas, and views.
- 10.5.2 Unsightly storage and utility areas or kiosks shall be screened.
- 10.5.3 Garbage containers in particular, must be enclosed and fully screened.
- 10.5.4 Accessibility from indoor areas, ability to catch sunlight and summer breezes, audio and visual privacy, and safety shall be considered when providing outdoors, private, or semi-private space.

## 10.6 **Energy Efficiency**

- 10.6.1 Site and orientation of buildings should be done in a manner that will increase the energy efficiency and subsequently reduce the cost required for heating, cooling, and lighting.
- 10.6.2 Openings on the west sides of the buildings should be provided to catch the westerly summer breezes and on the opposite side of the buildings to assist in cross ventilation.
- 10.6.3 Higher openings or group roof ventilation designed to expel summer heat is encouraged.

## 11.0 **Interface Fire Hazard Guidelines**

The development shall be designed in accordance with the City of Langford's Development Permit Guidelines for Interface Fire Hazards. In lieu of an professional engineer's report on Interface Fire Hazards, the City of Langford may accept a registered professional forester's report.

## 12.0 **Multi-Storey Buildings Over Five Storeys in Height**

The following guidelines shall apply to all multi-storey buildings over five storeys in height.

### 12.1 **General Form and Character**

Multi-storey buildings over five storeys in height are not required to be developed strictly within the “arts and crafts” architectural design theme of Bear Mountain Estates. In addition to the design guidelines contained within sections 8.1, 8.2, and 8.3, the following guidelines are intended to direct the design of multi-storey buildings over five storeys.

- 12.1.1 The overall architectural design of each building shall consist of heavy articulation, particularly at the main floor, battered foundation walls, dormers, rock or stone clad chimneys, large porches, window boxes and balconies, transomed windows, roofs with wide overhangs, multiple roof planes, trellised porches, columns and piers supporting roof elements and porches, and decorative railings and roof edges.
- 12.1.2 Buildings over five storeys should have a strong relationship to the street and, in particular, a human or pedestrian scale. This should be accomplished by:
  - 12.1.2.1 Including, at the ground level of each building, dwelling units or commercial units with direct pedestrian access to the street;
  - 12.1.2.2 Including covered arcades, towers, trellises, roof overhangs, dormers and chimneys into building design at a human scale;
  - 12.1.2.3 Using extensive stepping and terracing of the elevations and altering the massing of structures so that the heights of various portions of the building are staggered between two and eight storeys;
  - 12.1.2.4 Avoiding any massing or single material that rises vertically more than four storeys, unless the façade is punctuated by articulation, terraces, balconies with towers, pergolas or dormers;

- 12.1.2.5 Including in the building façade dormers, shed roofs and balconies that break up vertical and horizontal planes;
  - 12.1.2.6 Including vaulted ceilings on top storeys and glazing in gable ends to add verticality to buildings;
  - 12.1.2.7 Ensuring that the majority of any eighth storey or any building is built within the roof gable;
  - 12.1.2.8 Limiting the access to underground parking to not more than one entrance per road frontage, and by siting driveways and/or garage doors in discreet ways so that they do not front directly onto the street;
- 12.1.3 Buildings over five storeys in height are expected to exhibit an “arts and crafts” architectural theme within the first two storeys, and should exhibit a strong relationship to this architectural theme throughout the first four storeys. At storeys above the fourth storey, buildings should incorporate design elements which relate the architectural character of the “arts and crafts” architecture employed at the lower storeys. Figures M1 to M7 of this Appendix are intended to provide a visual guide to the “arts and crafts” architectural theme;
- 12.1.4 The design of multi-storey buildings over five storeys shall ensure that there is appropriate transition between building levels. The seventh floor may be designed as a horizontal penthouse floor, provided that these dwelling units are multi-storey;
- 12.1.5 Mechanical equipment shall be fully screened within the roofline of any building;
- 12.1.6 Buildings over five storeys in height shall not be used as platforms for radio masts, cell phone towers or other telecommunication device, unless these structures are discreetly located within the roofline of the building;
- 12.1.7 Buildings over five storeys in height may incorporate a single flag pole for one of each of the following: the Canadian Flag, the Province of British Columbia Flag; the City of Langford Flag; and a Bear Mountain Flag.

## 12.2 **Roof and Finishes**

- 12.2.1 Roof design shall be as outlined in section 8.2;
- 12.2.2 A variety of colours, materials, textures and forms shall be incorporated into the design of multi-storey buildings over five storeys for the purpose of breaking up the massing of the building, while accentuating building lines and patterns;
- 12.2.3 In addition to the design guidelines contained within sections 8.1, 8.2, and 8.3, exterior finishing treatments may include any combination of smooth, exposed aggregate, scored or patterned concrete as one finishing treatment; and
- 12.2.4 No one treatment may comprise more than 65% of any elevation (exclusive of roofing).

12.3      **Exemptions**

12.3.1    The following are exempted from a development permit application. Residential subdivision or intensive residential development of any land controlled by a Section 219 covenant, approved by the City Planner, and registered in favour of the City of Langford, which controls the form and character of intensive residential development on the subject property.

13.1      **Multi-Storey Design Guidelines**

In addition to the design guidelines contained with Appendix G and H (if applicable), the following guidelines are intended to direct the design of buildings over five storeys in the Bear Mountain Estates Plan Area.

13.2      The overall architectural design of each building shall feature varied articulation, particularly at the lower storeys, decorative railings and roof edges.

13.3      Buildings over 5 storeys in height should be clustered within the Bear Mountain Estates Plan Area to afford a minimum area occupied by streets and provide generous open space.

13.4      To make buildings over 5 storeys in height “pedestrian friendly”, the first two storeys of towers should be strongly articulated through the use of overhangs, signage and other means of stimulating visual interest. Where possible, upper storeys should actually be set back and recede or appear to recede; this can be accomplished by tiering the lower storeys of the tower (i.e., the second and third storeys).

13.5      Balconies should be a minimum of 1 m<sup>2</sup> in area.

13.6      Units may include their own “earth balcony” capable of supporting planters with shrubs and small trees.

13.7      Each front entrance to ground-oriented units should be visually distinctive from its neighbours, or capable of becoming distinctive from its neighbours.

13.8      Each doorway and entrance should provide a combination of appropriate entrance transitions through the use of alcoves, seating, direction changes, level changes, and variation in materials.

13.9      In areas where multiple towers are constructed or anticipated, a central common area with intensive landscaping and open areas available for barbeques and picnics should be provided. These areas should be linked to the surrounding towers by pedestrian paths accessible to the disabled. The central common area should also be connected by pedestrian paths to other smaller common areas, service commercial amenities, adjacent parks and the greater neighbourhood trail system.

13.10     Terraced building articulations are encouraged; flat roofs and terraced areas should be accessible and “roof-scaped” with landscaping and patio style recreational amenities.

13.11     Buildings over five storeys in height should have a strong relationship to the street, and in particular should exhibit a human or pedestrian scale at the ground level. This should be accomplished by:

13.11.1   Including, at the ground level of each building, dwelling units or commercial units with direct pedestrian access to the street.



- 13.11.2 Using extensive stepping and terracing of the elevations and altering the massing of structures so that the heights of various portions of the building are staggered between higher and lower storeys.
- 13.11.3 Including in the building façade dormers, shed roofs and balconies that break up vertical and horizontal planes where practical; and
- 13.11.4 Limiting the access to underground parking to not more than one entrance per road frontage, and by siting driveways and garage doors in discreet ways so that they do not front directly onto the street where practical.
- 13.12 Where practical, architectural elements such as intersecting gables and vaulted ceilings should be constructed on top storeys along with glazing in gable ends to add verticality to buildings.
- 13.13 The top storey of any building should be built within the roof gable where practical.
- 13.14 The design of buildings over five storeys in height should ensure that there is appropriate transition between building levels. The top floor may be designed as a penthouse floor provided that the penthouse is integrated into gables or peaked intersecting gables where possible.'
- 13.15 Mechanical equipment should be fully screened within the roofline of any building.
- 13.16 Buildings over five storeys in height should not be used as platforms for radio masts, cell phone towers or other telecommunication devices, unless these structures are discreetly located with the roofline of the building or visually obstructed with architectural screening.
- 13.17 Buildings over 5 storeys in height should have a minimum 30 m separation from each other.
- 13.18 Nearby buildings over 5 storeys in height should be positioned in a manner that helps to define street edge definition while at the same time allowing for gaps in views and sunlight penetration to open spaces.
- 13.19 Development of buildings over 5 storeys in height should be positioned in a manner that helps to define street edge definition while at the same time allowing for gaps in views and sunlight penetration to open spaces.
- 13.20 All multi-storey development incorporation buildings with more than 5 storeys should incorporate Crime Prevention Through Environmental Design (CEPTED) design principles.
- 13.21 Semi-private exterior amenity spaces should be made accessible to a variety of user groups including the disabled.
- 13.22 Where possible, buildings over 5 storeys in height should have some setback from the boundaries of the lot to allow for ground level landscaped areas and semi-private outdoor space.
- 13.23 Rooftops that are visible from the windows and balconies of taller buildings should appear attractive and be designed to appear well maintained and attractive over time.
- 13.24 Rooftop mechanical equipment installed on roofs should be fully screened from the windows and balconies of taller buildings.

- 13.25 Where a minimum of 200 residential units are proposed within a single development, buildings within the development may create an architectural identify other than that required by the design guidelines of Appendix , H, and M, provided that the following provisions are met to the satisfaction of the City Planner:
- a) the buildings and landscaping are designed comprehensively with a unified theme;
  - b) the buildings consist of high quality building materials; and
  - c) public art is incorporated into the landscape plan.

**14.0 Supplemental Guidelines (2016) (Bylaw No. 1623)**

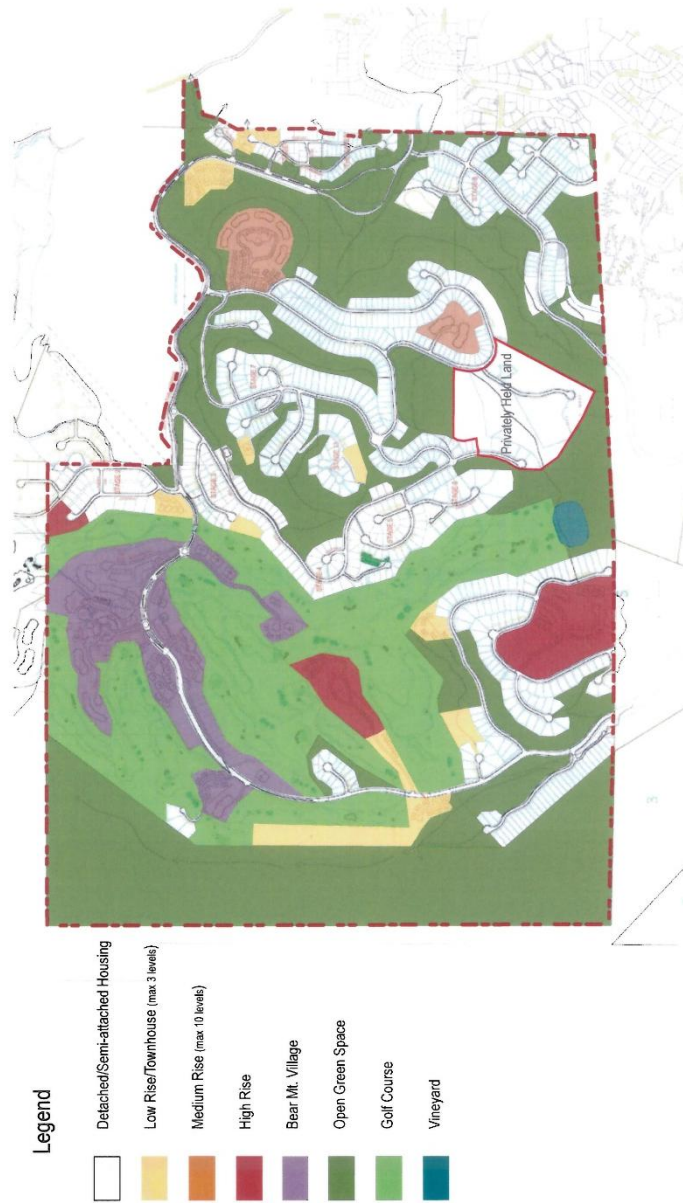
In 2016 the principal land owners in the CD6 (Bear Mountain Comprehensive Development A) zone applied to rezone the remaining development lands in the CD6 Zone to a new CD6A Zone. The guidelines as set out in Appendix M apply in both the CD6 and CD6A zones, and the guidelines in this section are intended to take precedence in the CD6A zone.

Notwithstanding the Bear Mountain Land Use Concept Plan (Map 7) the Bear Mountain Area Plan (Map 7A) shall applied to lands within the CD6A zone. Map 7A is a development permit guideline which provides overall direction for the layout of land uses. While this layout is not intended to be inflexible, and deviation from the plan must be supported by substantial compliance with relevant development permit guidelines and an amended concept plan demonstrating that the overall layout concept meets the relevant guidelines and bylaws of the City of Langford.

In the event of any conflict between the guidelines contained within this section and any other guidelines, these guidelines shall prevail.

- 14.1 The overall form and character of development in the CD6A zone shall exhibit a blend of a traditional English Arts and Crafts or Craftsman style of architecture that is consistent with the early history of British Columbia and more Modern and Contemporary styles of architecture that have become synonymous with a “West Coast” style of architecture. Architectural types that reflect national “types” (such as: Swiss Chalet or Spanish Hacienda) that are not generally associated with the local climate, geography or architectural pattern of development are discouraged.
- 14.2 New development is expected to complement and enhance existing development in the Bear Mountain Comprehensive Development and meet the same standards, particularly with respect to finishes, roof and form as outlined in Sec. 8.0.
- 14.3 In addition to the development of a complete community identified in Sec. 2.10, the Bear Mountain Comprehensive Development will work towards becoming a resort community also, wherein opportunities are created for tourism, active recreation, celebration and exploration.
- 14.4 Parking areas should be screened from any abutting residential or golf course use by a landscape screen not less than 3 m (9.8 ft) in width and 1.8 m (6 ft) in height, measured at the time of planting, and separated from roads and access routes by boulevards and street trees.
- 14.5 Landscaping in the form of grass, shrubs, ground cover, native plant communities, plants, trees, or flowers or a combination of them should be incorporated into and maintained in a total of not less than 10% of the site area.

## Map 7



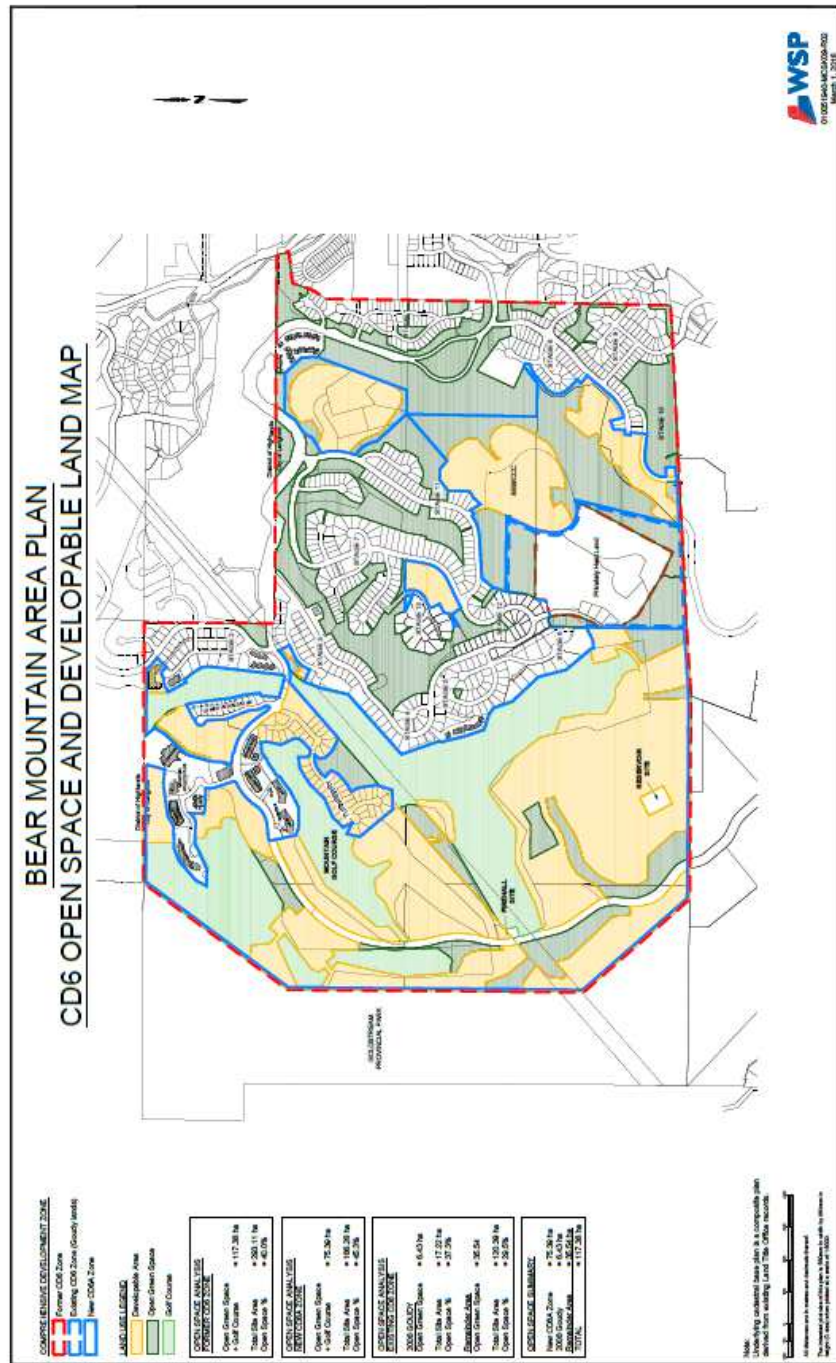
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SCALE NTS  
Zeidler Partnership Ltd.

SCALE: NTS  
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Tel: (250) 478-2243  
Fax: (250) 474-2778

Drawing date: 05.29.06  
rev.:

**(Bylaw No. 1623)**



## ***Appendix N:***

***(Deleted by Bylaw No. 1350)***

# ***Appendix O: Jacklin/Sooke Road Comprehensive Development Area Design Guidelines***

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## **JUSTIFICATION**

The City of Langford has designated all areas in which Commercial and Multi-family Residential Development is permitted as a Development Permit Areas pursuant to the provisions of the *Local Government Act*. The justification of this designation is to ensure that Council has the ability to secure the necessary information and establish conditions on developments such that the form and character of new commercial and multi-family residential development are of a high quality, and best suited to both the surrounding properties and the vision of Langford as expressed in the Langford Plan.

## **OBJECTIVE**

The objective of these Development Permit Guidelines is to supplement the General Development Permit guidelines for Commercial and Multi-Family Residential Development (found in Appendix G and H respectively) specifically for the development of the property that is within the Comprehensive Development 7 – Sooke/Jacklin (CD7) Zone. These design guidelines are intended to ensure that development is:

1. Constructed to high standards, both material and aesthetic;
2. Complementary to the social and environmental goals of this plan; and
3. Compatible with other surrounding land uses.

The nature of this development is to create a transition between commercial activities along Sooke Road and single family residential uses to the south by providing opportunities for a comprehensive mix of commercial and multi-family residential activities.

A concept plan showing the areas that are Lot 1 and Lot 2, may be found at the end of this appendix as Map O1.

When there is a conflict between these guidelines and the general guidelines, these will supersede.

## **O1. SITE ORGANIZATION**

### **Intent**

To ensure that the siting and massing of new commercial buildings on this site is sympathetic to the local context.

### **Guidelines**

1. Parking and service areas should be screened from neighbouring properties and the public realm;

2. Parking areas should be broken into smaller groupings and well screened with landscaping;
3. The siting and massing of new commercial buildings on this site should be massed in a manner that is sympathetic to the local context. Buildings over four stories are not considered appropriate;
4. Garbage, deliveries, loading, and other building utility areas should be screened from public view with enclosures or landscaping; and
5. If buildings are being considered for intrusion into landscape zones, they must be considered carefully to ensure screening from adjacent properties.

## **O2. ENVIRONMENT**

### **Intent**

To ensure that development occurs in a coordinated manner that considers existing site conditions.

### **Guidelines**

1. Existing site conditions, such as grades should be fully investigated prior to considering landscape treatments;
2. Existing vegetation and drainage patterns should be accommodated, where possible and practical; and
3. Re-grading with new walls and terracing should shall be done in concert with existing grades so that wall heights are minimized.

## **O3. SIGHT LINES**

### **Intent**

To ensure that the natural slope of the land is taken into consideration when designing buildings and their massing, and in particular that the impact of elevational differences between commercial and residential uses is considered.

- 1.0 All rooftop mechanical equipment shall be fully screened from view from adjacent buildings and public areas.

## **O4. SITE LIGHTING**

### **Intent**

To provide clear orientation, enhance personal safety, special site features or aesthetic qualities, and ensure that site lighting is contained on-site, and does not illuminate adjoining properties or the night sky.

## **Guidelines**

1. Lighting shall be provided for all walkways, driveways, parking areas, and loading areas to ensure personal safety and site security. Lighting levels should be enhanced to highlight special features, drive aisles, intersections, and passenger loading zones;
2. Metal halide or equivalent white lighting may not be used;
3. On site lighting shall be fully downcast, and designed to minimize reflective impact on the night sky and to eliminate light pollution and glare to adjoining properties;
4. Lighting fixtures should be concealed where possible or incorporated into the architecture of the building. In particular, lighting fixtures should be of a type which shields the bulb from view, when viewed from adjoining properties or adjacent streets;
5. Signage and special architectural or landscape amenities should be enhanced with additional feature lighting;
6. Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered to ensure an overall positive image to the development;
7. Continuous lighting should be provided along all pedestrian paths and walkways;
8. Lighting design should take into account minimum photometric standards for safety;
9. The scale of lamp standards and luminaire height should relate to both the vehicular roadside scale as well as the sidewalk pedestrian scale; and
10. Decorative lighting is encouraged throughout the winter months, not only for the holiday season.

## **O5. HARD AND SOFT LANDSCAPING**

### **Intent**

To ensure that all hard and soft landscaping is of a high quality and/or constructed to a high material and aesthetic standard.

### **Guidelines**

#### **1. General**

- a) Private land should be clearly delineated from public road right-of-way using by using different types of landscape materials.

#### **2. Shrub and Groundcover Planting**

- a) Planting schemes should be based on natural looking or native plants with reduced water and maintenance requirements wherever possible. No artificial turf shall be permitted.



### **3. Street Trees**

- a) Where boulevard street trees are to be planted on private land, the species of trees shall be selected from City of Langford's approved urban street tree list; and
- b) A double row of street trees shall be planted along any internal roadway or driveway that serves and separates commercial uses from residential uses to buffer and screen the commercial site down slope and to the north of the proposed Jacklin Road housing development site.

### **4. Sidewalks**

- a) Clear, delineation between vehicles and pedestrian zones is important and necessary for successful site design. The pedestrian circulation areas (sidewalks) should be well defined.

### **5. Retaining Walls**

- a) Retaining walls that are visible within the public realm should be carefully designed with aesthetics and structural soundness considered. The style, materials, and colour should be compatible with the project design approach.
- b) Changes in grade from the public to private realm should be carefully landscaped to have low sections or terraces of walls no greater than 2 metres in height per wall. Retaining walls are to be constructed with textural finish and are to be planted with trailing shrubs or vines to soften their overall appearance.
- c) Retaining walls are to be constructed along Road "A" and Jacklin Road, as indicated on the plan. The Jacklin Road wall profile shall conform to the above guidelines in appearance and be approximately one metre in height. The wall construction shall undulate and vary with shrub foundation planting to break up its overall length.

## **O6. SIGNAGE**

### **Intent**

To enhance safety by providing clear orientation, whether from a pedestrian or vehicular oriented perspective, and to recognize the importance of this site as an "entrance" to the City of Langford, and the Sooke Road commercial area.

### **Guidelines**

At the intersection of Sooke Road and Jacklin Road an entry point will be marked with a "Welcome to Langford" sign on the south southwest quadrant. This sign feature will be further emphasized with bench seating, textured pavement, pedestrian scale lighting and flowering trees and shrubs in planting beds.

# ***Appendix P: Westhills Green Community Master Plan***

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## **EXECUTIVE SUMMARY**

The Westhills Green Community located in the City of Langford, British Columbia will set a new standard for sustainable neighbourhood development in Canada. The Master Plan calls for the 210 hectare (517 acre) Westhills comprehensive development to meet Leadership in energy and Environmental Design (LEED) certification standards for neighbourhood development. Major guiding factors of the design and implementation of Westhills are considerations of location, alternative transportation modes, environmental preservation, community agriculture, water efficiency, energy and atmosphere, materials and resources, and indoor environmental quality. These characteristics are demonstrated in the creation of approximately 5,950 new residential units, supporting commercial, civic and educational uses, with approximately 84 ha (207 acres) of the subject property being designated as park and open space (equivalent to 40% of the total land area).

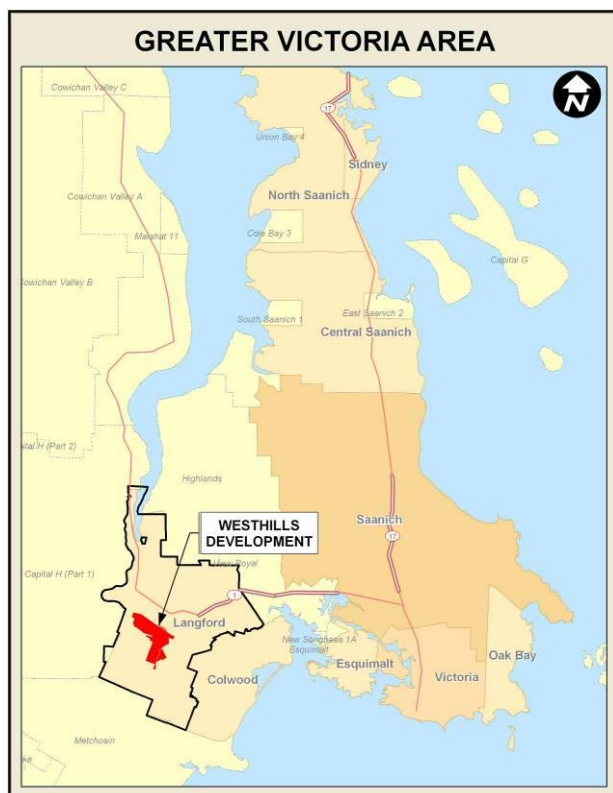
A draft plan for the Westhills Green Community was devised through a charette process involving a variety of stakeholders and consultants including representatives from the University of British Columbia Design Centre for Sustainability, the BC Ministry of Community Services, Canada Green Building Council and the City of Langford. Through this planning process the City of Langford has been able to form a cohesive partnership with the owners of Westhills Land Corporation, with a commitment to excellence in environmental design.

A significant amendment to the plan was made in 2007 resulting from negotiations with the School District on the location and layout of a school site, the addition of approximately 17 ha (44 acres) of land to the plan and an additional 950 dwelling units. Also, additional sustainability aspects were added to the concept plan including: trail network, bike network, use of energy efficient street lighting, solar powered traffic lights, community agriculture plan, a requirement for all single-family and townhouse buildings to comply with “Built Green™”, the possibility of geothermal and hydroelectric energy generation, and the use of porous concrete pavers throughout the village centre roads and sidewalks.

In addition to the new plan elements, the vision includes buildings that will accommodate both live and work spaces, a village centre, neighbourhood retail service centres, an internal commuter bus service, and a commuter rail station. High quality public spaces, mixed uses, cultural and educational facilities and residences will provide for a community available to all ages, and income levels. By valuing ecological processes, and following LEED standards, the Westhills Green Community will be a vibrant addition to the City of Langford and set a national precedent for socially and environmentally sustainable design.

## 1.0 INTRODUCTION

The City of Langford is a rapidly growing community of 22,000 people in the Westshore area of the Capital Regional District in British Columbia. The Regional District's Growth Strategy calls for approximately half of the growth in the Region to occur in the Westshore, predominantly in Langford and Colwood.



The entire 210 hectare (517 acre) Westhills site is located within the Capital Regional District's Regional Urban Containment and Servicing Policy Area as designated in the Regional Growth Strategy. Adopted in 2003, this strategy contains eight strategic initiatives that form the bases for a 25-year plan for growth management in the Greater Victoria Region.

The Westhills Master Plan addresses all eight strategic initiatives as described below:

- **Keep Urban Settlement Compact.** Approximately 75% of the residential units within Westhills will be contained within clustered medium and high density multi-family developments.
- **Protect the Integrity of Rural Communities.** All of the Westhills development is located within the designated Regional Urban Containment and Servicing Policy Area and not in designated rural residential or renewable lands.

### Map 1.1 - Map showing the relative location of the Westhills Plan Area relative to Greater Victoria

- **Protect Regional Green and Blue Space.** Approximately 40% of the Westhills site is designated as green space, while areas of protected forest will provide wildlife corridors and largely maintain natural views from across Langford Lake.
- **Manage Natural Resources and the Environment Sustainability.** The Westhills Master Plan calls for 100% of the commercial and high density multi-family development to meet LEED criteria for environmental sustainability. All single-family and townhouse development will comply with or exceed "Built Green™" construction standards.
- **Build Complete Communities.** Westhills will be a truly comprehensive community containing a mixed use core area providing retail and service amenities within walking distance to residences.
- **Improve Housing Affordability.** In addition to supplying the region's housing market with much needed new homes, 150 rental units will be provided within the Westhills Master Plan as an affordable housing measure. Further, all single-family lots 550 m<sup>2</sup> in size or larger shall be built with secondary suites and small lots may include suites.

- **Increase Transportation Choice.** The backbone of the Westhills' transportation network will be a commuter rail link to the region's employment centre in Victoria. Westhills will also have an integrated shuttle bus, transit, pedestrian and bicycle trail system between residential areas and the nearby mixed use core area.
- **Strengthen the Regional Economy.** Westhills will provide workplaces for hundreds of local residents upon completion of the multi-use service commercial core area which may include a learning commons.

The land comprising the plan area has been under development application in the past; however, the City of Langford has been encouraging the development of a single comprehensive plan for the area as opposed to the piecemeal approaches previously proposed. Moreover, the City wishes to ensure that the lands are developed to the highest environmental standard and in the most sustainable manner. To achieve this, efforts were focused on working with the Canada Green Building Council to design the plan as the first LEED for Neighbourhood Development (LEED ND) neighbourhood demonstration project in Canada. LEED, which stands for Leadership in Energy and Environmental Design, evaluates developments on a broad range of criteria that deal with environmental and social issues.

To achieve this goal the City of Langford has worked with the land owner in partnership with the Canada Green Buildings Council and the Ministry of Community Services and have collectively assembled a team of multi-disciplinary professionals to prepare the plan desired by the City. The team included:

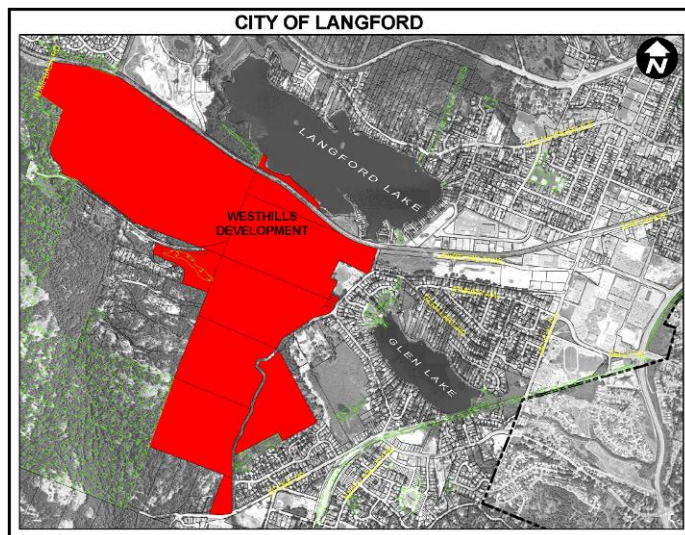
City of Langford staff	Planners
Ministry of Community Services staff	LEED consultants
Quantity Surveyor	Architects
Property owner's representatives	Landscape architects
Professional biologist	Land developer contractor
Civil engineer	Smart growth consultants
Economist/rapid transit specialist	Transportation engineer
Professional forester	

The plan is inspired and guided by LEED principles, and is written with the LEED criteria embedded in its policies. In addition to following the LEED model, the plan also includes a form based code for all multi-family and commercial development. In other words, zoning controls for multi-family and commercial development are limited to land use and density. While the siting, massing, height and other form and character controls are integrated into the development permit process.

## 1.1 Study Area

The City of Langford's Official Community Plan identified the plan area for Westhills as a future neighbourhood. The land comprises approximately 210 hectares (517 acres) of undeveloped Greenfield land. It includes a variety of terrain including wetlands, streams, ponds, hills, forest and rocky outcrop areas. It is situated adjacent to existing neighbourhoods of Glen Lake, Raven's View, and the City core area. To the north across the E and N rail corridor is Langford Lake and a developing business park and residential area.

The ownership of the Rail corridor has recently been transferred to a group called the Island Corridor Foundation. The mandate of the foundation is to preserve the rail corridor and to encourage the



operation of freight and commuter rail service. At present there is no commuter rail or light rapid transit system in the Capital Region. Transit Service is provided by busses on a highway system that is significantly limited by topography and water bodies. This system is also becoming increasingly congested and will need expensive upgrades/expansions to accommodate the region's growth. Ultimately, expanded road systems only tend to facilitate additional costly low density suburban and rural sprawl and in a few years, previous congestion levels return.

**Map 1.2**  
**Westhills Green Community Location Map (Not to Scale)**

## 1.2 Process

The planning process included the following stages:

### A. Pre-Public Activities

A multi-disciplinary review was conducted on the Draft LEED ND criteria prepared by the United States Green Building Council (USGBC) which is the CaGBC's sister organization. These draft criteria were reviewed by the planning team and adapted to better suit the Canadian context. This process preserved the intent of the USGBC's draft guidelines while making changes that reflect the primarily Greenfield nature of local development. These draft guidelines outline pre-requisites and credits that are used as a measuring tool to evaluate the environmental performance of a development and award LEED certification. All pre-requisites must be met for a project to be certified. Projects can pick and choose which credits they will achieve and are awarded points according to their adherence to credit requirements.

The criteria are divided into five main categories: Location Efficiency, Environmental Preservation, Compact, Complete and Connected Neighbourhoods, Innovative Design and Resource Efficiency. Depending on the number of points awarded, a project will be rated as "Certified", "Silver", "Gold", or "Platinum".

A Charette design process was conducted with the team members and facilitated by the Design Centre for Sustainability (DCS) at UBC (“Smart Growth on the Ground” group). The design exercise relied on a statement of project goals and the LEED ND criteria to guide design decisions. The design workshop produced a conceptual plan based on the discussion, drawing, and general agreement on the many planning issues related to “green” site development. The DCS is an academic leader in applying sustainability concepts to the development of land, cities, and communities. A charette is a means for applying leading-edge approaches to developing community and can ensure cross fertilization between researchers and professionals.



**Fig 1.1**  
**LEED Design Charrette held at City Hall**

Following the preparation of a conceptual plan, a rigorous analysis of topographic and environmental limitations and service requirements was conducted in order to turn the conceptual plan into a more detailed land use site plan that could be physically achieved. This analysis and the product went through several iterations as input from the project’s team members was received and addressed. An important part of the analysis of the proposal included an assessment of how the proposal rated against the draft LEED ND criteria. The results indicate that if all parts of the proposed development are achieved, a gold or platinum rating would be given under the proposed LEED criteria. The detailed site plan received the following assessment from the Design Centre for Sustainability at the University of British Columbia:



**Fig 1.2**  
**Westhills Conceptual Plan created in the initial design Charrette**

*“We are pleased to note that the project team has clearly abided by the design instructions embedded in the concept plan. The Layout of the neighbourhoods is consistent with the concept plan, and achieves the balance between environmental, social and economic parameters that the charrette team worked so hard to achieve. We commend the team on its continuing adherence to green design principles.... The Design Centre for Sustainability at UBC has been very pleased to help define a process and product for the Westhills project that transcends the normal approach to neighbourhood design and development.”*

*Elisa Campbell, Director*

## **B. Public Engagement**

Once the proposal had been prepared to the point that there was confidence in the technical aspects of the plan, the fast plan was brought to the public in the following ways:

- i. A large public open house was held to introduce the proposal to the public along with the team members and project partners. This open house included a significant educational component on LEED and the Canada Green Building Council. Over 3000 invitations went out to homes in the surrounding residential areas and newspaper advertisements were placed inviting attendance to the open house. Approximately 200 residents attended and of them, 93 completed questionnaires the night of the meeting. The results of the questionnaire showed strong support for the plan and the green/LEED approach.
- ii. Following the open house, a website was launched for the purpose of further engaging and informing the public as well as a means to receive further input on the plan. The public was informed of the website through community newspaper advertisements.
- iii. In addition to these venues, the City of Langford also invited the public to its planning and zoning committee meeting (which is composed of citizen and Council representatives). This venue allowed for another opportunity to exchange information and views between the public, staff, the developer and committee members.

## **2.0 VISION AND PLANNING/DESIGN PRINCIPLES AND GOALS**

### **2.1 The Vision**

The vision for this community is that all aspects of the neighbourhood will focus on sustainability. Buildings will accommodate both live and work spaces. The community will be anchored by one large village centre (a mixed use commercial core) and two smaller neighbourhood retail service centres. The village centre will be focused on a commuter rail station and the amenity of Langford Lake. The urban environment in the village centre will be comprised of high quality public spaces, mixed uses, cultural and educational facilities and populated with many residences. A variety of housing—including single-family homes, town homes, condominiums, and affordable rental properties—will make the community available to people of all ages and income levels. Amenities will be located within easy walking distance of the neighbourhood core, while bike and bus routes and a commuter rail line to downtown Victoria will minimize traffic congestion.

An emphasis on compact, high density development will conserve land: 40% of the area will be preserved as parkland and open space and 100% of wetlands and streams will be protected.

All buildings will be environmentally sound. Features including energy-efficient and low pollution lighting, low-flow toilets, grey water irrigation systems, and pesticide-free landscaping will ensure that the entire neighbourhood is focused on facilitating an ecologically responsible lifestyle. The construction itself will also reflect the overall goal; locally produced and recycled materials will be used and construction waste will be carefully managed.

Green areas will be used for ecological processes and where appropriate, recreation, passive parks and community agriculture.

## **2.2 Planning Goals**

The following goals were identified to guide the development of this site. These goals were kept in mind as a higher level framework for design decisions throughout the charrette and subsequent design work:

- a) Create a healthy community that results in the optimum social, economic, and physical well-being of its people and the natural environment;
- b) Apply design principles for urbanization that respect the unique visual quality and rural history of the area;
- c) Use land efficiently;
- d) Protect and restore natural areas and ecological processes important to people, flora and fauna;
- e) Preserve clean and natural flow in area streams;
- f) Provide for a fair share of the region's new jobs;
- g) Improve air quality;
- h) Provide ample and affordable housing, schools, public infrastructure, facilities and transportation choices in the neighbourhood; and
- i) Preserve and create cultural opportunities throughout the community.





**Fig 2.1**  
**Wildlife and green corridor connectivity**

### 2.3 Neighbourhood Characteristics

The following characteristics of sustainable neighbourhoods were also identified as being important to embed into the project design:

- |                 |                    |
|-----------------|--------------------|
| a) Integrated;  | g) Productive;     |
| b) Efficient    | h) Multi-purpose;  |
| c) Responsive   | i) Low impact;     |
| d) Adaptable;   | j) Healthy;        |
| e) Permeable;   | k) Affordable; and |
| f) Transparent; | l) Inspirational.  |



**Fig 2.2**  
**Paradise Park conceptual rendering**

Layered on to these goals were the LEED ND criteria which were reviewed and adapted where appropriate to reflect the Canadian context and in particular for other Greenfield developments in Canada.

## **2.4 Key Design Concepts**

A number of key concepts were derived from the project objectives and from site issues identified by the project team as they worked through the different stages of design. These concepts provided a general framework for the site planning:

- a. Preserve high value ecosystems;
- b. Maintain a network of open space;
- c. Concentrate development in buildable areas;
- d. Achieve desired number of residential units;
- e. Design street network to minimize slopes;
- f. Create a pedestrian-friendly environment;
- g. Place transit and commercial services at the core; and
- h. Connect to Langford community.

### 3.0 PLAN ELEMENTS

#### 3.1 Land Use

The Westhills plan area is proposed to include a variety of land uses including:

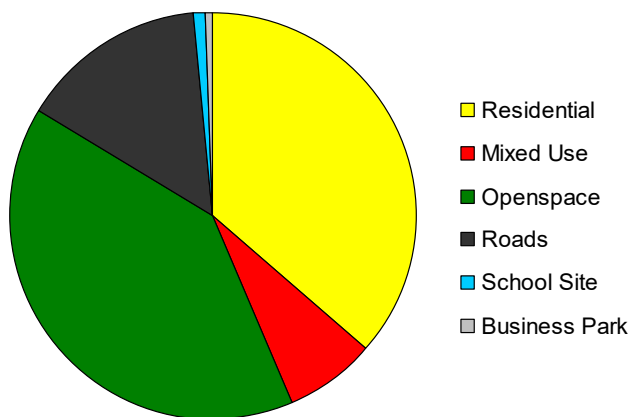
- Single-family;
- Multi-family residential;
- Commercial;
- Institutional,
- Mixed use; and
- Park.

The specific allotment of land area shared between these uses is shown on Table 3.1 and Map 3.1.

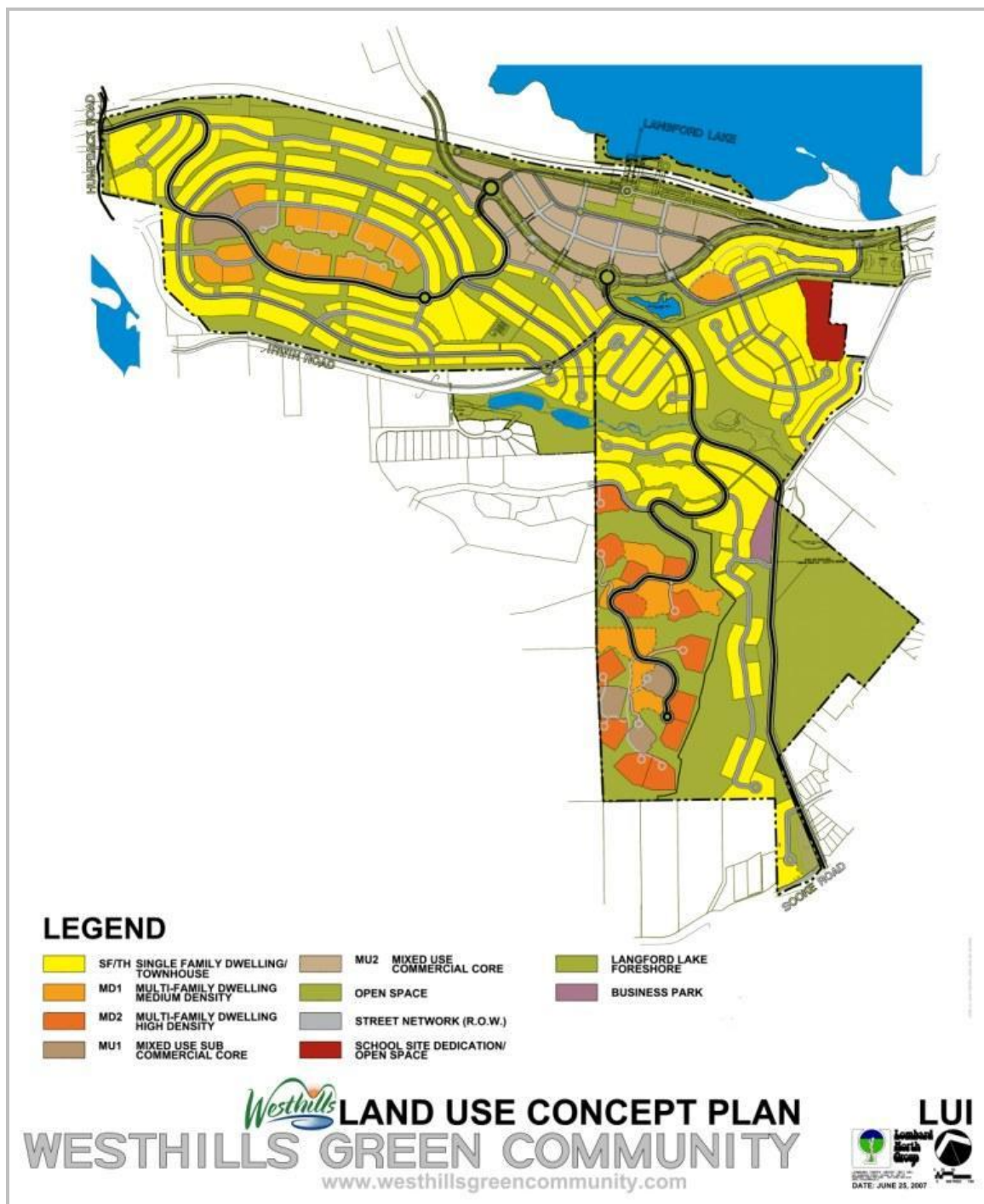
**Table 3.1** Land Use Summary

Land Use	Percentage %*
Residential	36.5%
Mixed use	7%
Open space	40%
Roads	15%
School site	1%
Business park	0.5%
<b>Total</b>	<b>100%</b>

\*Approximate percentages



**Fig 3.1**  
Land Use Graph showing percentage areas of designated land uses



**Map 3.1**  
 Land Use Graph showing percentage areas of designated land uses

The layout of the Westhills Green Community is approximate so that the location of land uses can be shifted to protect sensitive ecosystems provided that approximately 50% of the total area subject to the Westhills Master Plan is preserved as park or designated open space.

The concept plan identifies a high density village centre ( a mixed use commercial core) adjacent to Langford Lake. An overall floor space ratio of 4 to 1 (development to land area) is contemplated for the village centre. To give effect to the plan, the zoning bylaw will permit a 4:1 density; however, Council may consider amending the zoning bylaw to transfer some of the density within the village centre from lower density site specific developments.

### **3.2 Transportation**

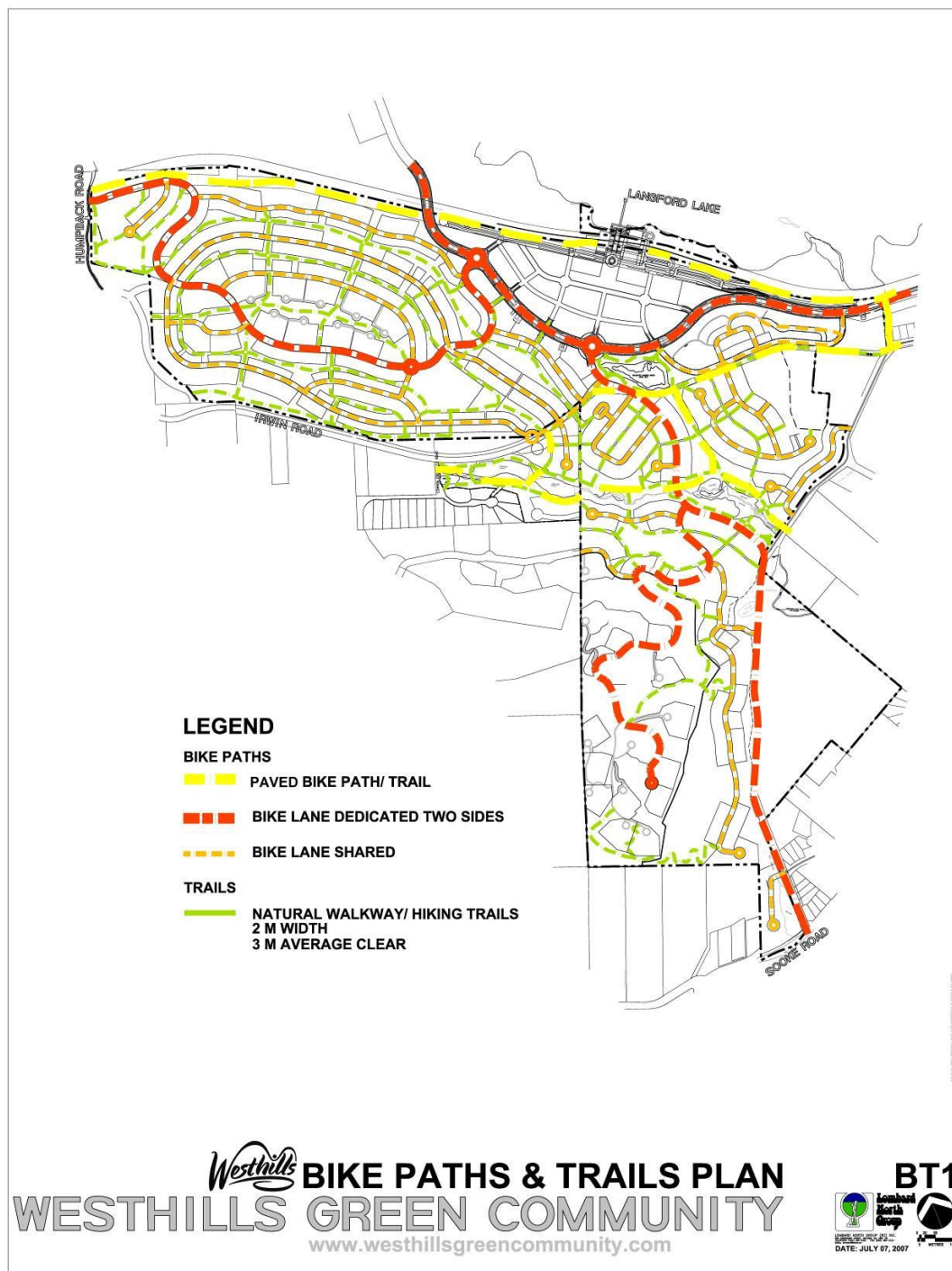
One of the objectives of the master plan is to employ alternative transportation strategies to significantly reduce reliance on automobiles.

The layout and density of the Westhills plan is based on the provision of a commuter rail service and the use of alternative transportation modes. While the community will still function without the service in terms of road facilities, the plan's design is intended to work best with commuter rail.

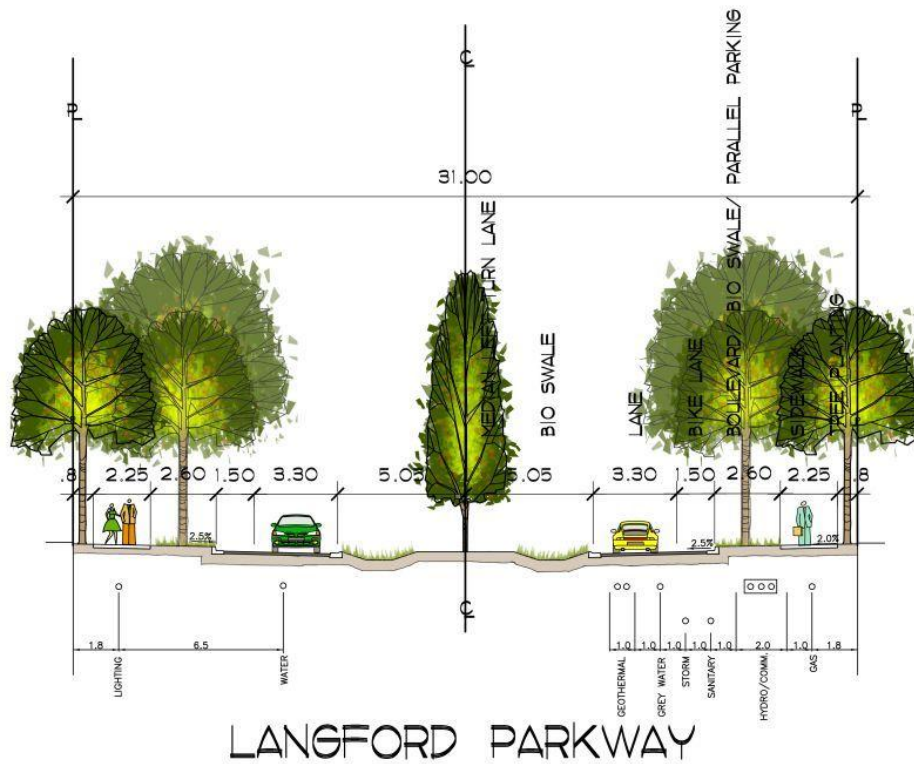
Commuter rail is intended to provide much of the transportation needs between this area to the rest of the City of Langford and other areas of the region. To support rail service, it is also proposed to provide an internal energy efficient shuttle bus service for residents wanting to go to the rail service or to the commercial areas in the plan area or adjacent to the plan area.

The plan also calls for a full network of internal trails, sidewalks and bicycle lanes as shown on the plans labeled Map 3.2. Appropriate connections would be made to adjacent trails and sidewalks and in particular to the Trans Canada Trail and Galloping Goose Trail.





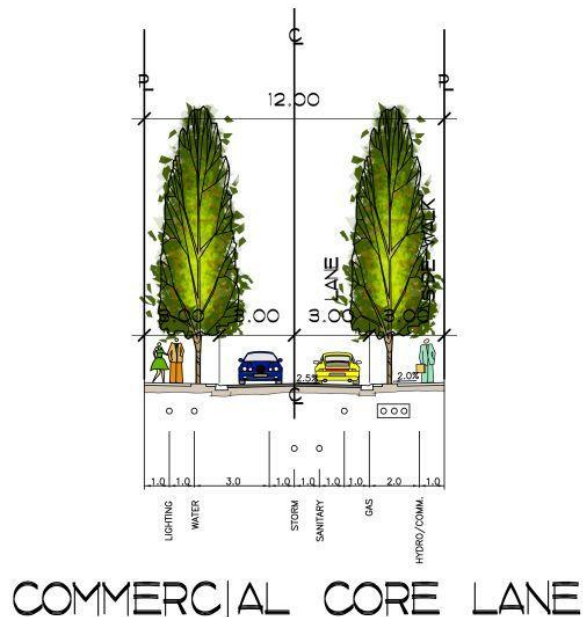
**Map 3.2**  
**Westhills Bike Paths and Trails Plan**



**Fig 3.2**  
**Westhills Green Community Langford Parkway streetscape section concept**

By incorporating a fully multi-modal transportation plan including, commuter rail, shuttle busses, transit, bicycle and pedestrian networks, it is feasible for residents to greatly reduce their use of the automobile.

Considerable attention has been given to appropriate road standards. These are attached as Figures 3.3 and 3.4. The goal of these standards is to minimize land dedicated to roads and incorporate green elements for storm water (bio swales) treatment and for aesthetics. In addition to these standards, the development will incorporate woonerf designed street sections to calm traffic and to make the street part of the public green space.



**Fig 3.3**  
**Westhills Green Community commercial core streetscape section concept**

### 3.3 Parks and Open Space

Forty percent of the plan area is proposed as park land. This exceeds the provincial legislation entitlement of 5% at the time of subdivision by 35%.

Most of the park land is contemplated to be kept in a natural state and is proposed to be improved through the removal of invasive species. Active recreation is accommodated in one planned sports field and also can be included in the proposed school site. Recreational trails throughout will provide the residents opportunities to walk and bicycle.

One of the significant features of the plan is the provision of a public fishing pier and beach on Langford Lake.





**Fig 3.4**  
**Conceptual rendering of residential development in the Westhills Green Community**

### **3.4 Design Guidelines**

The entire site is designated as a Development Permit Area for Form and Character (multi-family and commercial), for environmental protection and for protection of development from hazardous conditions (steep slopes and interface fire hazard). This is to ensure that the built environment is of a high quality and promotes security and also respects and protects natural areas proposed to be protected and retained and to ensure that the development is provided protection against hazardous conditions.

#### **Justification**

Achieving a quality urban environment through design is important to ensure that dense urban environments are attractive, inviting and ultimately successful places.

It is the premise of the LEED program to ensure that environmentally sensitive areas are protected, therefore, the environmental Development Permit process is important to effect that goal.

Given the existence of steep slope areas on the site and the dense tree cover, the Development Permit process for protecting development from these potential hazards, is important.

### 3.4.1 Guidelines

Development Permit guidelines contained in Langford's Zoning Bylaw are largely sufficient to guide form and character, protect the environment and protect development from hazards. Accordingly, the general guidelines for multi-family, commercial development apply to this area as do the guidelines for environmental protection and for protection of development from hazardous conditions.

#### General Form and Character Guidelines

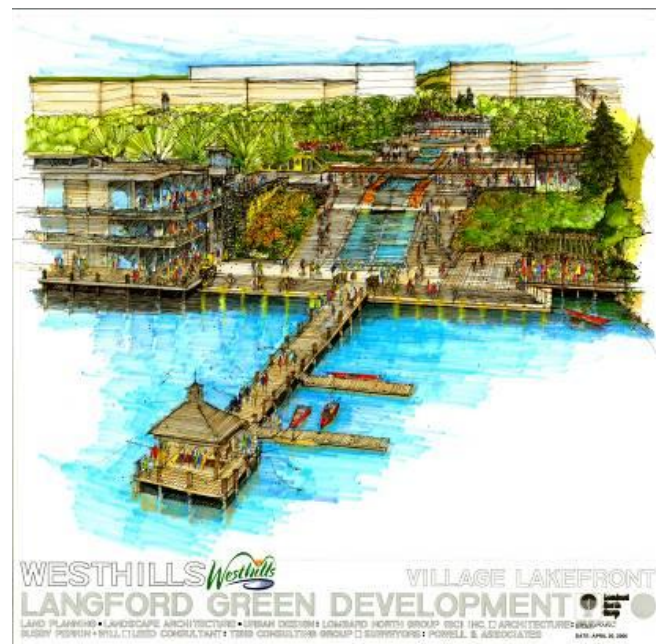
The objective of these Development Permit Guidelines is to supplement the General Development Permits Guidelines for commercial and multi-family residential development (found in Appendix G and H respectively) specifically for the development of the property commonly known as the Westhills Green Community. These design guidelines are intended to ensure that development:

1. Is constructed to high standards, both material and aesthetic;
2. Complements the social and environmental goals integrated with the LEED standards contained within this plan; and
3. Is compatible with other surrounding land uses.

Development in the Town Centre Area of the Westhills Green Community as shown in the Westhills Land Use Plan must also follow the General Design Guidelines for Langford City Centre (found in Appendix J). Where the City Centre Guidelines refer to arterial roads in the City Centre area, these guidelines are understood to also be applicable to arterial roads in the Westhills Town Centre Area. **(Bylaw No. 1829)**

When there is a conflict between these guidelines and the general guidelines, the following will supersede.

**Fig 3.5**  
**Waterfront amenity conceptual drawing**



## **Location and Distribution of Development**

- 3.4.1.1 The location and distribution of uses should be generally as illustrated in the map contained within Map 3.1 (Westhills Land Use Concept Plan).
- 3.4.1.2 The City Planner may approve variances to the layout on the map contained within Map 3.1 (Westhills Land Use Concept Plan), if in his/her opinion that:
  - a) There is superior environmental protection with the variance and that this is corroborated with a report from a professional biologist; and/or;
  - b) There is superior screening of the development from visitors from adjacent existing development with no significant net environmental loss and that this is corroborated by a professional biologist and/or;
  - c) There is a reduction in site impact due to topographic conditions with the variance and that this is corroborated by a professional biologist or other appropriate professional.
- 3.4.1.3 Each phase of development shall be supported by an environmental impact mitigation and remedial plan to minimize the impact of servicing and development.
- 3.4.1.4 The two clusters of medium and high density development (West and South area of plan) are premised on the inclusion of neighbourhood commercial uses.

## **Multi-Storey Residential and Multi-Use Buildings Over Five Storeys in Height**

In addition to the design guidelines contained within Appendix G and H and J (if applicable), the following guidelines are intended to direct the design of residential and multi-use buildings over five storeys in the Westhills Development Permit Area.

- 3.4.1.5 The overall architectural design of each building shall feature varied articulation, particularly at the lower storeys, decorative railings and roof edges.
- 3.4.1.6 Buildings over five storeys in height should be clustered within the Westhills community to afford a minimum area occupied by streets and provide generous open space.
- 3.4.1.7 To make buildings over five storeys in height “pedestrian friendly”, the first two storeys of towers should be strongly articulated through the use of overhangs, signage and other means of stimulating visual interest. Where possible, upper storeys should actually be set back and recede or appear to recede; this can be accomplished by tiering the lower storeys of the tower (i.e., the second and third storeys).
- 3.4.1.8 Balconies should be a minimum of 1 m<sup>2</sup> in area.
- 3.4.1.9 Units may include their own “earth balcony” capable of supporting planters with shrubs and small trees.
- 3.4.1.10 Each front entrance to ground-oriented units should be visually distinctive from its neighbours, or capable of becoming distinctive from its neighbours.

- 3.4.1.11 Each doorway and entrance should provide a combination of appropriate entrance transitions through the use of alcoves, seating, direction changes, level changes, and variation in materials.
- 3.4.1.12 In areas where multiple towers are constructed or anticipated, a central common area with intensive landscaping and open areas available for barbeques and picnics should be provided. These areas should be linked to the surrounding towers by pedestrian paths accessible to the disabled. The central common area should also be connected by pedestrian paths to other smaller common areas, service commercial amenities, adjacent parks and the greater neighbourhood trail system.
- 3.4.1.13 Terraced building articulations are encouraged; flat roofs and terraced areas should be accessible and “roofscaped” with landscaping and patio-style recreational amenities.
- 3.4.1.14 Buildings over five storeys in height should have a strong relationship to the street, and in particular should exhibit a human or pedestrian scale at the ground level. This should be accomplished by:
  - 3.4.1.14.1 Including, at the ground level of each building, dwelling units or commercial units with direct pedestrian access to the street;
  - 3.4.1.14.2 Using extensive stepping and terracing of the elevations and altering the massing of structures so that the heights of various portions of building are staggered between higher and lower storeys;
  - 3.4.1.14.3 Including in the building façade dormers, shed roofs and balconies that break up vertical and horizontal planes where practical; and
  - 3.4.1.14.4 Limiting the access to underground parking to not more than one entrance per road frontage, and by siting driveways and garage doors in discreet ways so that they do not front directly onto the street where practical.
- 3.4.1.15 Where practical, architectural elements such as interesting gables and vaulted ceilings should be constructed on top storeys along with glazing in gable ends to add verticality to buildings.
- 3.4.1.16 The top storey of any building should be built within the roof gable where practical.
- 3.4.1.17 The design of buildings over five storeys in height should ensure that there is appropriate transition between building levels. The top floor may be designed as a penthouse floor provided that the penthouse is integrated into gables or peaked intersecting gables where possible.
- 3.4.1.18 Mechanical equipment should be fully screened within the roofline of any building.
- 3.4.1.19 Buildings over five storeys in height should not be used as platforms for radio masts, cell phone towers or other telecommunication devices, unless these structures are discreetly located within the roofline of the building or visually obstructed with architectural screening.

- 3.4.1.20 Buildings over five storeys in height should have a minimum 30 m separation from each other.
- 3.4.1.21 Nearby buildings over five storeys in height should be positioned in a manner that helps to define street edge definition while at the same time allowing for gaps in views and sunlight penetration to open spaces.
- 3.4.1.22 Development of buildings over five storeys in height should frame and preserve views, using a balance of higher and lower building heights rather than groups or large areas of buildings that are uniform in height.
- 3.4.1.23 All multi-storey development incorporating buildings with more than five storeys should incorporate Crime Prevention Through Environmental Design (CEPTED) design principles.
- 3.4.1.24 Semi-private exterior amenity spaces should be made accessible to a variety of user groups including the disabled.
- 3.4.1.25 Where possible, buildings over five storeys in height should have some setback from the boundaries of the lot to allow for ground level landscaped areas and semi-private outdoor space.
- 3.4.1.26 Rooftops that are visible from the windows and balconies of taller buildings should appear attractive and be designed to appear well-maintained and attractive over time.
- 3.4.1.27 Rooftop mechanical equipment installed on roofs should be fully screened from the windows and balconies of smaller buildings.

All medium and high density developments must include landscape plans for all outdoor areas with the intent of creating interesting, pedestrian-friendly, accessible, landscaped, areas with areas for sitting, bicycle racks, and where appropriate, interaction and play.

## Woonerf Streets

- 3.4.1.28 Where practical, woonerf streetscape design principles should be used to design new neighbourhood streets in the Westhills Green Community Area. “Woonerf” is a Dutch word that translates into English as “street for living”. Woonerfs are designed in such a way that the needs of automobile drivers are rectified with the needs of the users of the street as a whole; such users include pedestrians, bicyclists and playing children. Woonerfs therefore sustain lower traffic velocities through the utilization of integrated traffic calming devises and intensive landscaping.

**Figs. 3.6 and 3.7**  
**Examples of Woonerf streetscapes**



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden



[www.transport2000.org.uk](http://www.transport2000.org.uk) / Julia Thomas



**Fig. 3.8**  
**Westhills Village Centre**  
**conceptual streetscape**  
**rendering**



#### **4.0 LEED BASED DEVELOPMENT OBJECTIVES**

The Westhills Community is intended to serve as a demonstration project for a new standard of “green” neighbourhood development. The project will include a wide variety of commercial, residential and mixed use building types. The community will be developed generally in accordance with guidelines that are being created by the Canadian Green Building Council (CaGBC). These guidelines, which are in the draft phase, will form a green building certification system called LEED for Neighbourhood Developments (LEED ND). The current LEED system (LEED for New Construction) assesses individual buildings, while the LEED ND system will look beyond individual buildings and assess entire neighbourhood developments.

Each of the following plan objectives illustrate ways in which the Westhills Community may achieve leadership in energy and environmental design (LEED) and reach toward LEED ND certification. These policies are meant to be flexible to allow for development with the best possible likelihood of LEED certification.

## 4.1 Location Efficiency Objectives

**4.1.2 Transportation Efficiency:** As the Westhills Community develops, extensive networks of pedestrian paths and cycling routes will be provided, including infrastructure for secure bike storage at appropriate locations (e.g. the rail station, commercial areas, etc.). These facilities are expected to provide connections within the Westhills Community, as well as connect to the wider network of pedestrian paths and cycling routes in Langford. The creation of a commuter rail service, one that will provide transportation to Victoria, as well as a shuttle bus service that will provide transport within the development are also goals of the Westhills Community. Together these initiatives are expected to increase transportation efficiency and choice.

**Fig. 4.1**  
**Conceptual**  
**rendering of a**  
**parkway**  
**streetscape in the**  
**Westhills Green**  
**Community**



**4.1.2 Water and Stormwater Infrastructure Efficiency:** The Westhills Community is expected to create a stormwater management system based on maintaining pre-development run-off and ensuring water quality is maintained through bio-treatment on site.

**4.1.3 Reduce Automobile Dependence:** The Westhills Community will seek to reduce dependence on automobile use through a variety of initiatives, which should include the creation or establishment of: compact urban forms, commuter rail, shuttle bus service, a network of trails and bike paths, woonerf streets and other traffic calming measures, and including employment and recreational opportunities within the Westhills Community.

**4.1.4 Contribution to Job-Housing Balance:** The Westhills Community is expected to include both residences and employment. Proximity of the Westhills commercial core to Westshore Town Centre, downtown Langford and the Goldstream Meadows Business Park, and the creation of the commuter rail will aid in further integrating commercial and residential activities.



**4.1.5 Schools:** The Westhills Community should incorporate educational opportunities by providing land on the eastern portion of the property for a school site, and by allowing for educational facilities in the community core that may include early childhood education, higher learning and adult learning (e.g.: Learning Commons).

**4.1.6 Access to Public Space:** The Westhills Community is expected to create a number of public spaces. The community core area and Langford Lake foreshore area should be designed to include inviting public gathering areas (e.g. a public amphitheater and a pier). Approximately 40% of land base is intended to be public space, and parts of this area will include amenities such as public sports fields and neighbourhood parks.

## **4.2 Environmental Preservation Objectives**

**4.2.1 Imperiled Species and Ecological Communities:** The Westhills Community should protect imperiled species and ecological communities. Implementation of development should incorporate the guidance of biologists during site specific designs.

**4.2.2 Parkland Preservation:** The Westhills Community should preserve significant portions of the property as new parklands.

**4.2.3 Stormwater Management:** The Westhills Community will prepare a storm water management plan for the entire site to the satisfaction of the City of Langford. This plan should include the capture of waste water for reuse in landscaping. Waste water should be biologically treated to improve water quality. Bio-swales should be incorporated into road designs wherever possible, and porous concrete paving units will be incorporated in the village centre where feasible.

**4.2.4 Wetland and Water Body Conservation and Management:** The City of Langford will require a stormwater management plan to aid in the conservation of wetlands and water bodies. Wetlands within the Westhills development and habitat in wetland areas should be enhanced under the direction of qualified professionals.

**Fig. 4.2**

**Drawing showing the North Shore of Langford Lake after completion of the Westhills Green Community**



**4.2.5 Erosion and Sediment Control:** The Westhills Community should design a sediment and erosion control plan to the satisfaction of the City of Langford.

**4.2.6 Farmland Protection.** The Westhills Community intends to dedicate lands for community agriculture to the City of Langford. These lands will be planted with appropriate fruit trees and will be available for community allotment gardens in the areas shown on Map 4.1.

- 4.2.7 Support Off Site Land Conservation:** The Westhills Community encompasses the lands commonly known as Parkdale hill. This area of significant sensitive ecosystem is entirely outside of the proposed development area for Westhills, and this site (Parkdale Hills) should be preserved with limited public access.
- 4.2.8 Steep Slope Preservation/Erosion Protection:** No building in the Westhills Community should occur on slopes greater than 30% and should also conform to City of Langford requirements for erosion control and slope stability.
- 4.2.9 Site Disturbance:** The development of the Westhills Community should seek to minimize site disturbance during construction. This objective is furthered by the high density of the development, particularly in the commercial core and the large portion of land left as open/green space.
- 4.2.10 Outdoor Hazardous Waste Pollution Reduction:** The Westhills Community should develop best practices for Integrated Pest Management, to the satisfaction of the City of Langford, that will be used on public lands. A covenant should be registered on title to control the use of pesticides and fertilizers on private lands.



**Map 4.1**  
**Westhills Community Agricultural Plan**

**Fig. 4.3**  
Conceptual rendering  
showing a multi-use  
residential streetscape in  
the Westhills Green  
Community



#### **4.3 Compact, Complete and Connected Neighbourhood Objectives**

**4.3.1 Open Community:** The Westhills Community should be an open community, and not be gated.

**4.3.2 Compact Development:** The Westhills Community is intended to be a compact development with specific areas of high density and an interconnecting transportation system that will include commuter rail and shuttle busses, creating pedestrian-friendly streets with sidewalks and walking paths. Most of the development should be in close walking distance (within 400 m) to public transit. A community shuttle should provide service for all of the plan areas.

**4.3.3 Density of Uses:** The Westhills Community should provide a large variety of land uses (commercial, residential, institutional and service utilities) and these should be within ease walking distance of most residents.

**4.3.4 Housing Diversity:** The Westhills Community should include a wide variety of housing types, including small, medium, and large single-family lots, homes with mandatory secondary suites, live/work residences in the downtown core, condominium apartments and townhouses of various sizes, duplexes and assisted living facilities.



- 4.3.5 Affordable Rental Housing:** The Westhills Community will include a minimum of 150 rental apartment units and secondary suites should be mandatory in all single-family dwellings on all lots over 550 square meters in area, and permissive in single-family dwellings on smaller lots.
- 4.3.6 Affordable Market Housing:** The Westhills Community should ensure that 5% of housing is affordable by providing one-third of its single-family dwellings on affordable small lots in addition to other forms of affordable multi-family units.
- 4.3.7 Reduced Parking Footprint:** The Westhills Community will create woonerf streets with on-street parking as well as underground parking. All roads should be designed for some level of traffic calming and parking, as may be practical.

**Fig. 4.4**  
Conceptual  
rendering showing  
public amenity  
areas in the  
Westhills Green  
Community  
Village Centre



- 4.3.8 Pedestrian Network and Walkable Streets:** All buildings in the Westhills Community should be designed so that their shape, access, and adjacent streets meet Smart Growth principles and are pedestrian-oriented. The Westhills Community should provide direct and safe connections for local destinations and neighbourhood centers with continuous sidewalks along all streets within the project, as well as woonerf streets and footpaths. All streets should be punctuated with frequent pedestrian intersections.
- 4.3.9 Pedestrian Safety and Comfort:** The Westhills Community should provide on-street and off-street parking. The allowable speed on these streets should conform to municipal requirements and pedestrian safety. Street trees should be provided along streets in the commercial core between

the travel way and sidewalks at an interval of no less than 12 m. The ground floor of residential buildings should have a finished floor elevation of no less than 600 mm above the sidewalk grade.

**4.3.10 Superior Pedestrian Experience:** The Westhills Community should be designed and built with a minimum of 50% of the total number of office buildings including ground floor retail. All business and/or public service buildings should have public access off street sidewalks or plazas. Trees that are planted in the public realm should provide effective shade, when mature, to over half the sidewalks within the Commercial Core. All sidewalks in the commercial areas should be constructed with pavers and in the village centre the road surface should use concrete pavers, where feasible.

**4.3.11 Affordable/Effective Transit:** The Westhills Community is expected to provide three fuel efficient mini-buses that would provide service between the smaller neighbourhood commercial centers and the village centre (the mixed use commercial core). The cost for this bus ridership would be free to the users and paid for through a local special tax levy.

**4.3.12 Transit Amenities:** The Westhills Community should provide enclosed transit shelters, benches, wayfinding signs and transit information within the Commercial Core. In the residential areas the mini bus schedule should be posted at convenient locations.

**4.3.13 Access to Nearby Communities:** The Westhills Community should provide safe and direct connections for pedestrians and cyclists as well as automobiles to local destinations and neighbourhoods by allowing a through street every 270 m where topography and legal access allows.

#### **4.4 Resource Efficiency Objectives**

**4.4.1 Certified Green Buildings:** All commercial and multi-family buildings in the Westhills Community will be registered and evaluated using the LEED NC methodology. These buildings will attain at least a Certified Rating. Single-family housing and townhouses will be constructed to meet or exceed the "Built Green"™ standard.

**4.4.2 Energy Efficiency in Buildings:** All buildings in the Westhills Community that exceed three storeys in height should attain a minimum of 10% better than the Model National energy code guideline. All buildings below three storeys should comply with Energy Star requirements.

**4.4.3 Water Efficiency in Buildings:** All of the buildings in the Westhills Community should minimize potable water use by using low-flow fixtures.

**4.4.4 Infrastructure Energy Efficiency:** Common and public amenities in the Westhills Community should include energy efficient infrastructure.

- 4.4.5 On Site Power Generation:** If possible, the Westhills Community should develop a district energy utility to supplement conventional energy sources. To this end the City will encourage geothermal energy, micro-hydroelectric generation, heat harvesting from local sewers and treatment centers for renewable energy.
- 4.4.6 Irrigation Efficiency:** The Westhills Community should incorporate high efficiency irrigation equipment.
- 4.4.7 Grey Water and Stormwater Reuse:** The Westhills Community will attempt to capture and reuse the grey water and stormwater generated on site.

**Fig. 4.5**  
**Conceptual rendering playing field**  
**community amenities in the**  
**Westhills Green Community**



- 4.4.8 Wastewater Management:** The Westhills Community will attempt to treat and reuse the wastewater generated on site.
- 4.4.9 Recycled Content:** The Westhills Community will attempt to use recycled materials for its common and public infrastructure.
- 4.4.10 Regionally Provided Materials:** The Westhills Community should use locally available materials for its common and public infrastructure.
- 4.4.11 Construction Waste Management:** The Westhills Community should promote efficiency in disposal of all construction and clearing waste by diverting up to 75% of construction waste materials from the landfill and by reusing up to 25% of the clearing material (tree fall) back on the site.

**4.4.12 Comprehensive Waste Management:** The Westhills Community should collect household recycling and provide an on-site composting facility that will allow residents to drop off composting materials.

**4.4.13 Light Pollution Reduction:** The Westhills Community should design its public and common lighting infrastructure to reduce light pollution. All exterior luminaires with more than 1000 initial lamp lumens should be shielded and all luminaires with more than 3500 initial lamp lumens should meet the full cutoff IESNA Classification. Where possible, solar powered lighting and energy-efficient LED lighting should be used in public infrastructure.

#### **4.5 Innovation and LEED Professional Objectives**

**4.5.1 LEED Accredited Professional:** The Westhills Community should retain a LEED accredited professional to assist in the overall site planning and documentation accumulation to allow the project to be evaluated for LEED certification.

**4.5.2 Innovation:** The Westhills Community should explore other innovative measures to further the general sustainability and green objectives of the plan.

#### **5.0 Implementation and Monitoring**

The City should employ a number of implementation and monitoring tools.

First, the Zoning Bylaw required to implement the plan will be written using the density bonusing provision of the *Local Government Act* to secure the amenities included in the proposed community such as:

- 40% open space;
- Commuter Rail contribution;
- Amenity fund;
- Land for a sports field;
- Village centre amphitheatre and cultural facility/building/
- Rental housing; and
- Secondary suites mandatory in dwellings built on lots over 550 m<sup>2</sup> in size and permissive on smaller lots.

The bylaw will also include the provisions for the mixed use and density allowances.



Second, a Development Agreement will be written and registered on title to affect all of the non-land use development requirements such as, but not limited to:

- Erosion and stormwater control plan;
- Local commuter busses;
- Construction waste management plan;
- Participation in local commuter bus tax levy;
- Requirement for LEED certification of all multi-family and commercial buildings (exclusive of townhouses and single-family dwellings);
- Requirement for all single-family dwellings and townhouses to be constructed to at least a “Bronze” Built Green™ standard;
- Provision of rental units;
- Trail and bikeway construction in accordance with the Trail Plan and Bicycle Plan; and
- Use of efficient water appliances in buildings.

Third, all relevant development approval processes in the City will be modified to effect the plan with its LEED requirements, and a protocol and monitoring agreement will be established to guide the relationship of the partners during the implementation of the project, and which lays out how LEED ND certification should be achieved and policy objectives satisfied.

Fourth, Westhills in consultation with the City of Langford will explore the possibility of partnering with other organizations to help build trails, bicycle infrastructure as well as other recreational facilities and community amenities.

Due to the scale of the Westhills project and the evolving nature of sustainable development planning and practice, the standards set out in this plan are guidelines that may be adjusted by the City in consultation with the landowner when appropriate.

Monitoring and assessment will be done through the LEED certification process and in accordance with the protocol agreement. As this is a third party, rigorous and scientific process, there is confidence in accurate monitoring.

## ***Appendix Q: Valley View Neighbourhood Area Plan***

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### **1.0 Valley View Neighbourhood Area Plan**

A comprehensive development plan for the Valley View Neighbourhood Area was submitted to the District of Langford in 2003. The Valley View Neighbourhood Area comprises approximately 14 ha of land. The Valley View Neighbourhood Plan proposes to develop the area shown on attached Map 10 as a new neighbourhood within the District of Langford. The neighbourhood is proposed to include residential, limited commercial, and community recreational uses.

In designing this new neighbourhood, the plan policies and development permit guidelines will encourage a development pattern that seeks to preserve and enhance existing landforms and vegetation wherever possible. In addition, comprehensive guidelines to protect the neighbourhood from interface fires will be followed.

A mix of housing styles are proposed and will include single-family residential, two-family residential, and secondary suites for a total of 160 dwelling units (not including suites). In addition, a comprehensive system of trails and parks will be dedicated and constructed by the owner of the lands. These parks will include linkage trails between residential streets and trails connecting to the District of Langford trail network. There will be a combination of natural open space around riparian areas and developed recreational park.

### **2.0 Planning Principles and Policies**

Development of the Valley View Neighbourhood will be based on the following principles.

- 2.1 The development as a whole should exhibit an unified identity, achieved by similar and complimentary, but not identical architectural forms.
- 2.2 The neighbourhood will include a park and trail network that integrates with Langford's Trail Master Plan and Parks and Recreation Master Plan.
- 2.3 A comprehensive network of paths, sidewalks, and trails will link residential areas, parks, open spaces, and commercial areas.
- 2.4 Linkages to existing and future neighbourhoods adjacent to the Valley View Neighbourhood will be provided by way of roads and trails.
- 2.5 Development will be in accordance with environmental standards designed to integrate the development with the natural environment.
- 2.6 Environmental features will be respected and protected where possible during development and will be maintained. Development will be allowed to occur within a flexible zoning scheme; however, it will be regulated in accordance with development permit guidelines.

### 3.0 **Development Permit Areas and Guidelines**

In accordance with Section 919.1 of the *Local Government Act*, all of the lands identified within the Valley View Neighbourhood Plan are designated development permit areas for the following purposes.

- 3.1 Protection of the natural environment, its ecosystems and biological diversity.
- 3.2 Protection of development from hazardous conditions.
- 3.3 Establishment of objectives for the form and character of intensive residential developments.
- 3.4 Establishment of objectives for the form and character of commercial and multi-family residential developments.

Council's general Development Permit Guidelines for environmental protection, commercial, multi-family and intensive residential form and character and interface fire hazard protection apply to this area.

The Valley View Neighbourhood Plan provides for multi-family, single-family, intensive residential, and commercial land uses. Map 10 (Land Use Concept Plan for Valley View Neighbourhood) identifies the general layout of open spaces, residential, and commercial uses. Within the residential designated areas, multi-family and intensive residential uses, in addition to single-family uses, may occur. Further, Map 10 will be applied as a development permit guideline, which provides overall direction for the layout of land uses. While this layout is not intended to be inflexible, any deviation from the plan must be supported by substantial compliance with relevant development permit guidelines and an amended concept plan demonstrating that the overall layout concept meets the relevant guidelines and bylaws of the City of Langford.

### 4.0 **Exemptions**

- 4.1 The following are exempted from a development permit application. Residential subdivision or intensive residential development of any land controlled by a section 219 covenant, approved by the City Planner, and registered in favour of the City of Langford, which controls the form and character of intensive residential development on the subject property.



# ***Appendix R: South Langford Neighbourhood Plan***

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## **EXECUTIVE SUMMARY**

The South Langford Neighbourhood Plan is a new vision, a framework for shaping land use and density while preserving community values, in an area that may be defined as all those lands within the City of Langford that lie south of Highway No. 14 (Sooke Road).

Drafted under the direction of an Adhoc Steering Committee of Council that included councillors, staff, stakeholders as well as community and neighbourhood leaders, the South Langford Neighbourhood Plan was informed by numerous public open houses, surveys, web-based feedback and informal discussion. The overall result of which was a clear choice for change.

South Langford Neighbourhood Plan is intended to integrate fully with the City of Langford's Official Community Plan (OCP).

## **1.0 INTRODUCTION**

### **1.1 PURPOSE OF THE SOUTH LANGFORD NEIGHBOURHOOD PLAN**

The expansion of municipal services into the South Langford Neighbourhood and subsequent development pressures prompted a need for a local plan specific to South Langford. The purpose of the South Langford Neighbourhood Plan is to:

- create a framework for shaping land use and density in South Langford;
- reflect community values;
- produce a strategy that will ensure the full implementation of the community's vision for South Langford;

To this end, the City of Langford sought to bring together people from a wide range of backgrounds and interests – both residents and land owners from across the South Langford area – in order to build a vision for the future development of the South Langford community.

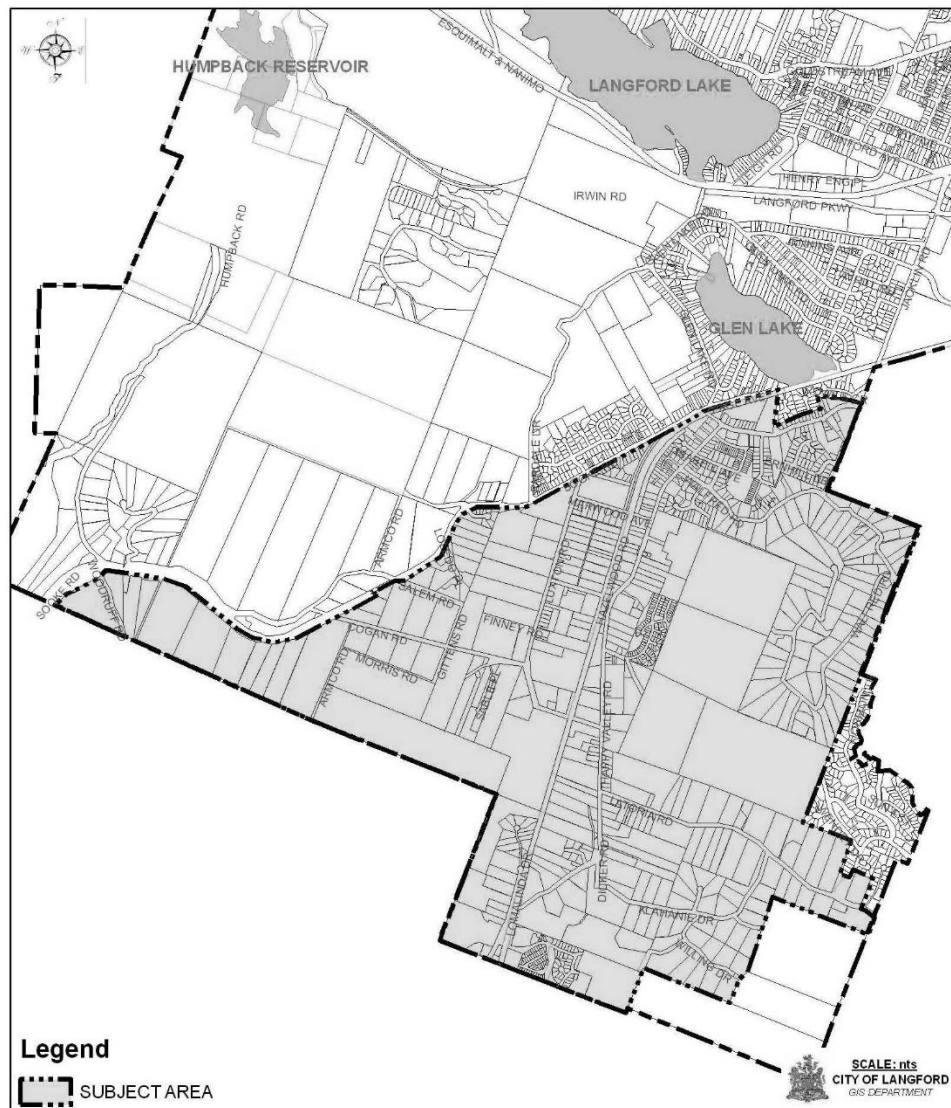
### **1.2 NEIGHBOURHOOD BOUNDARIES**

The South Langford Neighbourhood is a group of many smaller neighbourhoods that cover approximately 6.4 km<sup>2</sup> (2.5 miles<sup>2</sup>) of land within the City of Langford. For the purpose of the planning process, the South Langford area was defined, approximately, as that portion of Langford that lies south of Highway No. 14 (Sooke Road)<sup>1</sup>. The entire South Langford Neighbourhood is within the Capital Regional District's Regional Urban Containment and Servicing Policy Area as designated in the Regional Growth Strategy.

#### ***Figure 1: Map showing the boundary of the South Langford Neighbourhood***

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<sup>1</sup> There are some exceptions to this. Most notably the Sooke Road commercial core which includes lands on both the north and south side of Highway No. 14, and the Sunheights neighbourhood which was excluded as development there has largely been completed.



### 1.3 REGIONAL AND CITY CONTEXT

The City of Langford is a rapidly growing community of 22,000 people in the Westshore area of Capital Regional District in British Columbia. The Regional Growth Strategy (Capital Regional District 2003) calls for approximately half of all regional growth to occur in the west shore, and the majority of that growth to be in the City of Langford.

### 1.4 NEIGHBOURHOOD PROFILE

The South Langford Neighbourhood offers a variety of landscapes, and is punctuated by areas of low elevation and steep slopes. The lower elevations are located in close proximity to the Bilston Creek watercourse and its tributaries. The areas that fall within the 200-year floodplain are particularly prominent in the southwest along Luxton Road and Logan Road. Bilston Creek has been identified as an

important environmental asset, both by residents of the South Langford Neighbourhood and residents of Langford in general.

Steep slopes exist along the southwestern border of Langford (a border shared with the District of Metchosin) and atop Triangle Mountain. Most steep slope areas are undeveloped, although some are within large lots on Walfred Road (Triangle Mountain).

A significant portion of South Langford has been identified (BC Conservation Data Centre and Langford's OCP) as areas with sensitive ecosystem and areas of wildlife habitat and biodiversity. Some of these areas fall within existing and proposed City-owned parks, many are in undeveloped large lots, while several ecologically significant lands fall within some of the developed areas of the valley, particularly in the Walfred Road and Klahanie Drive areas of South Langford.

Much of South Langford is relatively rural and, as of September 2005, approximately 181 acres from South Langford fall within the Agricultural Land Reserve (ALR). Lands within the ALR are designated "RURAL" in the South Langford Neighbourhood Plan.

The northern boundary of the South Langford Neighbourhood is marked by a commercial area that runs along Sooke Road, intermittently from Jacklin Road to Glen Lake Road. There is also a small commercial node on Happy Valley Road at Flatman Avenue. There is an area of business park/light industrial uses on the south side of Sooke Road west of Luxton Road.

There are some areas of South Langford that have been developed to accommodate smaller lot residential developments. These are located mainly in the area north of Marwood Avenue, near to Happy Valley Road and Sooke Road. There are also denser areas of comprehensive residential development in the Olympic View Golf Course and Valley View (at the southern end of South Langford, adjoining the District of Metchosin) developments.

## **1.5 COMMUNITY VISION FOR SOUTH LANGFORD**

Over the course of the SLNP planning process, residents and land owners have built a collective vision to guide their land use and implementation decisions for the South Langford Neighbourhood Plan.

The OCP anticipates that neighbourhood plans will be prepared from time to time (see Policy Section C) and that these plans will be appended to the OCP. To date, there have been local area plans created for areas such as Bear Mountain Estates and the Westhills neighbourhood.

The concept plan presented in this plan is intended to replace the preceding land use concept as outlined in Maps 2 and 3 of Bylaw No. 150 (Langford's OCP).

## **2.0 PLANNING PRINCIPLES**

### **2.1 TEN GOALS FOR THE SOUTH LANGFORD NEIGHBOURHOOD PLAN**

There are 10 goals that were originally proposed for the SLNP planning process, and presented to the South Langford community at a Public Workshop on July 7, 2005:

1. Ensure a high-quality, sustainable living environment that meets the needs and values of area residents.
2. Preserve the positive characteristics of Happy Valley.
3. Retain the Valley's environmentally sensitive areas and its viable agricultural land.
4. Create strategic greenbelts dedicated to wildlife corridors, recreation and trails.
5. Ensure that development patterns reflect the terrain of Happy Valley.
6. Share the market-valued financial benefits of development among all of the area's owners, by allowing transference of development rights between properties.
7. Include a vibrant commercial area along Sooke Road and within each neighbourhood.
8. Create a good network of transportation corridors, including connections for pedestrians, cyclists and motorists.
9. Incorporate a Happy Valley Safe Routes to School Plan.
10. Include a clearly-defined implementation strategy in the Happy Valley Plan.

## **3.0 PLANNING PROCESS**

### **3.1 STEERING COMMITTEE**

On the authority of Council, the South Langford Neighbourhood Plan Ad Hoc Steering Committee was struck in July 2005, and met for the first time in August 2005. As per the Terms of Reference for the Committee, its mandate has been to provide stakeholder perspective on the SLNP planning process. The Committee's objectives have been:

- To oversee the City's dissemination of information to community residents and land owners on the SLNP process, land use options and implementation strategy options;
- To monitor progress of the development of the South Langford Neighbourhood Plan; and
- To develop recommendations for consideration by the Planning and Zoning Committee on the following issues, as they relate to the South Langford Neighbourhood Plan:
  - Planning principles
  - Planning process
  - Land use and density
  - Commercial revitalization
  - Implementation of the SLNP



## **3.2 PUBLIC WORKSHOP**

On July 7, 2005, the City of Langford hosted a public workshop for South Langford residents and land owners. It was attended by approximately 250 people. In addition to a presentation by staff and a question and answer period, workshop participants were also given the opportunity to provide their input on a number of themes:

- Land use and density
- Commercial development
- Environmentally sensitive areas and wildlife habitat
- Recreation and trails
- Heritage preservation
- Stormwater management and riparian protection
- Traffic management

This feedback from South Langford residents was used to create the initial three development concept options that were considered by the community in September and October, 2005.

A final public Open House was held on May 31<sup>st</sup>, 2006 to review the entire South Langford Neighbourhood Plan process to date, and to seek broad public support for taking a blended neighbourhood concept plan forward for Council's consideration.

On June 24<sup>th</sup>, 2006, the Planning and Zoning Committee of Council endorsed the South Langford Neighbourhood Plan, and recommended that Council proceed to create a bylaw to enact this plan.

As the South Langford Neighbourhood Plan has evolved, and as further information has been revealed, minor revisions to the plan and refinement of the plan has occurred since the public open house on May 31<sup>st</sup>.

## **3.3 SURVEYS**

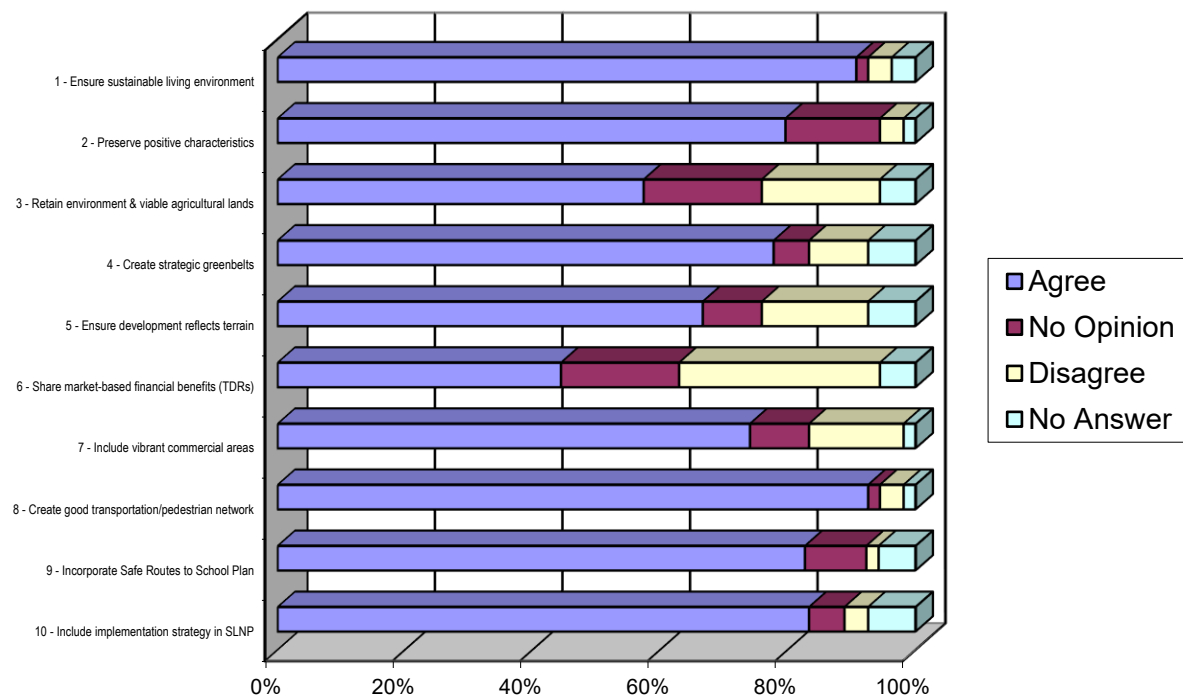
Two public surveys were conducted by the City of Langford during the South Langford Neighbourhood Planning Process. The first survey was an informal survey made available to attendees of the July 7<sup>th</sup>, 2006 Public Workshop and via the City's website.

### **3.3.1 INITIAL SURVEY**

The main goal of the initial survey was to gauge support for the 10 proposed planning goals for the South Langford Neighbourhood planning process. Approximately 29 hard copies of this survey were completed and submitted by workshop participants in the month following the workshop. Another 25 surveys were completed online. While 54 completed surveys represent a small portion of the 250 workshop participants, and an even smaller portion of the hundreds of residents and land owners in South Langford, the survey results provided the City with good feedback on implementation options for the South Langford Neighbourhood Plan. Overall, the 54 completed informal surveys generally showed strong support for all of the proposed goals, except for the proposal for the use of transferable development rights (TDR). Survey participants also used the informal survey as an opportunity to ask insightful

questions about the potential development of a TDR program, and made useful suggestions in support of the SLNP planning process.

**Figure 2: Survey support for 10 SLNP Goals**



### 3.3.2 Second Survey

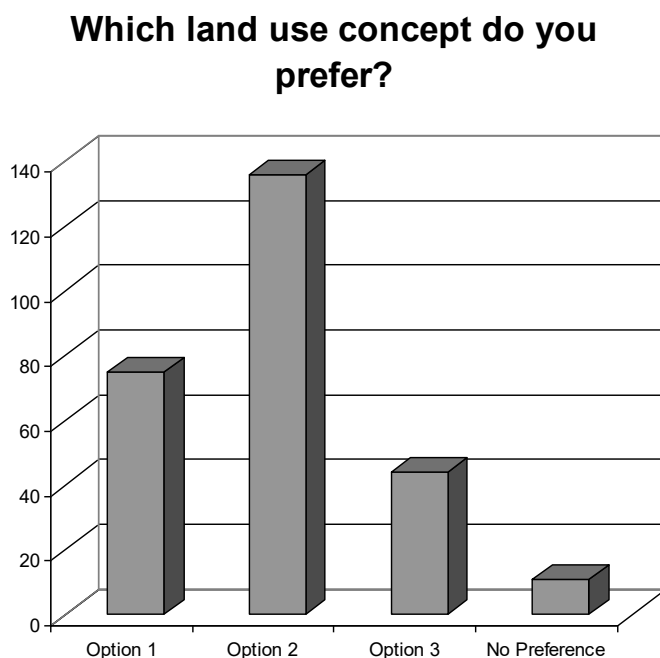
The second survey was a more formal appraisal of public opinion that involved the mailing of 811 surveys to residents and property owners in the South Langford Plan Area. The major goal of the second survey was to gather feedback on the three proposed land use options and the proposed Sooke Road Revitalization Plan. The list of survey recipients was taken from a list of all registered properties and property owners in the South Langford Plan Area, as compiled by the Land Title and Survey Authority of British Columbia in February, 2006.

Of the 760 surveys that were mailed out, 266 (35%) completed surveys were submitted to City Staff and 41 (5%) were returned by the Post Office because of incorrect addressing as of May 5, 2006.

A majority of respondents to the survey stated that they preferred Land Use Option 2 over the other options, giving it 136 preference votes (51%), while Option 1 was second with 75 preference votes (28%),

and Option 3 (status quo) was third, receiving 44 preference votes (8%). Eleven (4%) submitted surveys did not specify which land use option they preferred, or did not prefer any of the proposed land use options.

**Figure 3: Second Survey: Support for Development Concepts**



The survey also asked respondents whether they supported the conceptual plan for the revitalization of Sooke Road between the intersections with Jacklin Road and Happy Valley Road. 193 (73%) respondents stated that they supported the revitalization plan, while 28 (10%) stated that they did not, and 45 (17%) respondents did not state whether they supported the Sooke Road Revitalization Plan as presented in the survey mail out.

In addition to the quantitative results, the South Langford Neighbourhood Plan Survey also solicited a large amount of qualitative information from respondents as presented below.

Survey respondents provided a diverse range of suggestions associated with the proposed land use concepts as well as a range of other issues making it difficult to summarize. However, the following recurring themes emerged from the respondents as suggestions for the future of the South Langford Neighbourhood:

- *Proposed Luxton Road Light Industrial Area*

A number of survey respondents provided a negative opinion of the “Light Industrial” designation in Land Use Concepts 1 and 2, while only 1 respondent stated support.

- *Development in the Walfred Road and Klahanie Road Large Lot Residential Areas*

Written comments and suggestions were split between those who wanted to see increased development in the Walfred Road and Klahanie Road large lot residential areas and those who did not. Roughly half of the respondents who stated that they wanted increased opportunity for residential development in these areas stated that they wanted only a moderate increase in development that would not greatly change the rural residential character of the neighbourhood. A sizeable number of comments were received from residents living along Walfred Road that indicated that they were in favour of increased development potential. Several comments that were in support of increased development were also received from residents living along Willing Drive. However, comments from those who did not want increased development were also received from residents in these areas.

- *Methods of Park Acquisition*

Several survey respondents suggested that parks should be purchased by the City at fair market value or through other means that protected the private property rights of the owners of the lands that were designated as parks in proposed land use concepts 1 and 2.

- *Increased Density Near Happy Valley School*

Survey respondents have repeatedly suggested that increased density in the form of townhouses and condominiums be developed in areas adjacent to Happy Valley School.

- *Environmental Protection*

The largest amount of comments and suggestions concerning the proposed land use concepts concerned the protection of the environment, green space and wildlife habitat. This suggests that a large proportion of the survey respondents felt that the South Langford Neighbourhood Plan should be designed in such a way that ecological resources and processes are preserved into the future.

- *Opportunities for Development*

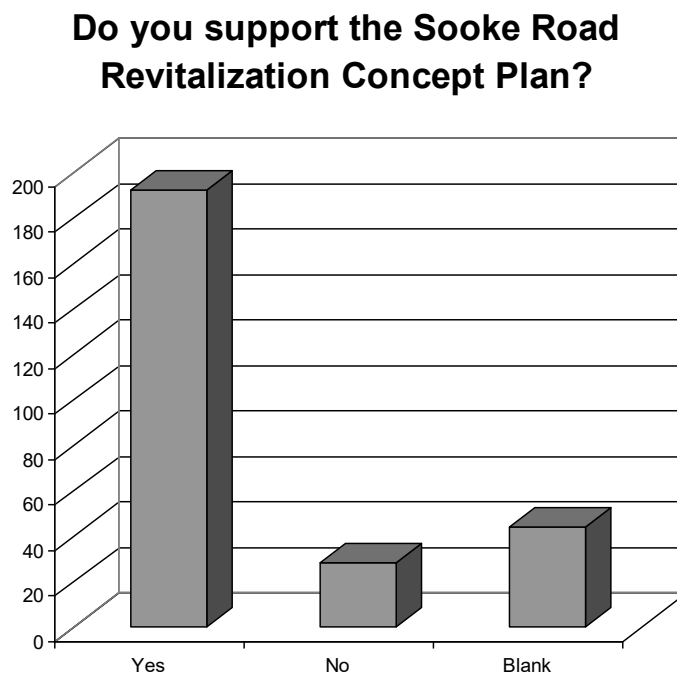
Many suggestions were made regarding the amount of development potential represented in the two new land use concepts and the status quo OCP designations. Comments regarding development potential were equally split between those that wanted much higher and moderately higher development potential and those who wanted lower development potential or no increased commercial development or residential densities beyond the current OCP designations.

- *Smart, Sensitive Growth*

A number of respondents suggested that the South Langford Neighbourhood Plan should ensure that development take place in a manner that is sensitive to aspects of the local environment such as flood plains and that it positively impacts the liveability of the area through the provision of traffic calming, sidewalks, availability of transit and other services, good neighbourhood aesthetics and unique built environments.

The second survey also asked respondents to check a box, which indicate whether or not they support the Sooke Road Revitalization concept. The survey then asked respondents to make suggestions regarding the proposed Sooke Road Revitalization Plan.

**Figure 4: Second Survey: Support for Revitalization Concept Plan**



- *Strong Support for the Plan*

Many positive comments were made regarding this plan that reflected the overwhelming support it received when respondents were asked whether they supported the plan or not. Respondents repeatedly stated that improvements to the area's streetscape through the provision of sidewalks, trees, and trails, as well as redevelopment of fronting properties, traffic calming and a general "clean-up" of the neighbourhood.

- *Concerns*

By far the most common negative comments regarding the Revitalization Plan for Sooke Road were those from people who do not want a traffic circle installed at the intersection of Sooke and Happy Valley Roads. Second most common were comments on the need to improve safety for pedestrians, motorists and bicyclists at the intersections between Sooke Road, the Galloping Goose Trail and Happy Valley Road. A large number of concerns relating to the potential for increased traffic congestion and traffic were also received from respondents. Several other respondents also voiced concerns regarding land expropriation, and the potential for increased pollution and noise.

- *Support for Multi-storey Development*

Another common theme among a number of the comments was support for the construction of limited multi-storey residential and mixed use buildings along Sooke Road. Some respondents specified that they

would like to see “high-rise” type development, along Sooke Road. A small number of comments did not support “high-rise” multi-storey development along Sooke Road.

- *Alternatives and Suggestions*

The last section of the survey asked respondents to provide any alternative suggestions for the future development of the South Langford Area. Fewer comments were made in this section than in others and responses were very diverse and in many cases generally reiterated the comments and suggestions that were left in other areas of the survey.

Suggestions in this section included proposals for a small private plane airport, community care facility, a park and green corridor behind Happy Valley School, municipal support for small-scale agribusinesses, engineered solutions to allow floodplain development, a park at the top of the hill in the Walfred Road Area, larger tree and habitat protection areas, a traffic circle at the intersection of Walfred Road and Cuaulta Crescent, replacement of the gas station on Sooke Road, improvements to the road system and water mains, a walking trail in the Desmond Crescent and Latoria Road area. The majority of these issues can be addressed through rezoning, without making any significant changes at this time to the plan as proposed.

As illustrated by the input outlined above, the second more formal survey provided a wealth of information regarding stakeholders opinions on future of the South Langford Neighbourhood. Much of this information was useful in guiding the final drafts of this plan.

### **3.4 WEBSITE**

The City of Langford has regularly used its homepage ([www.cityoflangford.ca](http://www.cityoflangford.ca)) to give updates on the SLNP planning process. All of the information that has become available over the course of the planning process (including a Powerpoint presentation, a brochure, poster boards, and Word documents) has been made available for download from online. The City’s website has also provided the public with an opportunity to respond to the survey and to give their input online for Frequently Asked Questions and on a discussion board. The discussion board was particularly useful in stimulating constructive deliberations on the three initial development concept options for the South Langford area.

### **3.5 UPDATES BY MAIL AND E-MAIL**

Residents and land owners in the South Langford area were notified by mail of the SLNP planning process and the public workshop to be held on July 7, 2005. A notice of this workshop was also made in the local newspaper, welcoming all interested participants.

Once the three development concepts were drawn up and approved by the SLNP Steering Committee, these were also distributed by mail and by e-mail to all residents and land owners who had expressed interest in the planning process, and provided their contact information in person (at the workshop or at City Hall), by telephone, or online.

### 3.6 OCP AMENDMENT PROCESS

The OCP amendment process was first set in motion by a Staff Report to the Planning and Zoning Committee on April 25, 2005, which set out the process, timeframe and budget for the SLNP. The OCP amendment process to support the adoption of the South Langford Neighbourhood Plan returned to Council on July 6<sup>th</sup>, 2006 with the submission of a staff report to the Planning and Zoning Committee (dated July 24<sup>th</sup>, 2006) and a recommendation from that Committee to proceed to bylaw.

The South Langford Plan was reviewed for the first time in its entirety by Council in August, 2006.

### 4.0 LAND USE AND DENSITY

The overall development concept for the South Langford Neighbourhood is illustrated by the Growth Management and Land Use Strategy of the Official Community Plan, as amended by Map 1 attached to and forming part of this bylaw as Appendix “A”. This overall development concept provides a general indication of future land use and density. As with the Official Community Plan in general, the development concept illustrated by Map 1 is not intended to be implemented by amendments to Langford’s zoning regulations immediately upon the adoption of this Plan, rather the timing of zoning decisions will depend on various factors including: the availability of services, public facilities such as schools and parks, transportation networks, the objectives of property owners and community opinion. Also, as with the OCP in general, it is anticipated that Council will, from time to time, adopt amendments to zoning regulations or revise the Zoning Bylaw in its entirety to improve the clarity and formability of the regulations. It is not the intention of this plan that such amendments will implement any or all of the land use designations set out in the development concept.

The following are specific policies pertaining to the South Langford Neighbourhood area as defined by Figure 1 (see above). These policies in no way diminish or alter either other areas of Langford, or the effect of other policies contained within the Langford Official Community Plan which may have impact on, or relate to lands within the South Langford Neighbourhood area.

#### 4.1 DEFINITIONS

In brief, and in addition to the definitions found in Section 2.01 of Langford’s OCP, the terminology used on the Concept Plan is defined as follows:

**Country Residential** – applies to that area adjacent to Walfred Road, south of Cuaulta Crescent, and that area bounded by Luxton, Marwood, Englewood and Hazelwood roads. Subject to the provision of sewer services, water, a road network and emergency access, the preservation of designated sensitive ecosystems, areas of steep slopes and the provision of a satisfactory interface fire hazard plan and archaeological impact assessment, a maximum density of 1 lot per 1 acre will be applicable. Clustering of density using density lot averaging may be considered by Council to minimize impact in this area;

**Large Lot Residential** – applies to areas where existing development patterns allow for limited infill development opportunities. A maximum density of 1 lot per 1000 m<sup>2</sup> (4 units per acre) is applicable.

**Sub-Urban Residential** – applies to areas where the availability of municipal services allows for one- and two-family residential dwellings at densities that are similar to areas of existing, conventional (not small lot) residential development in Langford. A minimum lot size of 550 m<sup>2</sup> (5920 ft<sup>2</sup>) is applicable.

**Comprehensive Development** – applies to areas where a mix of uses including detached, small lot, attached, townhousing and apartment type housing as well as some commercial and institutional uses may be considered. Density of development shall be determined by zoning.

**Neighbourhood Commercial** – defines an area that is intended to support commercial business activities that are focused on a local, neighbourhood market. Density of development shall be determined by zoning.

**Mixed Use Commercial** – defines an area that is intended to support principally multi-storey, multi-family residential development with ground oriented commercial activity. Uses that are either single-storey, wholly residential or wholly commercial may be considered. The use and mix of uses along with the density of development shall be determined by zoning.

**Rural with Heritage Values** – applies to areas where the traditional land use of a property is of significance to the history and culture of Langford. An average density of 1 lot per 12 ha (30 acres) applies to this designation. Council may support rezoning which supports the ongoing traditional use of lands within this designation.

**Urban Residential** – applies to areas where the availability of municipal services allows for a variety of residential development that is more intensive than suburban residential, and that may include single-family residential dwellings without secondary suites, townhousing, and attached housing. A maximum density of one unit per 200 m<sup>2</sup> (2152.85 ft<sup>2</sup>) is applicable.

## **5.0 ECOSYSTEMS**

The protection of natural ecosystems and highly valued natural areas has been among the primary goals of the South Langford Neighbourhood Planning Process (see Section 2.1 above). To meet these objectives, studies were undertaken to identify important habitat and areas of environmental sensitivity, and this information was then used to designate areas of increased development potential in a manner that helps to ensure the protection of large areas of open space and important ecosystems.

### **5.1 GREENWAYS AND OPEN SPACE**

The opportunity to create wildlife corridors and natural greenways was given careful consideration in the preparation of this plan. Maintaining connectivity between Triangle Mountain and the southern end of the municipality for wildlife can be accomplished through the land use and density designations of lands on Triangle Mountain, along Latoria Road and in the Klahane Estates.

**5.1.1** *Council will continue to seek opportunities, as lands develop in accordance with this plan, to create greenways and preserve open spaces for both active and passive recreational uses and identified environmental needs;*



**5.1.2** *All new development outside of the town centre area, as defined on Map 3, shall provide twenty-five percent (25%) open space and this may include lands up to 30% slope. This provision does not apply to any lands already zoned for R1 or R2 densities;*

## **5.2 PROTECTION OF ENVIRONMENTALLY SENSITIVE AREAS**

The Langford Plan identifies and protects various sensitive ecosystems through the Development Permit process (see Part IV of Langford's Official Community Plan). Nothing contained within this plan is meant to contradict or diminish these existing protective measures.

Those areas, designated as Country Residential and Large Lot Residential that are adjacent to Walfred Road, and south and east of Jacklin Road, are designated as an area of Potential Wildlife Habitat and Biodiversity and a Development Approval Information area, with the objective of preserving and enhancing sensitive ecosystems and wildlife habitat wherever possible and to cluster development away from these areas. A Development Permit, or specific exemption from the requirements of a development permit, is required before land within this designation is altered in any way. The justification and objective for this designation is to ensure that Council has the ability to secure the necessary information for considering development applications in order that development is well managed and that rare, endangered, or sensitive ecosystems, plants and animals are protected.

## **6.0 PARKS, RECREATION AND COMMUNITY SERVICES**

### **6.1 SOUTH LANGFORD PARKS AND RECREATION FACILITIES**

South Langford offers an important recreational network for both the community and the region. There are a number of pedestrian trails that wind through the South Langford area, particularly in the steep slope areas that fall between Happy Valley Road and Walfred Road. The Galloping Goose Regional Trail acts as a central spine that holds the South Langford area together. The Olympic View Golf Course anchors the southeastern corner of South Langford. Since incorporation in 1993, the total area of City parks within South Langford has been increased by 31 acres to 36.7 acres.

**6.1.1** *In addition to meeting the objectives of Policy Section G, Council will consider accepting donations of park land off-site, through a transfer of development rights (ie: not part of the lands being considered for development) at a rate to be determined by Council;*

### **6.2 CYCLING ROUTES**

**6.2.1** *Council will seek to identify and either obtain, construct or enhance cycling routes in the South Langford Area as part of an overall community network of trails and walking paths. Cycling routes may be either as identified in the City's Bicycle Plan, or in addition to those routes identified in the Bicycle Plan.*

### **6.3 TRAIL NETWORK**

**6.3.1** *Council will seek to identify and either obtain, construct or enhance trails within in the South Langford Area as part of an overall community network of trails and walking paths. These trails and walking paths may be either as identified in the City's Trail Plan, or in addition to those routes identified in the Trail Plan.*

### **6.4 HERITAGE**

Residents have identified certain areas within the South Langford Neighbourhood as areas with heritage value. These areas include: the Luxton Fairgrounds, the Lavender Farm on Happy Valley Road and the SVI Rangers complex. These sites are also noted on Map 11 with the designation "Rural with Heritage Values".

Developers should be aware that the *Heritage Conservation Act* prohibits the disturbance of any heritage site. If it is suspected that there are any heritage sites on a property, it is strongly recommended that a professional archaeologist be retained to assess the site.

### **6.5 COMMUNITY SERVICES**

**6.5.1** *Council will seek appropriate locations for community uses that have a relatively small service area and are closely associated with residential areas, such as churches, schools and group day care centres. These uses may occur anywhere within the area encompassed by the South Langford Neighbourhood Plan, as determined by rezoning;*

### **7.0 COMMERCIAL DEVELOPMENT AND REVITALIZATION**

The following general principles were recurring themes in the public discussion that occurred during the preparation of this plan:

- Commercial development should be limited to the Sooke/Jacklin intersection and Sooke Road from Wilshire or Anders to Happy Valley Road;
- Commercial/Business Park/Industrial development should be limited first to the area west of Luxton Road, south of Sooke Road;
- There should be no other commercial areas in the South Langford Area;
- Commercial areas should be concentrated so that they are compact and vibrant/not spread out;
- Commercial development along Sooke Road should be mixed use (residential apartments over shops and offices);
- A streetscape similar to Goldstream Avenue is desirable;
- Council may consider some multi-storey buildings.

The following specific ideas were put forward by the public at meetings to discuss this plan:

- Access and egress from commercial properties is now unsafe. This should be addressed;
- Commercial area should have a pedestrian scale. Shops should be within walking distance of each other and should relate to the South Langford neighbourhood with pedestrian linkages. More walking areas and more sidewalks will make for healthier living;
- A pedestrian-oriented commercial area, similar to Mattick's Farm, with shopping, benches and a fountain is desirable. Strong support for a pedestrian-commercial "axis" running from Glen Lake to playing fields in Isabell/Walfred development. The concept of a pier at Glen Lake and a Park at Sooke/Walfred/Isabell as the two terminal points of this axis was viewed favourably;
- There should be more trees planted in the commercial area (along Sooke Road);
- Heavy industrial uses (steel mills, fabricating plants) should be excluded from the Sooke Road Industrial/Business Park area;
- Commercial uses in the Sooke Road Industrial/Business Park area should not have direct access from Luxton Road;
- Uses in the commercial area to be small retail shops and services with residential above;
- Frontage (backage) roads preferable to multiple driveway accesses onto Sooke Road.

## **7.1 SOOKE ROAD COMMERCIAL REVITALIZATION**

In 2002, City of Langford staff undertook a preliminary study of the Sooke Road Commercial Area, and possible opportunities for commercial development and revitalization of this area. This analysis included a design workshop with City staff and contracted designers that resulted in a conceptual plan for the revitalization of Sooke Road (see Schedule "A" attached).

The open house held at the legion on July 7<sup>th</sup>, 2005, offered residents of the South Langford Neighbourhood area an opportunity to discuss commercial development and/or revitalization in the south Langford area in general, and in particular to discuss the conceptual plan that had been prepared for the Sooke Road corridor. Comments with regards to commercial development were very positive. The public were generally supportive of the 2002 conceptual plan for the revitalization of Sooke Road.

- 7.1.1 Council will seek opportunities to create notable gateway features at both the eastern and western entrances to the Sooke Road commercial area;**
- 7.1.2 Council encourages mixed use commercial and multi-family residential development in the Sooke Road commercial area. Multi-storey, multi-family residential buildings with limited or no commercial uses may be considered at zoning.**
- 7.1.3 Building height will be determined by rezoning. A maximum building height of four storeys is generally, but not exclusively, considered appropriate for the Sooke Road commercial area;**
- 7.1.4 Council will seek opportunities to create a streetscape similar to that which exists on Goldstream Avenue, complete with paver sidewalks, boulevard plantings, medians and where possible and practical underground wiring;**

- 7.1.5** *Council encourages development that reflects the rural/agrarian history of South Langford in general, and in particular Happy Valley and Luxton, through the use of architectural details, colours and materials. Towards this aim, Council may establish specific design guidelines for commercial development in the Sooke Road commercial revitalization area;*
- 7.1.6** *In accordance with the conceptual plan for the revitalization of Sooke Road, Council will seek opportunities to create a pedestrian focused greenway and view corridors between Fisher's Field and the Sooke Road commercial area and to connect Glen Lake to the Galloping Goose Regional Trail and the Sooke Road commercial area;*
- 7.1.7** *The redevelopment and revitalization of the Sooke Road commercial area will have a mixed commercial and residential focus, but will also embrace outdoor recreational opportunities. Council will seek opportunities to create a pavilion on the Trans-Canada Trail at or near the Sooke Road commercial area, and possibly integrate a pier on Glen Lake with an outdoor market, outdoor recreation, outdoor restaurants or an outdoor public plaza within the revitalization area;*

## **7.2 LUXTON, MARWOOD, ENGLEWOOD AND HAZELWOOD NEIGHBOURHOOD**

**(Section 7.2 Replaced by Bylaw No. 1262)**

The South Langford Neighbourhood Plan identifies the area bound by Luxton, Marwood, Englewood and Hazelwood presents as an opportunity to develop a comprehensively planned, neo-traditional neighbourhood.

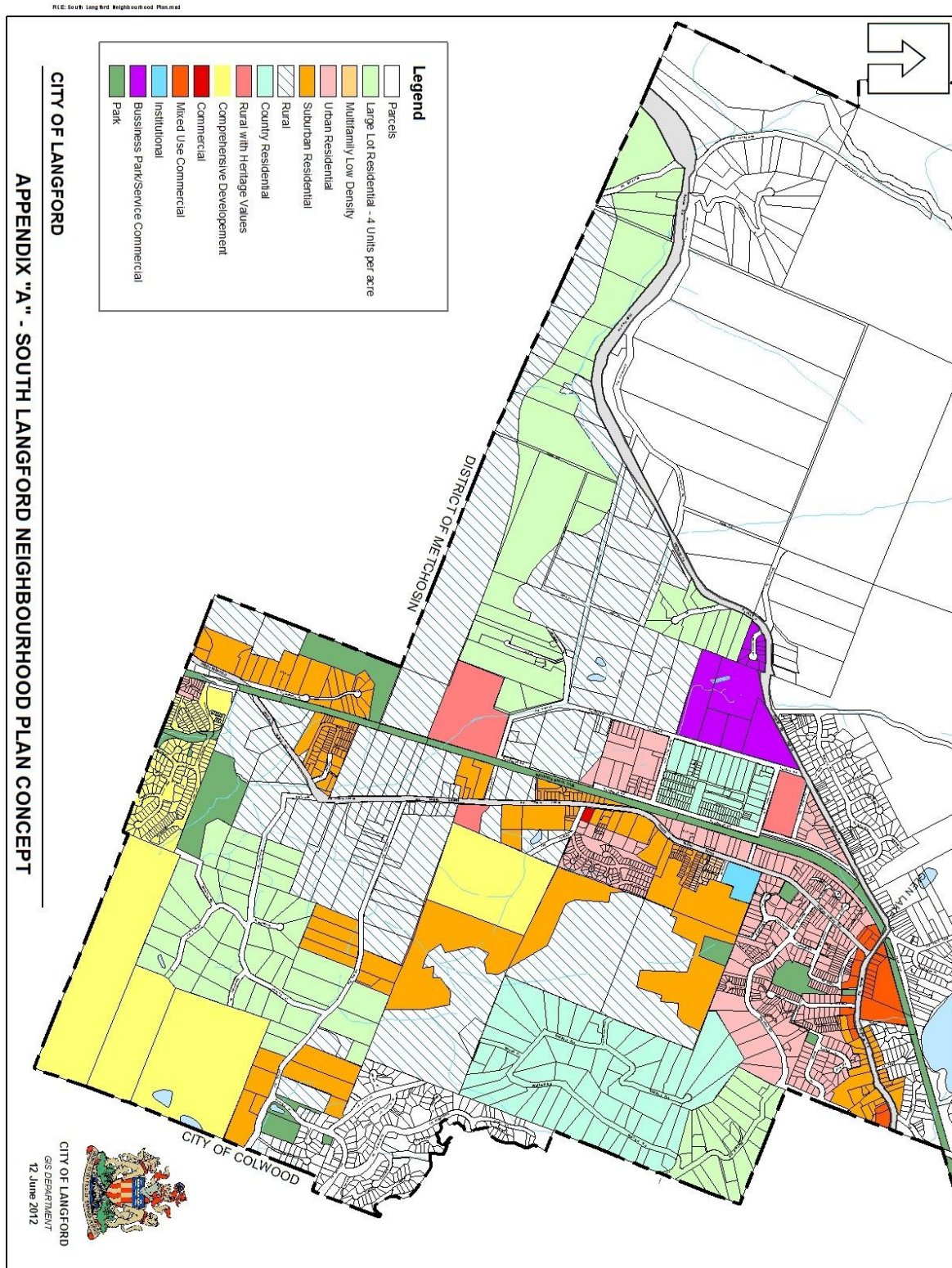
- 7.2.1** *The area bound by Luxton, Brown, Hazelwood, and Englewood is ideally suited for a neo-traditional road network pattern consisting of roads and rear lanes, as presented in Figure 5. Any application for rezoning within this block shall be required to incorporate this road network into their development proposal, and dedicate the roads at the time of subdivision.*

**Figure 5: Neo-Traditional Road Network**



- 7.2.2** *All lots with frontage along a laneway shall be required to establish their driveway access from the lane, and not from the road. Pedestrian access only will be permitted from the road.*
- 7.2.3** *The frontage improvements for the new roads shall be designed to alternate boulevard plantings and scallop parking spaces, such that the paved road surface is curvilinear and pedestrian oriented.*
- 7.2.4** *The land use shall primarily consist of one-family residential dwellings, which may include secondary suites within the one-family dwelling or within an accessory building.*
- 7.2.3** *Council may consider other land uses, such as commercial, multi-family residential, row housing, or mixed-use, in appropriate locations.*
- 7.2.4** *The permitted land use and density shall be determined at the time of rezoning.*

(Bylaw No. 1419, replaced by Bylaw No. 1418)





# ***Appendix S: South Skirt Mountain***

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(Bylaw No. 1209, Replaced by Bylaw No. 1622)

## **South Skirt Mountain Neighbourhood Design Guidelines**



### **1.0 GENERAL**

#### **JUSTIFICATION**

The City of Langford has designated all commercial, multi-family residential, and intensive residential development as a Development Permit Area pursuant to the provisions of the *Local Government Act*. The justification for this designation is to ensure that Council has the ability to secure the necessary information and establish conditions on development such that the form and character of new commercial, multi-family residential and intensive residential development are of a high quality and best suited to both the surrounding land and the vision of Langford as expressed in the Langford Plan.

## OBJECTIVE

The objective of the South Skirt Mountain Design Guidelines is to supplement the Development Permit Guidelines for residential, multi-family, commercial, and hillside development within the City of Langford Development Permit Guidelines, specifically to guide development of properties identified as development areas within the South Skirt Mountain Neighbourhood Area Plan. These guidelines will ensure that the development:

- a. encourages a development pattern that seeks to preserve and enhance existing landform, wetlands, and vegetation wherever possible,
- b. is constructed to high standards, both material and aesthetic, and
- c. is protected from hazardous conditions.

The essential nature of the South Skirt Mountain development is a high-quality mix of single- and multi-family residential and commercial uses. The form and character of the development and the design of the landscaping and pedestrian systems are important means to achieving this.

Where there is a conflict between these guidelines and the General Design Guidelines, the South Skirt Mountain Design Guidelines will take precedence.

- 1.1 The South Skirt Mountain Development Neighbourhood Area Plan provides for single family, multi-family, commercial, institutional and recreational land uses. Map A1 identifies the general layout of development sites, mid-high density clustered areas, and dedicated open space areas, which will provide overall direction for the layout of development as a development permit guideline. While this layout is not intended to be inflexible, any deviation from the plan must be supported by substantial compliance with relevant development permit guidelines and an amended concept plan demonstrating that the overall layout concept meets the relevant guidelines and bylaw of the City of Langford;
- 1.2 The Director of Planning may issue variances with respect to any setback requirement, where the variance being sought supports the objectives of the design guidelines, including but without being limited to the following: respecting existing topography, natural features, areas of sensitive ecosystems, provision of public amenities and special architectural features;

## 2.0 ENVIRONMENTAL PROTECTION DEVELOPMENT GUIDELINES

- 2.1 The South Skirt Mountain Neighbourhood Area Development Concept plan that forms part of these guidelines is based on the requirement that 40% of the lands within the CD12 (South Skirt Mountain Comprehensive Development) zone will be preserved either as covenanted open space, amenity land or dedicated park. The highest value sensitive ecosystems have been determined to be generally within the areas shown as Open Space on the map attached, but the true location of these ecosystems is to be determined, phase by phase, through the Development Permit process;



- 2.2 Land alteration is expected to occur only on a phase by phase basis, and must be preceded by a Development Permit that addresses, in particular: environmentally sensitive ecosystems, wildlife habitat and biodiversity, riparian areas, steep slopes and interface fire hazard, in accordance with the City's guidelines for environmentally sensitive and hazardous DP areas.
- 2.3 A Development Permit may limit the scope of land alteration for the sake of mitigating environmental impact, hazardous conditions or aesthetic considerations;
- 2.4 Development will also be guided by the recommendations within the South Skirt Mountain Wildfire Interface Assessment Plan dated January 29, 2008 prepared by Strathcona Forestry Ltd.

### **3.0 GENERAL FORM AND CHARACTER GUIDELINES**

- 3.1 Site grading should incorporate natural topography where possible. Where topography is not affected by development, natural features should be retained;
- 3.2 Building setbacks, orientation, form, density and height, should be designed to minimize the impact of the proposed development on ecosystems and existing topography;
- 3.3 Natural features or existing trees between clusters of development on hillsides should be retained (where supported by the qualified professional with respect to Interface fire hazard or ecosystem preservation) so as to enhance or protect views from outside of the area and avoid the view of a solid built mass on the hillside. Where retention of trees is not possible, establishing new landscaping with the same purpose is encouraged;
- 3.4 Site lighting should be designed so as to minimize light pollution. Exterior lights shall be permitted, as required for safety and comfort when installed at a height and angle so as to minimize glare onto adjacent lands. The use of full cut-off and shielded fixtures is encouraged wherever practical;
- 3.5 Parking may be provided between building entrances and the street frontage in order to minimize disturbance to sensitive ecosystems or natural topography, provided it is screened with suitable landscaping to minimize impact from the street;
- 3.6 Structured parking above grade should be designed and finished in a manner that is consistent with the overall building character, and designed to create overall architectural interest;
- 3.7 Parkade structures below grade may extend to the property line, and may be excluded from setback requirements;
- 3.8 Overall, the form and character of development shall exhibit a blend of a traditional Arts and Crafts or Craftsman style of architecture that is consistent with the early history of British Columbia and more Modern and Contemporary styles of architecture that have become synonymous with a "West Coast" style of architecture. Architectural types that reflect national "types" (such as: Swiss Chalet or Spanish Hacienda) that are not generally associated with the local climate, geography or architectural pattern of development are discouraged. In order to

achieve this design theme, individual buildings are encouraged to incorporate any or all of the following elements into their design:

- a) large timber framing at feature areas (where permitted from an interface fire hazard management perspective);
- b) Characteristic roof overhangs;
- c) Stepped building massing;
- d) Natural materials;

3.9 Buildings shall be constructed to a high material and architectural standard. Acceptable finishes include:

- a) Architectural concrete;
- b) Stucco;
- c) Wood;
- d) Cementitious board;
- e) Architecturally finished block;
- f) Architectural composite metal panels and pre-finished metal siding;
- g) Natural stone;
- h) Brick;
- i) Cultured stone.

#### **4.0 MULTI-FAMILY and MIXED-USE DESIGN GUIDELINES**

4.1 Within multi-building developments, buildings should not be identical, but should exhibit a form and character that is complementary. Buildings should establish the individual character of each building, while maintaining a common architectural theme that is consistent with the overall architecture of the zone;

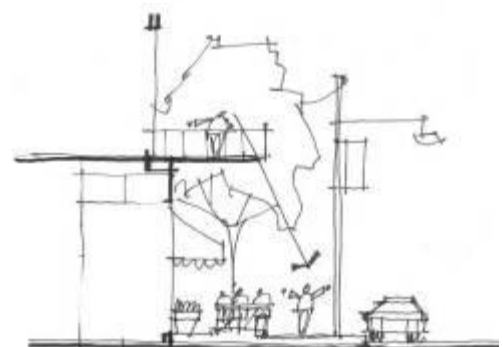
4.2 Within multi-building, multi-storey developments greater than three storeys, the distance between any 2 buildings should not be less than 3 meters or half the height of the taller building, whichever is less, unless buildings are separated by a firewall in a zero lot line configuration;

4.3 Where ground oriented multi-family development (eg: townhouses) are situated directly adjacent to single-family residential development, the height of multi-family development at the street level should be less than 3 full storeys in height;

4.4 Building massing should step at the parking podium;

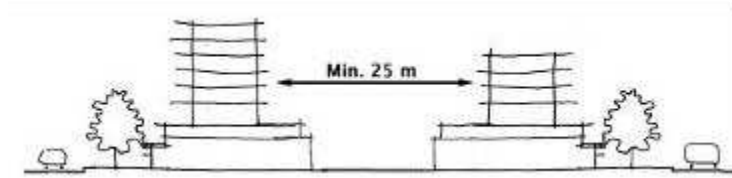
4.5 For buildings over six stories in height, the podium should be strongly articulated through:

- a. architectural details at human scale,
- b. stepping and terracing of the elevations of the podium, and
- c. Use of different building massing and primary building materials to that of the upper stories.



**7.4 Articulated Podium**

- 4.6 The grade level of buildings should be activated wherever possible, including walk-up residential, commercial, or personal service uses.
- 4.7 Common amenity space may be provided in the form of common rooms, shared outdoor space, fitness, or other facilities.
- 4.8 Terraced building articulations are encouraged, wherever possible.



- 4.9 Separation between buildings or portions of buildings that are more than 6 stories in height should not be less than 25 meters, excluding parking structure and podiums.

## 5.0 MIXED USE CORE DESIGN GUIDELINES

- 5.1 In addition to the guidelines contained in this section, the development permit area guidelines for “General Design Guidelines for Langford City Centre” (**Bylaw No. 1829**) contained in Bylaw No. 300 shall also apply to any Mixed Use Core within the CD12 (South Skirt Mountain Comprehensive Development) zone.



**Typical Mixed Use Core**

- 5.2 A Mixed Use Core should be designed to include and encourage public gatherings;
- 5.3 Specific features should include pedestrian friendly plazas and a landscaped courtyard with a central water feature.
- 5.4 Buildings surrounding the plaza should have main entrances fronting onto the plaza and, where possible, onto adjacent streets.

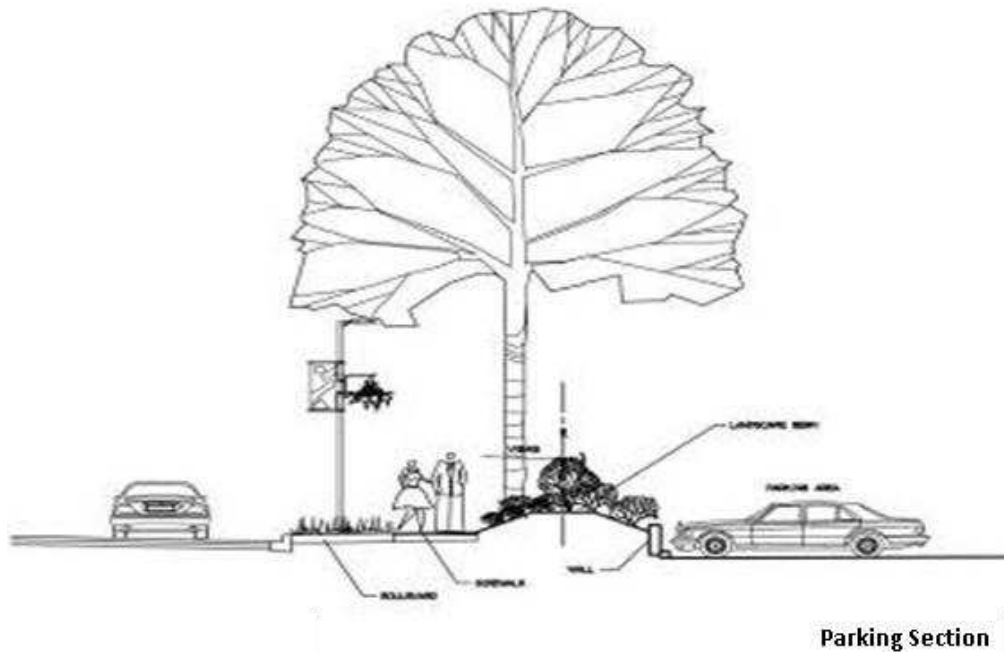


- 5.5 Restaurants and cafes should incorporate opportunities for outdoor sidewalk dining areas.

- 5.6 Store signage in the Mixed Use Core is permitted to have individually illuminated letters, providing they are designed to be consistent with the architectural character of the development.

## 6.0 COMMERCIAL DESIGN GUIDELINES

- 6.1 Store signage in the Mixed Use Core is permitted to have individually illuminated letters, providing they are designed to be consistent with the architectural character of the development.



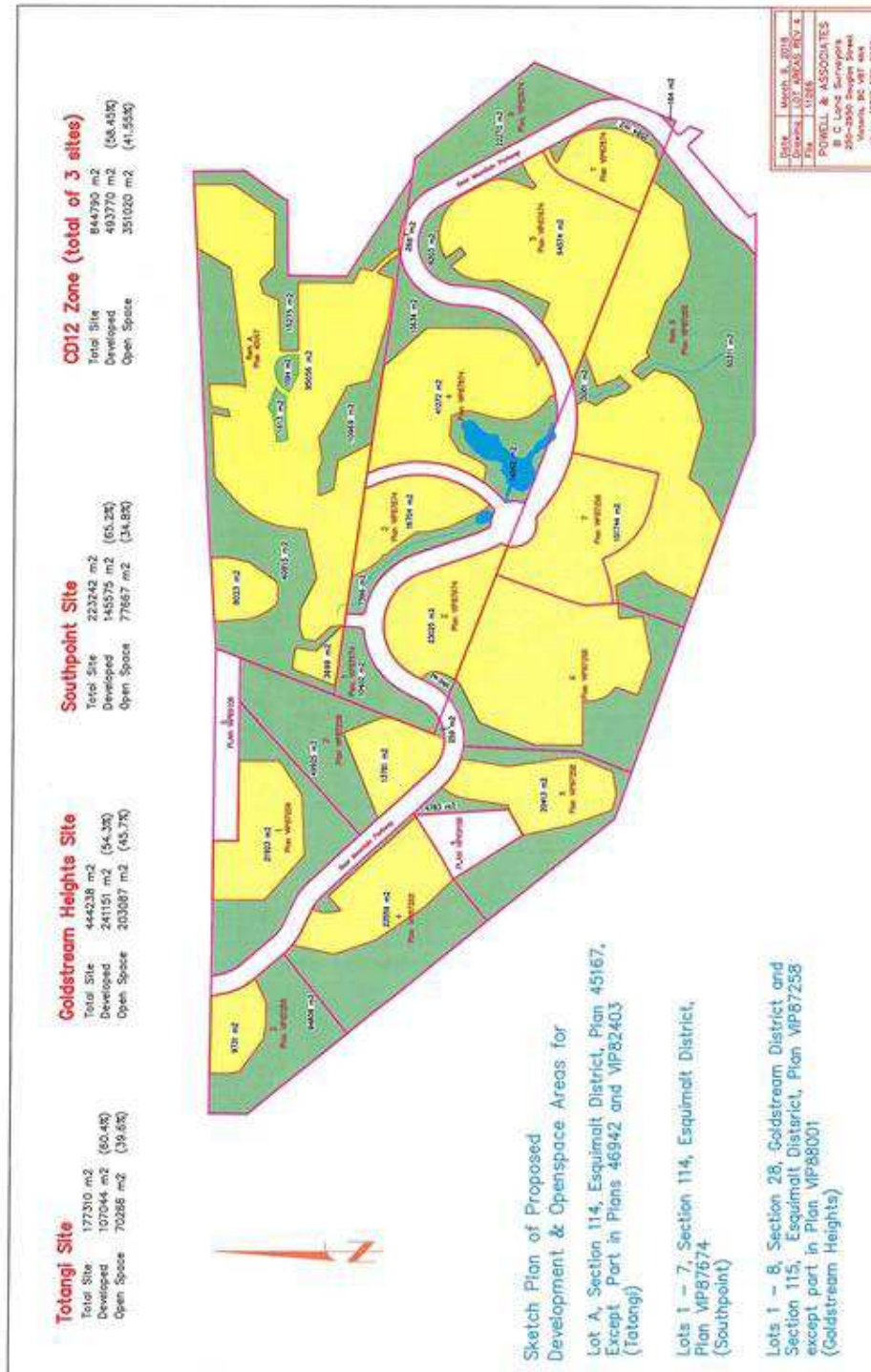
- 6.2 New buildings should utilize variations in the character of rooflines, sloping roof lines, gables and dormers, or other interesting roof treatments that are complimentary to the design expressed in neighbouring buildings;
- 6.3 All portions of a site not covered by buildings, structures, and vehicle/pedestrian circulation space should either be retained in a natural condition or landscaped;
- 6.4 Setbacks from parking to a lot line adjoining a road can be reduced to 2 meters, provided the setback area includes an intensive landscape area adjacent to the street.

## 7.0 LANDSCAPING

- 7.1 Emphasize use of species present on-site for all natural areas and the interface to natural areas;
- 7.2 Trees and major shrub vegetation should be selected in consultation with a registered professional biologist to reflect the vegetation zone characteristics where it is situated i.e. Garry Oak/Rock Outcrop; Forest Upland; adjacent riparian zones, and the production and use of Garry Oak and Arbutus is encouraged.

- 7.3 Every effort should be made to reinforce, strengthen the edges of the adjacent natural areas. These edges should be blurred and allow the natural habitat to blend and extend into the development zones.
- 7.4 A limit of disturbance for each development zone shall be established with an evaluation and identification of vegetation areas for preservation. These areas shall be demarcated and protected prior to any clearing or disturbance of the site.
- 7.5 Ensure the protected and adjacent natural areas are protected from the adverse effects of rock removal, erosion, and changes in the hydrological ground conditions. Within the Garry Oak/ Rock Outcrop areas, evaluate trees and develop a rock removal plan strategy to an arborist's approval that ensures adverse effects to the protected trees are prevented.
- 7.6 Topsoil and overburden shall be reclaimed on site, where practical, for re-use and use in natural interface areas.
- 7.7 Landscape areas are encouraged to use native species for site interface and a mix of native and non-native plants for areas associated with buildings, parking and feature areas.
- 7.8 Plant material should be arranged to emphasize building entrances, pedestrian and vehicular circulation routes, as well as to soften the appearance of parking areas, mechanical systems, and service areas without blocking visibility of pedestrian and vehicular traffic. Plants should be used to complement the scale of the area or structure.
- 7.9 Where practical, with respect to interface fire hazard, coniferous trees should be used to screen mechanical equipment and service areas. Space should be provided to allow a natural tree screening as opposed to hedges.
- 7.10 Landscape islands are to be provided internal to parking areas.
- 7.11 Landscaping should be arranged in a natural pattern or geometric configurations as designed by a Landscape Architect.

# MAP A1



# ***Appendix T: Design Guidelines for Sooke Road Commercial Revitalization Development Permit Area***

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(Bylaw No. 1307)

## **JUSTIFICATION**

The City of Langford has designated all of Sooke Road Commercial Revitalization Area, as shown shaded in Map 20 of Bylaw No. 1200 (Langford's OCP), as a Development Permit Area pursuant to provisions in the *Local Government Act*. The justification for this designation is to provide a design framework for the consistent development and redevelopment of Sooke Road Commercial Revitalization Area, by establishing specific Design Guidelines. Design Guidelines provide guidance and direction for the conceptual design of structures, site amenities, landscaping and streetscaping. Guidelines provide a design context for site planning, building design and landscape plans. They provide a design context for all new development and set a design standard and image appropriate for the area. These Design Guidelines are intended to provide flexibility to allow for individual diversity but at the same time provide a comprehensive framework to promote a unique and identifiable character for Sooke Road Commercial Revitalization Area.

## **OBJECTIVE**

The objective of this Development Permit Area designation is to ensure that all new development in the Sooke Road Commercial Revitalization Area is consistent with the City's long-term vision for Sooke Road. High quality planning and design are essential for Sooke Road Commercial Revitalization Area in order to create a compact and complete community that is pedestrian-friendly and offers a mix of uses such as retail, office, residential and entertainment.

These Design Guidelines encourage consideration of wholeness (that is, an individual development's impact on others around it) and aesthetic attributes while being architecturally and technically sound. They encourage solutions that are complete and specific to Sooke Road Commercial Revitalization Area, as well as specific sites.

In particular, these Design Guidelines:

- Identify a preferred vision and development concept for the Sooke Road Commercial Revitalization Area;
- Stimulate the development of a visually appealing and identifiable place;
- Ensure harmony or compatible design elements within a particular development and between different development areas; and
- Provide clear direction for site design, building character and orientation, signage, site landscaping and open space.

*Applicants should provide a checklist or statement indicating how their proposal complies with these guidelines. Where some element of the design does not comply with a guideline, a justification stating the*



*divergence and the reasons should be made. Council may diverge from the guidelines where a convincing or persuasive rationale that preserves the intent of the guidelines is supplied.*

## **S1. GENERAL GUIDELINES**

### **Objectives**

- To encourage mixed use commercial and multi-family residential development that creates a vibrant, active and inclusive place to live, work and play.
- To create a streetscape similar to that which exists on Goldstream Avenue, complete with paver sidewalks, boulevard plantings, medians and underground wiring.
- To encourage development that reflects the rural/agrarian history of South Langford in generally and in particular Happy Valley and Luxton, through the use of architectural details, colours and materials.
- To seek opportunities to create pedestrian focussed greenway and view corridors.

### **1.1. Site Characteristic**

#### **Intent**

To promote high quality site planning which is sensitive to off-site and on-site features such as existing land use and views.

#### **Guidelines**

- a) Prior to site design, a site analysis should be undertaken to identify significant on-site and off-site opportunities and constraints that might inform design.
- b) Each development should examine and identify its relationship to pedestrian use, street frontage and public spaces.
- c) Each development site should be examined to determine its potential impact upon surrounding area.
- d) Site Planning and architectural design should also be responsive to built or natural systems surrounding the site in a manner that enhances the overall image of the Sooke Road Commercial Revitalization Area.
- e) Views through to treed hillsides should be carefully incorporated into any new development.

## **1.2. Access, Circulation, and Parking**

### **Intent**

To ensure an effective and efficient pedestrian and vehicular circulation system, including bicycles, which enhances the image of Langford and which reduces conflicts between the pedestrian/ vehicular realm.

### **Guidelines**

- a) Sooke Road should be redesigned into a 'Main Street' with wide sidewalks, treed street edge, pedestrian crossings, on-street parking and vehicle movement lane.
- b) Pedestrian access to retail and commercial buildings or uses should be continuous along the façade of the building, at the same grade as the sidewalk.
- c) Modulation of building façades at ground level should be used to enable various alternative street activities, including browsing, outdoor cafes, street entertainment.
- d) Buildings should be sited in a manner that provides safe and attractive pedestrian networks that supplement the streetscape network.
- e) Public access to retail and commercial uses on the ground floor should occur directly from the sidewalk. Access to retail and commercial uses above ground floor should be provided internally.
- f) Corner buildings should be sited in a manner that will be conducive to natural pedestrian movements at ground level.
- g) Shared driveway access between adjacent buildings is encouraged.
- h) Roads should be enhanced with the addition of landscape feature plantings to help define the pedestrian edge.
- i) On-street parking should be provided where appropriate, but such parking does not relieve the development from off-street parking requirements.
- j) Public parking and employee or service vehicle access and pedestrian access from streets/sidewalks should be distinct and separate from one another.
- k) Outdoor cafes should be encouraged adjacent to the public realm.
- l) All retail or mixed-use frontages should provide continuous weather protection along sidewalks. The cover may take form of fabric awnings or fixed, metal and glass canopies. The minimum width of weather protection should be 2.0 metres with a ground clearance of 2.75 metres to underside of structure.

- m) While maintaining continuity in building façades, a network of mid-block pedestrian alleys should be provided to link adjacent activity areas and backyard parking to front street commercial development.
- n) Sidewalk development should be of a consistent character to reinforce a common design image.
- o) In order to provide for efficient and safe vehicular access to commercial properties and between commercial properties, the design of parking areas and vehicle maneuvering aisles should allow for access to adjoining properties, and this access (to adjoining properties) should be secured by way of a reciprocal access easement registered on title.

### 1.3. **Unenclosed Storage**

#### 1.3.1 **Setback**

- 1.3.1.1 Unenclosed storage is not permitted in any required front or exterior side yard setback.

#### 1.3.2 **Parking**

- 1.3.2.1 Commercial developments are encouraged to identify, at the time of a Development Permit for the principal use building, areas on site that will be used for seasonal unenclosed storage. These areas should be available as space for additional parking when not in use for unenclosed storage.

#### 1.3.3 **Pedestrian and Vehicular Circulation**

- 1.3.3.1 Unenclosed storage should not impede either vehicular or pedestrian traffic;
- 1.3.3.2 Unenclosed storage should be situated on a site in a manner that provides for safe and attractive pedestrian access between parking areas, unenclosed storage areas and the principal use building; and
- 1.3.3.3 Unenclosed storage should not interfere with sight lines for either pedestrian or vehicular traffic.

#### 1.3.4 **Screening**

- 1.3.4.1 During construction, the site must be screened from public view by installing hoarding (solid board fencing) around the perimeter of the site.
- 1.3.4.2 All unenclosed storage must be screened from adjacent roads and residential properties, either by fencing or by landscaping;
- 1.3.4.3 The use of chain link fencing is prohibited; and
- 1.3.4.4 The use of temporary wire fencing is prohibited, except during construction.

### **1.3.5 Storage of Combustible or Potentially Hazardous Material**

- 1.3.5.1 Storage areas for toxic, combustible or potentially hazardous material such as liquid petroleum products, fertilizers, herbicides and pesticides must not be sited outside buildings.

### **1.3.6 Landscaping**

- 1.3.6.1 Unenclosed storage is not permitted within any required landscape screening area; and
- 1.3.6.2 Unenclosed storage is not permitted in any landscape area, unless integrated with the landscaping in a manner that is unobtrusive, does not deteriorate the plantings and landscape material within the landscaped area, and does not interfere with sight lines.

## **S2. IMAGE MAKING**

### **2.1. Sense of Entrance and Entrance Feature**

#### **Intent**

To create a sense of transition as one enters or leaves Sooke Road Revitalization Area. This may be achieved through visually appealing symbolic entrance features or dramatic changes in the streetscape image. At a smaller and site-specific scale, each building or property should have a strongly identified entrance as well. A pleasant pedestrian-friendly shopping and work area is strongly encouraged.

#### **Guidelines**

- a) A special entrance feature consisting of ornamental fencing and landscaping should be created at Jacklin Road and Happy Valley Road.
- b) Enhanced lighting, both in illumination and quality/quantity of light standards/fixtures, which meets safety standards, should be provided along Sooke Road, Wilshire Drive, Anders Road, Ayton Place, and on any new roads.
- c) Enhanced landscaping should be provided along all streets in the Sooke Road Commercial Revitalization Area.
- d) Site design of corner lots should explore opportunities to provide landmarks and entrance features.

### **2.2. Pedestrian Environment**

#### **Intent**

To establish a high quality, pleasant pedestrian area which creates a positive urban image.

### **Guidelines**

- a) Wide sidewalks [minimum of 3 metres (10 feet)] should extend throughout the Sooke Road Commercial Revitalization Area.
- b) Pedestrian planning should be undertaken to identify pedestrian pathways and connections on-site and how it ties in with the entire neighbourhood.
- c) New development should have a pedestrian orientation rather than a vehicle orientation.
- d) New development should reflect a pedestrian scale by ensuring that buildings do not overwhelm adjacent pedestrian areas.

## **S3 DEVELOPMENT PATTERN**

### **3.1. Defining Edges and Connections**

#### **Intent**

To establish clear distinctive edges to development areas and between public and private spaces. The streetscape should be well defined in an urban manner using formal standards for both hard and soft landscape materials.

#### **Guidelines**

- a) A unified visual language for a characteristic streetscape should be established, including light standards, sign standards, feature site furnishings, pedestrian paving widths/patterns/materials.
- b) Streetscape elements on roads should be formal and include unit pavers and trees in hard surfaces with planters or tree grates.
- c) Streetscape elements on roads in the Residential, Live/Work, Community Use and Institutional Areas should be softer in character - boulevards should be planted with sod and trees.
- d) Width of sidewalks and rights-of-way should allow for the provision of street trees.
- e) Landscaping should define the edges of development areas while providing continuity between buildings within a development area.
- f) Entry points should be clearly defined as visual edges.
- g) Private and public spaces should be identifiable to local residents and visitors alike.

### **3.2. Visual Quality**

#### **Intent**

To promote high quality visual images, the streetscape should be designed to ensure a formal and well-maintained appearance that is aesthetically pleasing and provides a unifying green appearance.

### **Guidelines**

- a) All streets should be planted with formal plantings of street trees and, where appropriate, be complemented with low shrub plantings in planters and planting beds.
- b) Overhead power lines and obtrusive utility boxes should not be permitted for new development.
- c) Streetscape design should take into consideration the selection of materials that will ensure a lasting neat appearance, which are easily maintained.
- d) Fencing and planting materials should provide a visually softening effect, while still maintaining sight lines for safety.
- e) Residential uses should be buffered with landscaping and fencing from industrial uses.

### **3.3. Screening Views**

#### **Intent**

To protect important views and buffer views to parking areas and some commercial uses.

#### **Guidelines**

- a) Vertical streetscape elements such as planting or decorative walls and fences should be used to screen adjacent less desirable views.
- b) Landscape elements should be used to screen residential areas from the rear of commercial uses or parking associated with commercial uses.
- c) Commercial waste containers should be screened from public view.
- d) Use of berms, shrub beds, low walls, and low, decorative fences should be considered to screen undesirable views, soften views of expansive architectural features, and to provide visual interest to expansive site features such as parking areas.

### **3.4. Street Lighting**

#### **Intent**

To promote safety, on-site lighting should be sufficient to provide clear orientation and personal safety. Additional consideration should be given to enhancing special features or aesthetic qualities.

#### **Guidelines**

- a) Lighting with a high quality of design should be provided for all walkways, driveways, parking areas, and loading areas to ensure personal safety and site security.
- b) Architectural lighting on the face of commercial buildings and at main entries to mixed-use and multi-family buildings should be provided.
- c) Metal halide or equivalent white lighting may not be used.

- d) On site lighting should minimize reflective impact on the night sky by being ground-oriented.
- e) Signage and special architectural or landscape amenities should be enhanced with additional feature lighting.
- f) Lighting fixtures should be concealed where possible or incorporated into the architecture of the building.
- g) Where lamp standards and fixtures are exposed, the aesthetic quality of these elements must be considered to ensure an overall positive image to the development.
- h) Continuous lighting should be provided along all walks and trails.
- i) Lighting design should take into account minimum photometric standards for safety.
- j) Lighting levels should be enhanced to highlight special features, intersections, and passenger loading zones.
- k) The scale of lamp standards and luminaire height should relate to both the vehicular roadside scale as well as the sidewalk pedestrian scale.
- l) Street lighting (type and location) should accentuate Sooke Road, especially during winter months, by illuminating key landmarks and landscape features.
- m) Decorative lighting should be used throughout the winter months, not only for the holiday season.

### **3.5. Roads and Parking**

#### **Intent**

To provide access and parking that is attractive and efficient.

#### **Guidelines**

- a) Parking should be internalized, or provided at the back and side of new development.
- b) On street parking should be permitted throughout all land use areas, except where street widths restrict space availability.
- c) Shared driveways and parking areas should be provided for adjoining developments, to minimize street intersections.
- d) Large parking lots need to be divided into attractive parking areas through the use of landscaping, such as screened land use buffers and planted medians. Landscape islands should be provided after every 10<sup>th</sup> parking space to break up the parking lot.
- e) Parking lots should be designed to minimize the ponding of surface water.
- f) Special street markings and signage should be considered to enhance identification and use of on-street parking areas.
- g) Parking medians should be planted with trees for shade/wind protection. Consideration should be given to the use of native tree species to reinforce the natural environment in Langford.
- h) Lines of sight should be preserved at corners of parking lots.

- i) Planting medians in parking lots should be a minimum of 3 metres wide to support shade tree rooting area.
- j) Parking lots should be buffered with vegetation while permitting views into and through for safety purposes.
- k) All parking areas should be paved, drained and appropriately screened. Decorative surface treatments such as permeable pavers or stamped pavement to demarcate the parking stalls should be provided.
- l) Where possible, access should be combined and parking should be shared for all land-use areas.

### **3.6. Streetscape Materials**

#### **Intent**

To promote use of high quality street and landscaping materials.

#### **Guidelines**

- a) Pavement material that is light in colour and reflects sunlight away from the surface is encouraged as a way to reduce cooling costs and improve air quality.
- b) Streetscape materials should be selected based on the following criteria:
  - i. Durability and performance; and
  - ii. Aesthetic appeal and timeless quality.
- c) Streetscape materials should be selected which establish a vibrant, high quality image along all streets.
- d) Brick pavers should be used as sidewalk material.
- e) Formal landscaping along Sooke Road should include trees within tree grates, low shrub beds and use of wrought iron fencing in detailing.
- f) Plazas should utilize materials, including brick pavers that are complementary to adjacent public and private spaces.
- g) Street trees that have large canopies should be used at every opportunity on every street.
- h) Formal landscaping should include trees within grassed boulevards and use of wrought iron fencing in detailing.
- i) Different varieties of native trees should be used to add interest and distinguish one street from another.
- j) Alternative paving materials should be used to mark pedestrian areas, set aside parking areas, and make walkways more distinctive from traffic lanes.
- k) Where buildings have a setback from the front lot line, significant landscaping will be required.
- l) Street lighting should be of a consistent type, colour and quality.



- m) Pedestrian realm should be defined by the use of contrasting paving materials, bollards and shade trees.

### **3.7. Public Open Space**

#### **Intent**

To promote appropriate open space areas, open space should not be thought of as "leftover" space. Rather, the intent of planning for open space should be to enhance the public image, and create meaningful recreational opportunities for the community.

#### **Guidelines**

- a) Pedestrian related spaces should be considered for all open space areas.
- b) All streets should incorporate wide and safe pedestrian/cyclist realms.
- c) Common open space areas may be located at grade or on top of a structure such as a roof top garden or terrace that is integrated into the design of the building. Amenity spaces will be excluded from the floor area calculation for a parcel.
- d) Open space should be extensively landscaped to enhance the visual, physical and environmental qualities.
- e) Pedestrian paths and walks should be clearly delineated through the use of interlocking brick pavers.

### **3.8 Private and Semi-Private Outdoor Spaces**

- a) Each dwelling unit should have direct access to a private outdoor space in the form of a balcony, patio or roof deck with a minimum depth of 1.5 metres and a minimum area of 4 square metres. Where outdoor spaces are terraced, screening should be used to minimize the extent of overlook from one patio to another.
- b) Private and semi-private outdoor spaces should have direct sun exposure during most days of the year. Spaces related to north-facing units should be carefully designed to ensure adequate sun access.

## **S4 LANDSCAPE DESIGN**

### **4.1 Landscape Features**

#### **Intent**

To promote high quality landscape design and create interest at a pedestrian scale.

## **Guidelines**

- a) Pedestrian surfaces should be delineated by using permeable unit pavers.
- b) Retaining walls and screening walls should be softened with the planting of vines or cascading shrubs.
- c) Chain link fences should not be permitted.
- d) Wrought iron fence material is encouraged for highlight locations, such as plazas and entrance features.
- e) Entrances to the Sooke Road Commercial Revitalization Area, on public and private property, should be of high quality landscape features which convey an image complementary to the Sooke Road entrance described in S2.1 above.
- f) Landscape detailing should create an interesting and positive pedestrian realm.
- g) For ground-oriented townhouses, significant landscaping will be required.
- h) Only low fences that do not restrict sightlines (for safety purposes) are permitted at the interface of the private/public realm.
- i) Highlight site entries by landscape construction of arbours, archways, or pergolas.
- j) Use architectural elements in the landscape to provide shelter and create focal points.
- k) Street furnishings (lights, bollards, waste receptacles, bicycle stands, tree grates) should follow an identified palette or kit of parts for the Sooke Road Commercial Revitalization Area.
- l) Arbours, archways and pergolas should be used to highlight parking site entries.
- m) Where planters are used they should be of sufficient size to accommodate shrubs and masses of plants.
- n) Where possible, planters should be designed to accommodate seating for pedestrians.
- o) Interim landscaping should be provided, to the satisfaction of the City Planner, on every part of a development site that is not immediately developed according to the ultimate landscape plan included within a Development Permit.

## **4.2 Plant Materials**

### **Intent**

To promote the use of high quality plant materials, approved high quality plant material should be selected to reinforce a positive, green image.

### **Guidelines**

- a) Plant materials selection should provide visual interest and variety throughout the year.
- b) Plant material, such as the use of specimen Garry Oak, Arbutus or Douglas Fir at selected off-street sites, should reflect the character of the Langford locale where possible.
- c) Plant material selection should complement site use and scale of development.

- d) Plant material should provide year round appeal (colour, texture, form) through use of flowering shrubs, perennials, winter twig colour.
- e) Landmark planting should be encouraged at key intersections, such as Sooke Road and Happy Valley Road, and Sooke Road and Jacklin Road, using a style that repeats signature elements at key intersections.
- f) Plant material should include a mix of deciduous and coniferous species using native plants where feasible.
- g) Plant material should take into account reduced water/maintenance requirements.
- h) Landscape design should provide an interesting mix of canopy and ground cover elements.
- i) Landscape material should be of pedestrian scale.
- j) Sight lines should be preserved for safety through landscape areas.

## **S5. BUILDING FORM AND CHARACTER**

### **5.1. Scale, Mass and Built Form**

#### **Intent**

To design and construct new buildings which reinforce Sooke Road Commercial Revitalization Area as a traditional downtown that is pedestrian oriented.

#### **Guidelines**

- a) The character of the Sooke Road Commercial Revitalization Area should be defined as a high quality environment that is distinguished by its organized, but varied façades with superior detailing, articulation and signage.
- b) Architectural form should present modern forms and materials with clean lines.
- c) All primary buildings should be oriented to the street and should have a clear and positive pedestrian orientation (i.e., direct entrances to street).
- d) Architectural components should be used to differentiate one face of the building from another. The design of structures should be architecturally compatible with other structures through the use of similar and complementary forms, materials and scale.
- e) Architectural features and details should articulate structure forms and modulate façades.
- f) Recesses, overhangs, canopies and sunscreens should be used to articulate the building façades. Monolithic building expression that results in box-like structures with little surficial articulation should be discouraged.
- g) Individual commercial tenancies should be defined clearly with articulated entrances and consistent sign treatment.
- h) Subtle articulation of building walls can be achieved by manipulating window placement in walls, casings and other trim details, resulting in various shadow lines.

- i) More pronounced articulation can be achieved by setting windows and entrances in or out from the wall.
- j) Repetitive elements, such as entrances, windows and signage should be organized to present modulated façades.
- k) The façades of multi-tenant buildings should be organized to provide a strong and consistent rhythm to the streetscape. Flat, undifferentiated building faces should be avoided.
- l) Architectural details and massing should be expressed so that the base of the structure and its relationship to ground plane activity as well as the roof and its relationship to the skyline is expressed clearly.
- m) Building with four stories should be stepped back in the fourth floor to permit light penetration to the street.
- n) Multi-unit buildings should present the main entrances or an equivalent 'gateway' to the principal frontage street.
- o) Private yards should be clearly defined from public walkways.
- p) Ground floor units should be raised above surrounding grade by at least 0.5 metre to ensure proper overlook of public areas such as sidewalks, and to foster a sense of comfort and livability.
- q) To create a pedestrian-scale along streets, a base element in a two- or three- storey building is strongly encouraged with primary entrances from the street. Floors above this base element should be set back a minimum 2 metres from the perimeter of the base.
- r) Direct outside entry to ground floor units as well as common lobby/hallway entrances is encouraged.

## **5.2. Façade Treatment**

### **5.2.1 Minimum Wall Articulation**

#### **Intent**

To promote walls that express a variety of three-dimensional forms and prevent the construction of expansive blank walls.

#### **Guidelines**

- a) No wall that faces a street or an open area on the same lot (such as a parking lot) should have a blank, uninterrupted length exceeding 9 metres without including design details such as the following: change in plane, change in texture or masonry pattern, windows, a landscape device such as a trellis with vines or an equivalent element that subdivides the wall in human scale proportions.
- b) Side or rear walls that face walkways may include false windows and door openings defined by frames, sills and lintels, or similarly proportioned modulations of the wall, only when actual doors and windows are not feasible because of the nature of the use of the building.

- c) The sides of the building that are not on a property line should have materials that are similar or complementary to the material on the street side of the building.
- d) Materials should not dramatically change at the corners of buildings unless the corner is on a property line.
- e) Building bays should be a maximum of 9 metres in width.
- f) Visually, architectural features such as columns, pilasters, canopies, reveals, or horizontal offsets should define bays.

### **5.3.1 Building Façade**

#### **Intent**

To promote a sense of public presence for all buildings, attention must be paid to all faces of structures that have a 'public face' (i.e. facing a street). Special attention should be given to the façades of buildings on corner sites where visibility is high.

#### **Guidelines**

- a) Façades that face streets or pedestrian frontage should be subdivided and proportioned using features such as windows, entrances, alcoves, arcades, arbours, awnings, canopies, and trellises along no less than fifty percent of the façade.
- b) Seventy five percent of the length of the street front façade should be located no more than 1.5 metres from the property line along Sooke Road.
- c) All solid walls of a façade should have a recognizable "base" consisting of:
  - i. Thicker walls, ledges, or sills;
  - ii. Integrally textured materials such as stone, masonry, or concrete;
  - iii. Integrally coloured and patterned materials such as smooth finished stone or tile;
  - iv. Lighter or darker coloured materials; and
  - v. Planters.
- d) All façades should have a recognizable top consisting of (but not limited to):
  - i. Three-dimensional cornice treatments that project the top of the building outwards.
  - ii. A sloping roof with a minimum 40 cm overhang in concert with a cornice or a sloping roof with an overhang visually supported by brackets.
  - iii. A parapet that is articulated.
- e) Flat faced canopies or roof overhangs are not permitted unless they are supported by columns and conform to the above.

- f) Sloping Roofs:
  - i. Where sloping roofs are used they should have a minimum slope of 5 in 12;
  - ii. Canopy roofs on multiple storey buildings should have a minimum slope of 5 in 12.
- g) All blank walls (e.g. those walls without fenestration) are to be treated, either with cladding that is complimentary to the cladding of the building and adds interest to the look and texture of the wall and building, or with a painted mural or other artwork approved by Council, and that a sufficient setback be provided to enable some articulation of the wall, when the wall is likely to be exposed to public view.
- h) Long, uninterrupted street façades should be avoided. Instead, use plan articulation for doorways, retail windows, outdoor sitting spaces, etc. and use architectonic devices (articulation of structural elements like columns) to segment longer façades.
- i) To reduce the bulk of larger buildings, a “softening” of corners in plan and elevation is encouraged and can be achieved by stepping the upper corners of buildings a minimum of 1.5 metres.

### **5.3. Entrances**

#### **Intent**

To promote public entrances, which are clearly identifiable and accessible to the public.

#### **Guidelines**

- a) Public entryways and public interface functions should be designed to express a pedestrian scale.
- b) Live-Work units on the ground floor with direct relationship to the street may provide a separate office address.
- c) Primary building entrances should be clearly defined and should have a sheltering element such as a canopy awning, arcade, or portico to provide protection from the weather.
- d) The primary entrance to a building should be located along the front wall of the building unless otherwise required for handicapped access. Secondary entrances such as those for second floor apartments must be visible from a street or alley (for safety).
- e) Dwelling units on the ground floor should address the street through the use of front door entrances, gates and entry courtyards. Porches, patios or decks should be designed to establish a semi-private zone in support of a “porch culture” along the street.
- f) Public entryways and public interface functions should be used as opportunities to enhance the building image.
- g) Individual entrances in multi-tenant buildings should have clear identities, such as alcoves, varied doorway materials and varied compatible colours.

#### **5.4. Encroachments**

##### **Intent**

To encourage articulation of architectural features and provide protection from the elements for pedestrians.

##### **Guidelines**

- a) Architectural features, such as bay windows, decorative roofs and canopies and entry features may project up to 2.0 metres into street rights-of-way, provided that they are not less than 2.75 metres above the sidewalk.
- b) Trellises, canopies and fabric awnings may encroach 1.8 metres onto the sidewalk.
- c) Canopies and awnings when provided must project a minimum of 1.5 metres from the building.
- d) Awnings less than 1.8 metres in length are permitted to have less depth.

#### **5.5. Roofscapes**

##### **Intent**

To promote interesting and varied roofs that address weather protection issues.

##### **Guidelines**

- a) Long expanses of uninterrupted single-height flat roofs should be avoided.
- b) Roof forms should incorporate elements that create visual interest, such as angles, cornices, gables and dormers.
- c) Functional elements, such as mechanical equipment and roof penetrations, should be screened or integrated with the roof form in a manner consistent with the overall architecture of the building.
- d) Roof top equipment should be located to minimize exposure to the street. Parapet height of flat roofs should be set to screen the view of vents and roof-top equipment from neighbouring streets and sites.
- e) Roof forms should reinforce the rhythm of street façades.

#### **5.6. Materials and Colours**

##### **Intent**

To identify a colour palette for finishes that promotes harmony within and between developments.

## **Guidelines**

- a) Building design should utilize a variety of materials and finishes used in combination to articulate the building components and differentiate expansive elevations.
- b) Vinyl siding is generally not an acceptable cladding material, however it may be considered in some situations.
- c) Building materials should be compatible with their context, including adjacent structures and surrounding landscape. Materials that might unnecessarily date the overall development or materials used in a non-contextual novelty fashion will be discouraged.
- d) Richer materials, more intensive decorative details, and lighting should be used to enhance the close-up view for pedestrians.
- e) Building colour schemes should be balanced and should be compatible with the surrounding landscape and adjacent structures.
- f) Façade colours should be low reflectance, subtle, neutral or earth tone colours within a medium or moderately dark range of value.
- g) The use of high intensity colours, metallic colours, black or fluorescent colours shall be prohibited.
- h) High quality and integrally coloured façade finishes are encouraged. Painted concrete is not permitted.
- i) Exterior building materials should not include smooth faced concrete block (triple score acceptable), and smooth-faced tilt up concrete panels, or smooth concrete.
- j) Building trim and accent areas may feature brighter colours, including primary colours.
- k) Accent colours should identify public entrances to buildings.
- l) Exposed concrete (except for normal foundation projection above grade) must be heavily ribbed, textured, coloured, or bush hammered.
- m) All building materials are to be sufficiently durable and should be built to withstand west coast climate.
- n) Reflective or heavily tinted glass is discouraged, except for detailing.
- o) Wherever possible, colours should be integral to the material and not applied.

## **5.7 Heights**

- a) The form of buildings along Sooke Road should strongly define the street space with a minimum scale of two storeys and a maximum height of five storeys.
- b) New developments over two storeys in height should incorporate a base building at a scale that enhances the pedestrian street front, light penetration to the street and provide a variety to building form.
- c) Parking levels above existing grade will be counted as part of building height.
- d) Views of hillsides and lakes should be maximized for all departments.



## **5.8 Setbacks**

- a) Varied setbacks will be permitted and will be related to site use.
- b) Building setbacks for commercial uses should be minimized to enhance the pedestrian environment.
- c) Residential development should have a landscaped setback.
- d) Parking is not allowed in the front yard.
- e) That the City Planner be permitted to issue variances for the front, rear, and side yard setbacks when the following conditions exist:
  - (i) Building height does not exceed the height allowed for the land use zone for the neighbouring property; and
  - (ii) Intensive landscape screening is provided to mitigate impact.
- f) Storeys above the second floor should be set back at various distances from front and exterior side lot lines to accommodate features such as balconies, patios, decks, entrance features and sunlight penetration.

## **5.9 Signage**

### **Intent**

To encourage a system of signs that complements the image of a Sooke Road neighbourhood village.

### **Guidelines**

- a) Building signage should be limited in scale and integrated with the design of the building façades. For single tenant buildings, one corporate I.D. sign will be permitted per building or view plane.
- b) Exterior neon signs may be permitted on commercial buildings in selected areas of high visibility.
- c) Façade mounted signs, projection or overhang signs and awning signs are encouraged.
- d) Building signage should reflect the character of the building function to assist in orientation and character.
- e) Building walls should not be treated as billboards.
- f) Murals may be placed on building walls if they reflect an appropriate character and image compatible with redevelopment.
- g) Roof mounted signs are prohibited.
- h) For a multi-tenant building, the use of a sign box that is incorporated into the elevational treatment of the building is encouraged.
- i) Building and tenant identification signs should be organized as distinct architectural elements, reinforcing rhythm and character of the building façades.
- j) All façade signage should be either externally illuminated sandblasted wood, externally illuminated metal, or of a composite type, illuminated only by exposed tubular neon. The use of internally illuminated fluorescent box signage is strongly discouraged.

# ***Appendix U: General Design Guidelines for Garden Suites and Carriage Suites***

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(Bylaw No. 1316; Replaced by Bylaw No. 1696)

## **JUSTIFICATION**

The City of Langford has designated all Residential Land where garden suites or carriage suites are permitted as a Development Permit Area pursuant to the provisions of Section 488(1)(e) of the *Local Government Act*. The justification for this designation is to ensure that the size and massing, and potential impact on adjacent neighbours is considered while integrating this new form of housing into a new or existing residential neighbourhood.

## **1 NEIGHBOURHOOD INTEGRATION**

- Seamlessly integrate garden suites and carriage suites into existing residential neighbourhoods with minimal visual impact;
- Respect the privacy of surrounding neighbours.

### **1.1 Building Siting & Orientation**

*Intent: To maximize open space, usable green space, and to minimize the impact on neighbours.*

#### **Guidelines:**

- a) Buildings are encouraged to minimize the amount of shadow cast on to private open space and buildings of adjacent properties. Stepping back of upper floors and articulation of rooflines including building living space into gables is encouraged to minimize shadowing;
- b) On steeply sloping sites, the views from adjacent properties should be respected by adapting the scale, massing and location of the suite development to follow the topography and natural features of the site;
- c) When a carriage suite is built on a property that contains a house with an existing garage, the garage of the carriage suite should not face the street, but should face a side lot line instead;
- d) Where a carriage suite or garden suite is accessed by a lane, the dwelling unit should be designed to enhance the streetscape along the lane, and consideration should be given to the following:
  - i. Placing entries and doors on the lane where feasible;
  - ii. Dwelling units should have an outlook to the lane on the lower level, and windows primarily facing the lane on the upper levels;

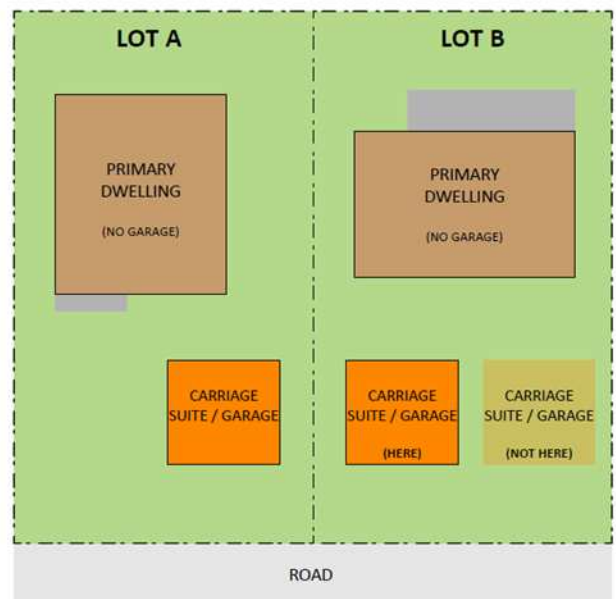
- iii. Living space of a carriage suite on a corner lot should front the flanking street and parking uses should be located off the lane towards the interior side yard;
- iv. Living rooms and bedrooms on the upper level should have their primary windows facing the lane;
- v. On a corner lot, primary windows to living rooms and bedrooms may face the lane and/or street.
- vi. Where balconies and roof decks are provided, they should be facing the lane and/or flanking street on a corner lot.

## 1.2 Scale, Mass, and Built Form Transition

*Intent: Respect the rhythm, scale and height of the existing streetscape and landscape and the privacy of surrounding neighbours.*

### Guidelines:

- a) Create visual interest by providing variations in height and massing within the design;
- b) Garden suites and carriage suites must be clearly distinguishable from principal structures in terms of reduced scale, massing and height;
- c) Balconies and decks should be screened or be constructed with opaque glass;
- d) Balconies and decks should be thoughtfully located to provide privacy for both the garden suite or carriage suite and to minimize overlook on to adjacent units or properties.
- e) Where a carriage suite is accessed by a lane, upper level decks are encouraged however they should face the lane to enhance both livability and neighbourliness;
- f) Clustering of garden suites and carriage suites on adjacent lots is encouraged to minimize shadowing;
- g) A garden suite or carriage suite should be designed with consideration given to the relationship between desired window size and placement and the scale of building faces, projections and dormers. Dormers and building faces should not be windowless unless facing an equally windowless garden suite or carriage suite on an adjoining property;



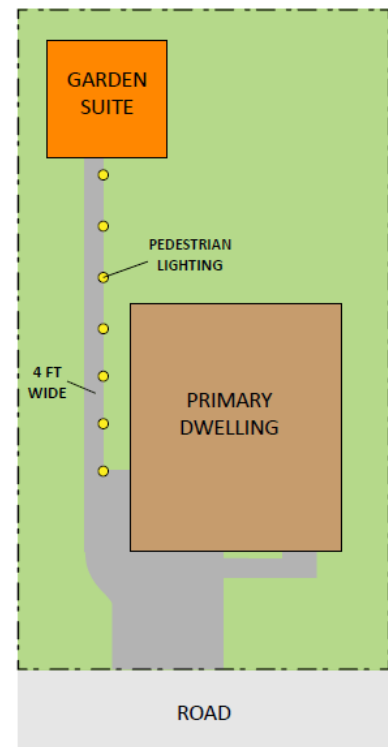
- h) The extent of windows on side yards and facing the garden of the upper level of a carriage suite are limited or designed to respect privacy and reduce overlook of neighbouring properties;
- i) Upper level windows of carriage suites facing the garden and side yards should be modestly sized. Skylights, above eye-level windows, or obscured glazing should be considered as a means to enhance interior daylighting without creating overlook in garden suites and carriage suites.

## 2. PEDESTRIAN ACCESS

*Intent: To provide intuitive pedestrian access to garden and carriage suites and to ensure adequate addressing and wayfinding measures are implemented to assist in the safe and efficient response of emergency services.*

### Guidelines:

- a) House addressing for a garden suite or carriage suite shall be addressed and visible from the road and adjacent to the pedestrian pathway providing access from the road. A carriage suites with access from a laneway must also have an individual address clearly visible from the lane. Addressing shall be illuminated or reflective at night;
- b) For all lots, a minimum 1.2 m (4ft) clearance for emergency pedestrian access must be provided from the street to the gardens suite or carriage suite and be illuminated at night;
- c) The front door of the garden suite or carriage suite is encouraged to face the street, unless access is provided by a laneway;
- d) Gates and stairs are permitted provided that the gates still provide a 1.2 m (4ft) clearance and the stairs have hand rails;
- e) A carriage suite with access from a laneway should be designed with lighting that enhances the pedestrian experience of the lane at night. This may include eave lighting, porch lighting, bollard or garden lights, etc.



### 3. FORM AND CHARACTER

*Intent: To ensure complimentary design to the primary dwelling and surrounding neighbourhood.*

Guidelines:

- a) Where there is an existing house on the property, the exterior design and treatment of the garden suite or carriage suite should complement the architectural design, materials, and window style of the existing house;
- b) Recommended exterior siding materials include, but are not limited to, narrow lap siding, hardiplank, cement board, stucco, or brick;
- c) Stairway access to carriage suites on second storey shall be enclosed in the interior of the building;
- d) A separate exterior door that does not pass through any other accessory space located within the carriage suite, such as a garage, must be provided to the dwelling unit, or to the staircase access if the dwelling unit is located on a second storey;
- e) Garage doors should be designed to minimize the visual impact to the lane through careful detailing and sensitive design.

*Examples of Complimentary Designs*



Carriage Suite



Garden Suite



Primary Dwelling

## 4. PRIVATE OPEN SPACE

*Intent: To provide the occupants of a garden suite or carriage suite with useable private open space.*

Guidelines:

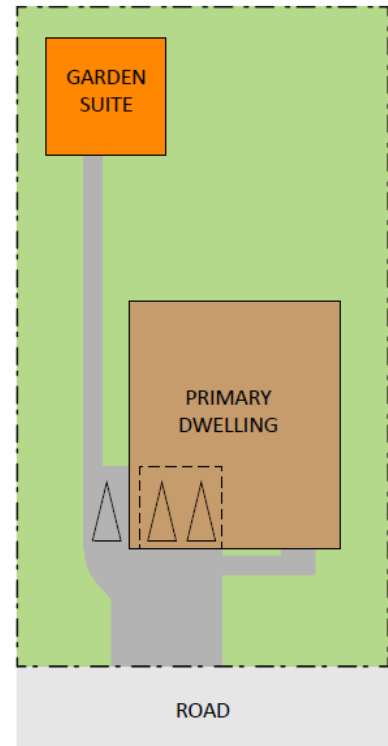
- a) Each garden suite or carriage suite should provide at least 10 m<sup>2</sup> of private open space for use of the occupants;
- b) Private open space should be provided as part of either the backyard, an area adjacent to the lane and/or a deck;
- c) Private outdoor spaces with direct connection to the suite's habitable space should be provided for each unit;
- d) Define and screen outdoor spaces through the use of landscaping such as plantings, architectural elements such as trellises, low fencing or planters, and changes in grade and elevation. Chain link fence is not permitted.

## 5. PARKING

*Intent: To provide functional, discrete parking for suite occupants.*

Guidelines:

- a) Only one driveway is permitted;
- b) The suite parking should not be in tandem with parking for the primary dwelling. Suite parking is encouraged to be located behind the front building face;
- c) The suite parking is encouraged to be discrete;
- d) When a carriage suite is accessed by a laneway, parking configurations shall provide:
  - i. Direct access from the lane;
  - ii. A positive relationship of dwelling unit to the lane.
  - iii. Demonstration of manoeuvring acceptable to the City Engineer.



## 6. UNIVERSAL DESIGN

*Intent: To provide more opportunities for accessible living and ageing in place.*

Guidelines:

- a) The following universal design standards are encouraged to be incorporated into the design of a garden suite or carriage suite:
  - i. A zero-step entrance at the front, back or side entrance of the house (located on an accessible route from the street);
  - ii. Minimum 813 mm (32 inches) clear door opening;
  - iii. The minimum clear opening for all interior doors within a dwelling unit shall be no less than 800mm (31 inches);
  - iv. Barrier-free access from a private parking area should be provided to each dwelling unit and to each type of common amenity space.

## 7. DECOMMISSIONING EXISTING SUITE

*Intent: To ensure that any secondary suite pre-existing within the primary dwelling is decommissioned to a sufficient degree prior to the approval of any garden suite or carriage suite as only one suite per lot is permitted*

### Guidelines:

- a) If a suite already exists within the primary dwelling, it must be decommissioned prior to the issuance of a building permit. The following must occur:
  - i. Removal of the kitchen including the stove, oven, sink, and any 220v wiring;
  - ii. Removal of shower and bathtub; and
  - iii. Sufficiently open access to the primary dwelling unit.

## 8. DELEGATED POWERS

- a) The Director of Planning may approve Development Permits with variances for the height of accessory buildings that contain secondary suites by up to 10% where it can be demonstrated that the variance would still result in complementary design between the principal building and the accessory building and provided that the accessory building does not exceed the height of the principal building.
- b) The Director of Planning may approve variances for reductions to the front, side, and rear lot lines, as part of a Development Permit under the following circumstances:
  - i. Where a reduction in a setback or setbacks improves the orientation of the dwelling to an access route, reduces the impact of the development on surrounding lands, avoids sensitive ecosystems, or would result in the preservation of trees on site; and
  - ii. Where the Director of Planning is satisfied that a reduction in a setback does not have significant impact on adjacent properties. Impacts may be mitigated through screening and grade differentiation.
- c) The Director of Planning may approve variances to the location of a garden suite or carriage suite on a lot in regards to the rear building line as part of a Development Permit under the following circumstances:
  - i. Where the lot is of an irregular shape and the Director of Planning is satisfied that the variance would result in the carriage suite or garden suite being placed in a more sensible location.
  - ii. Where the requested placement on the lot would reduce impact of the development on surrounding lands or avoid sensitive ecosystems.
  - iii. Where an existing structure is being converted into a garden or carriage suite. The existing structure must have had a building permit issued prior to January 1st, 2019 and there is no proposed increase in footprint or height.



# ***Appendix V – Design Guidelines for Belmont Market and Residences***

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***(Bylaw Nos. 1506 and 1829)***

The following guidelines apply to those lands located within the C10 (Belmont Market and Residences) Zone as defined by the City of Langford Zoning Bylaw. The overall objective of these guidelines is to supplement the Development Permit Guidelines for multi-family and commercial development contained within the City of Langford Zoning Bylaw in order to reflect the unique site context of and opportunities available on the subject lands. Where these guidelines contain a similar guideline to those specified in the general multi-family or commercial guidelines, the Belmont Market and Residences Guidelines will take precedence. **(Bylaw No. 1829)**

## **V.1 OBJECTIVES**

- To promote the Belmont Market and Residences **(Bylaw No. 1829)** as a commercial, retail, office, residential, entertainment and civic function centre;
- To promote high quality, pedestrian-oriented building and site design;
- To encourage the creation of new public gathering spaces;
- To support integration with adjacent land uses;

## **V.2 ARCHITECTURAL DESIGN GUIDELINES**

- Buildings are encouraged to be sited with minimal setback to Jacklin Road and Jenkins Avenue. The exception being in the instance where an outdoor plaza or seating area is provided in conjunction with a restaurant or similar commercial use;
- Buildings fronting Jacklin Road and Jenkins Avenue should be designed to have the appearance of a building with a minimum two storey height along a minimum of 75% of the building frontage;
- At ground level, modulation of building façades facing Jenkins Avenue and Jacklin Road, and along the principal building façade (e.g. the main entrance) is encouraged to enable various street activities, such as browsing and outdoor cafes;
- Buildings containing large floor plate commercial uses are encouraged to create visual interest by incorporating smaller floor plate commercial uses and/or multi-family uses into the building (e.g. around the perimeter of the building, above/below the large floor plate use in a multi-storey building, etc), or by incorporating significant design elements to create an articulated building facade;
- The primary entrance to each building and/or business with primary grade access shall have a sheltering element such as a canopy, awning, arcade or portico to provide protection from the weather;
- Where buildings include long expanses of single-height flat roofs, building façades should incorporate design elements to provide visual interest;
- The facades of multi-tenant buildings should be organized to provide visual interest to the streetscape and internal sidewalks;

- Monolithic building expression that results in box-like structures with little surficial articulation is discouraged;
- The owner is encouraged to develop a design theme (e.g. architectural style, finishing materials, colours, etc) that may be consistently applied throughout the site;
- A consistent signage character should be developed and applied throughout the site;
- Landscape elements should be used to screen commercial loading and garbage collection areas from residential areas and general public view;
- All principal uses must be oriented to pedestrian needs and be located and designed as to avoid vehicular interference with pedestrian movement;
- The storage and display of all goods and products must be completely enclosed within a building, except for outside seating and the display of goods for sale at retail

### **V.3 SITE PLANNING AND ACCESS DESIGN GUIDELINES**

- Off-street parking should be located in the interior of the site as much as possible, or screened from view of the public road with landscaping;
- Large parking areas should be divided into smaller, attractive parking areas through the use of landscaping, planted medians, and sidewalks;
- Buildings and parking areas should be sited in a manner that allows continuous, safe and convenient pedestrian networks to be established throughout the interior of the site as well as to surrounding public roads and the Galloping Goose trail. Such pedestrian networks should include sidewalks, delineated crosswalks, landscape plantings including trees, and lighting
- Public gathering spaces, such as a plazas or seating areas, should be incorporated into the site;
- Tree protection measures shall be implemented prior the commencement of any works within 6m of the property line common to the Galloping Goose trail in order to ensure development activities do not result in the loss of any trees within this corridor. Where possible, the owner is encouraged to plant new trees adjacent to the Galloping Goose trail property line;
- The owner should coordinate with the City and CRD Parks to establish defined trail connections to the Galloping Goose Trail. This connection should be designed to draw pedestrian and bicycle traffic into the site; and
- Access to the site from Jacklin Road and Jenkins Avenue shall be located and designed in accordance with the recommendations of the traffic study and to the satisfaction of the Director of Engineering.