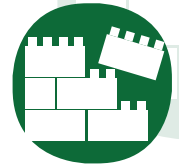




[2.0 **SHAPING** INFLUENCES]



- 2.1 Planning for Sustainable Colwood
- 2.2 A Growing and Evolving Community
- 2.3 How We Move Around Colwood
- 2.4 How We Move Around the Region



2.1 PLANNING FOR A SUSTAINABLE COLWOOD

Colwood's Transportation Master Plan is guided by the aspirations of many other City policies and plans. It provides a more detailed transportation policy framework consistent with, supportive of, and building upon the goals and objectives contained within Colwood's Official Community Plan, 2020 Vision, and other overarching documents. Colwood is also a keystone in the regional transportation network, and therefore it is critical that the Transportation Master Plan is aligned with, and influences, the visions, goals, strategies and policies of regional plans. This integrated approach will maximize Colwood's contribution to an efficient multi-modal transportation network that promotes sustainable growth.





Several relevant plans, policies and initiatives have been developed locally, regionally, and provincially that provide direction and guidance on issues of transportation planning, land use and development, and environmental sustainability. This section provides a description of policies and initiatives that have influenced the direction of Colwood's Transportation Master Plan.

LOCAL DIRECTIONS

The City's overarching plans and policies are intimately linked with the Transportation Master Plan. This direction provides the foundation for the Plan and its focus on achieving the City's aspirations of becoming a vibrant community with a diverse economy and sustainable environment.

The City's **Official Community Plan (OCP)** sets forth a **vision for a sustainable community** that is inclusive for all and is planned and designed to support the needs of a changing population.

The OCP makes the **critical connection between land use decisions and transportation infrastructure**, and highlights the ability to manage transportation demand through effective land use policies. The OCP sets strategies and objectives for creating compact, complete centres with integrated transportation systems. It prioritizes sustainable and active transportation modes such as walking, cycling and transit.

In the OCP, the City committed to reducing per capita GHG emission below 2007 level by 50 % by 2000, 75% by 2030 and 93% by 2050. In 2010, on-road transportation was responsible for 68% of community-wide GHG emissions. Therefore, with ambitious GHG reduction targets, there is a need for a substantial shift in travel behaviour to modes with lower GHG emissions.



The City is also undertaking a number of initiatives that correspond to the Transportation Master Plan. The City recently approved an **Economic Development Strategy**, which identifies sustainable approaches to capitalize on the City’s local assets to increase jobs, incomes, productivity and competitiveness. The City is reviewing its **Subdivision and Development Bylaw** to update subdivision and development control standards to encourage improved urban design, transportation, infrastructure, and environmental standards. Finally, the City’s **Land Use Bylaw** will be updated in **2015** to ensure land use regulations are consistent with the OCP. The Transportation Master Plan aligns and informs these updates.

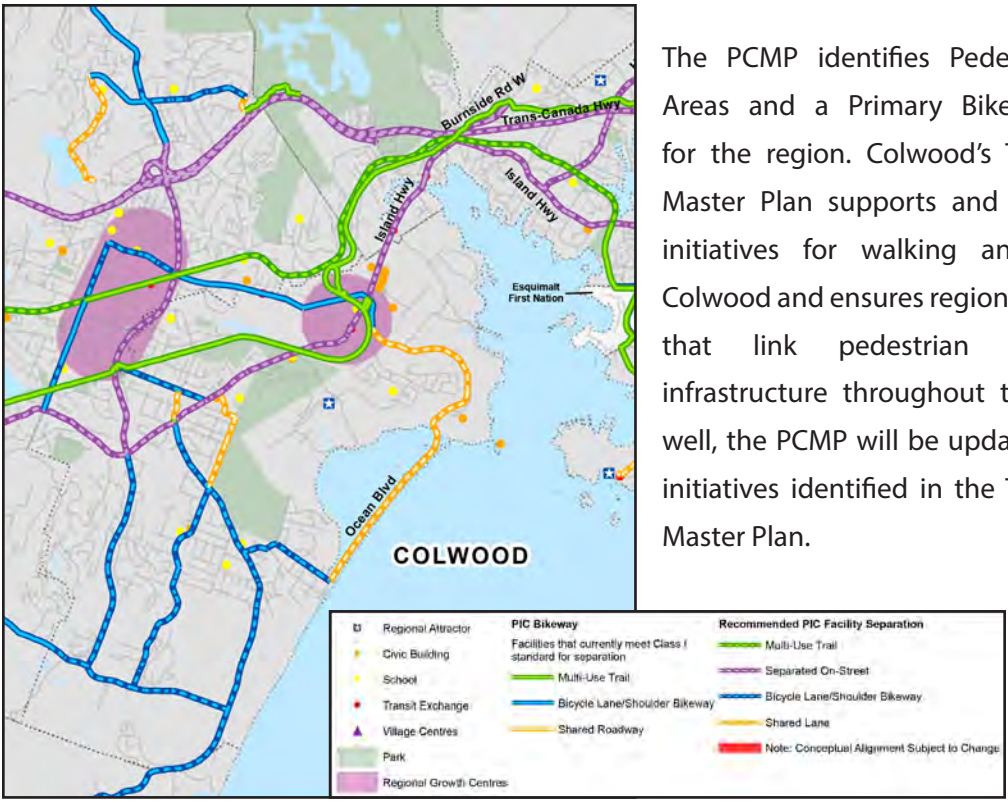
EXTERNAL DIRECTIONS

The Transportation Master Plan is strongly influenced by a number of regional and provincial initiatives. This alignment provides the opportunity for the City to work collaboratively with regional and provincial agencies, including the Capital Regional District (CRD), BC Transit, and the provincial government, to achieve shared objectives.

In 2011, the CRD developed the **Pedestrian and Cycling Master Plan (PCMP)** to support planning and investment decisions that integrate cycling and walking into everyday life. The CRD sets a target that cycling will account for 25% of all trips in urban areas and 15% of all trips region-wide,

Recommended Facility Separation on PIC Bikeway Corridors - West Shore One

and that walking will account for 15% of all trips in the region by 2038.



The PCMP identifies Pedestrian Priority Areas and a Primary Bikeway Network for the region. Colwood’s Transportation Master Plan supports and enhances the initiatives for walking and cycling in Colwood and ensures regional connections that link pedestrian and cycling infrastructure throughout the region. As well, the PCMP will be updated to include initiatives identified in the Transportation Master Plan.



The CRD has recently approved a **Regional Transportation Plan (RTP)** that identifies a regional multi-modal transportation network and regional transportation priorities for the next 25 years. It includes mode share targets to support more sustainable modes of transportation and build on commitments made in the PCMP. It also explores new options for governance and funding.

The RTP sets out a regional approach to growth management and connectivity that seeks to influence land use and transportation at the local level through identifying a set of regional transportation nodes, or ‘**mobility hubs**’. Mobility hubs should have high levels of multi-modal transportation including walking, as well as attractive urban design features. The RTP identifies City Centre in Colwood as a ‘Complete Hub’.

The CRD is also currently reviewing its Regional Growth Strategy (RGS), and transitioning it into a **Regional Sustainability Strategy (RSS)**. Using the existing RGS as a base, the RSS’s scope has increased to provide leadership and direction on climate action, social well-being and food security in addition to its current topic areas.

To address climate change, the CRD’s RSS identifies that the *“CRD’s focus will be on facilitating active transportation modes and transit service, especially to Growth Centres and General Employment Lands”* to reduce GHG emissions throughout the region. Transportation, in addition to population growth and settlement patterns, are key areas addressed by the strategy.

BC Transit developed the **Transit Future Plan** for the Victoria region in 2011. The Transit Future Plan envisions the Victoria region’s transit network 25 years from now and determines what services, infrastructure and investments are needed to get there.

Finally, there are several Provincial initiatives which influence Colwood’s Transportation Master Plan, including the **BC Climate Action Plan** and **Climate Action Charter**. The 2008 BC Climate Action Plan sets targets for British Columbia to reduce its GHG emissions by 33% from 2007 levels by 2020 and by 50% by 2050. The 2007 Climate Action Charter was developed by the Province of British Columbia in conjunction with the Union of BC Municipalities (UBCM). Today, almost all of the municipalities in the Province – including Colwood – have signed the Charter with a pledge to be carbon neutral in their operations by 2012. As well, by signing the Charter local governments commit to measuring and reporting on their community’s GHG emissions profile and working to create compact, more energy efficient communities.



2.2 A GROWING AND EVOLVING COMMUNITY

The City of Colwood is a vibrant and rapidly growing municipality of over 16,000 residents. The community's remarkable natural setting along the Strait of Juan de Fuca and strategic positioning amongst the West Shore communities is highly attractive to development interests and is a source of community pride.

Regional Context



Y



DEMOGRAPHIC TRENDS

Demographics play a significant role in influencing transportation choices and travel patterns. This section summarizes key demographic characteristics of Colwood population.

- ▶ **A Growing Community and Region.** The City and other West Shore communities have been growing for the last 15 years. Between 2006 and 2011, the City's population growth rate was 9.6%. In 2011, Colwood had a population of approximately 16,000 residents. At full build out of Colwood, the population is expected to reach over 32,000 residents – effectively doubling the City's population. The regional expects to welcome many retirees and grow by 1% per year.
- ▶ **Population density.** The City of Colwood is approximately 18 km² in size. With population growth since 2006, the City's population density has increased from 8.28 to 9.07 people per hectare. While the community is still dominated by single-family housing, the range and density of housing has increased in the community. This increase in density, especially when it is concentrated in mixed-use nodes, has positive impacts on the feasibility of various services and transportation options.
- ▶ **An Aging Population.** The age of the community's population has impacts on a resident's mobility, modes of travel, and key destinations. Between 2006 and 2011, the City's population grew by close to 10%. At the same time, the community's seniors' population increased by more than 30% and the percentage of youth (under 15) declined slightly. In the future, the most rapidly growing population segment will be the 55 to 64 age group, This aging population requires a variety of transportation options that are universally accessible.



Table 2.1 Population Density

CITY	POPULATION DENSITY (POP/HA)
Metchosin	0.69
Langford	7.13
View Royal	7.38
Colwood	9.07
Saanich West	12.10
Esquimalt	20.36

Source: 2011 CRD Origin-Destination Household Travel Survey

LAND USE

The Official Community Plan (OCP) is the guiding land use decision making document.

- ▶ **Residential.** While the community is still primarily a single-family community (55% of the housing stock is single-family homes), it is becoming more densely populated. There are more townhouses, apartments and multi-use buildings currently planned, and being built, to provide a greater range of housing options for Colwood residents.
- ▶ **Commercial.** Colwood’s OCP has identified intended commercial growth areas. The clustering of commercial services (in contrast to the existing roadside commercial development pattern), encourages walking, cycling and transit use, supports attractive streetscapes, attracts new businesses, supports a diversity of housing types, encourages civic activities and provides efficiencies for infrastructure servicing.
- ▶ **Community Amenities.** The community has all levels of education facilities, recreational amenities, significant heritage assets, and numerous natural assets. Important community amenities include Fort Rod Hill, Esquimalt Lagoon, West Shore Parks and Recreation, and Galloping Goose Regional Trail.
- ▶ **Intended Growth Areas.** The intended growth areas outlined in the Official Community Plan provide an opportunity to concentrate services and demand for attractive multi-modal transportation corridors to connect what will evolve into the vibrant centres of Colwood, particularly in the City Centre, Royal Bay, and the Allandale Lands.



- **Royal Bay.** This proposed 2,300 unit development will include the 'Village Centre' of Royal Bay Centre along the south-eastern shores of Colwood. The development will be a mix of residential, institutional and corridor commercial services to support local community needs. The new Royal Bay High School will open in September 2015.
 - **City Centre.** The Capital City Centre development is a 5.4 hectare mixed-use community development located in what the Colwood OCP has designated as the City Centre. The property has recently changed ownership and a revised development proposal is expected to be presented to the City.
- ▶ **Integrated with Nature.** Colwood is fortunate to have an abundance of parks and open space permeated with a number of multi-use trails and paths. These spaces provides ample recreational opportunities to enhance the quality of life for its residents. These recreational and ecological assets are highly attractive to new families and businesses considering moving to Colwood. The Transportation Master Plan continues to build on these assets with enhanced multi-use trail connections and improved connections throughout the active transportation network.

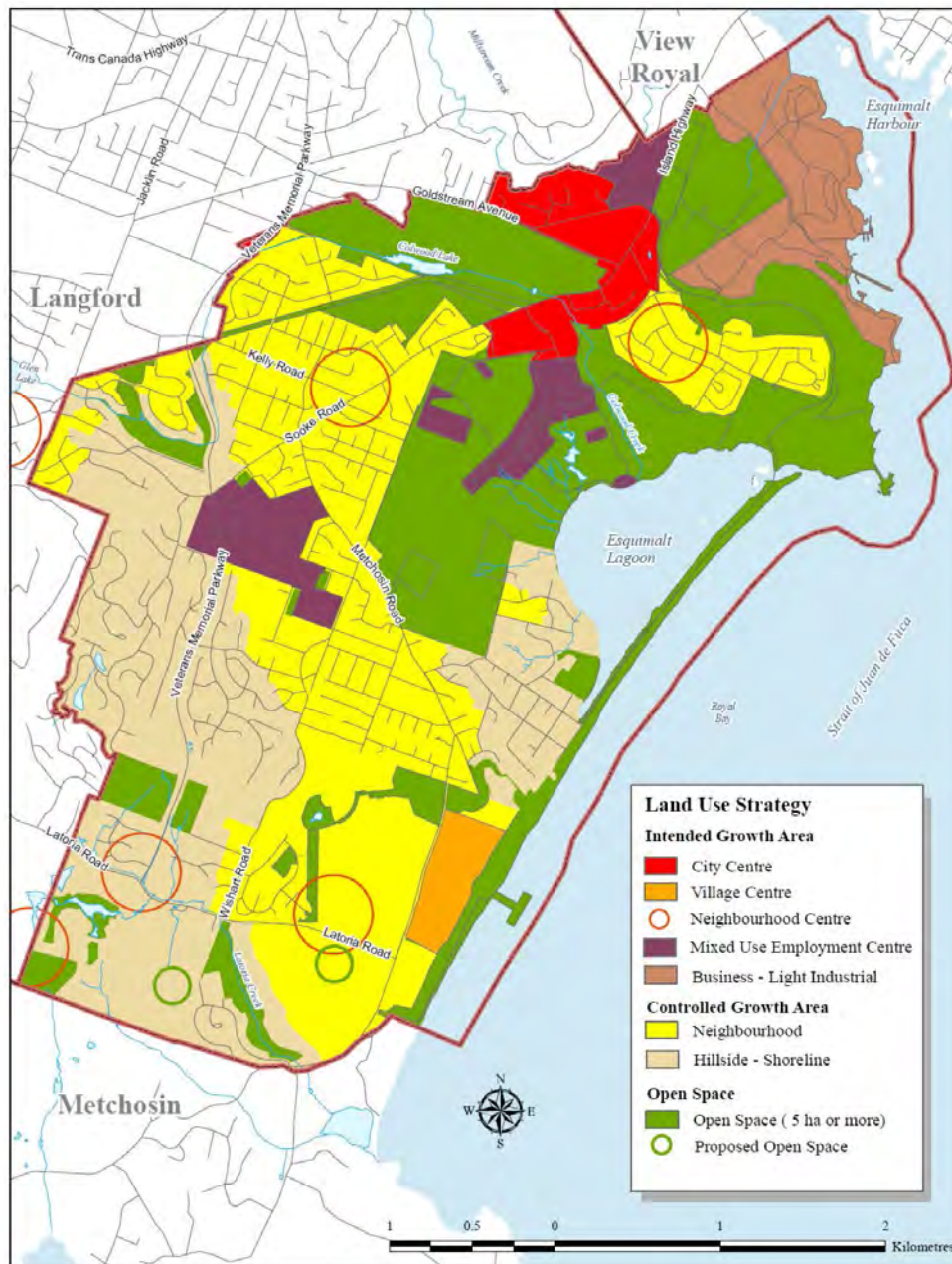
ECONOMIC TRENDS

Transportation, land use, and economic development are fundamentally intertwined. The economic vitality of a community is directly related to supportive land uses, the provision of an efficient multi-modal transportation network, and attractive and lively streetscapes. Colwood has many of the ingredients required for a robust local economy with respect to the notable highlights listed below.

- ▶ The recently approved **Economic Development Strategy** addressed the opportunities and challenges that come with increased growth, and is seeking sustainable ways to capitalize on its local assets to increase jobs, incomes, productivity and competitiveness. Focusing commercial services into strategic mixed-use development nodes will provide the opportunity for to better manage land use and transportation demand in addition shaping a transportation culture that is less dependent on automobiles.
- ▶ **Employment Density.** The employment density in the City of Colwood is 2.3 jobs per hectare. This rate is similar to many other West Shore communities, but does provide opportunities for densification.



City of Colwood Land Use Strategy



Source: 2008 City of Colwood Official Community Plan

The most significant factor affecting how people travel is the proximity of where people live to where they work, shop and play. The type, scale and mixture of land uses along with the densities of those uses, will largely determine how far, and consequently what mode of transportation people will use, to get to their destinations.



Setting the Stage



Shaping Influences



Overall Directions



Strategic Directions
and Actions



Implementation



Table 2.2 Employment Density

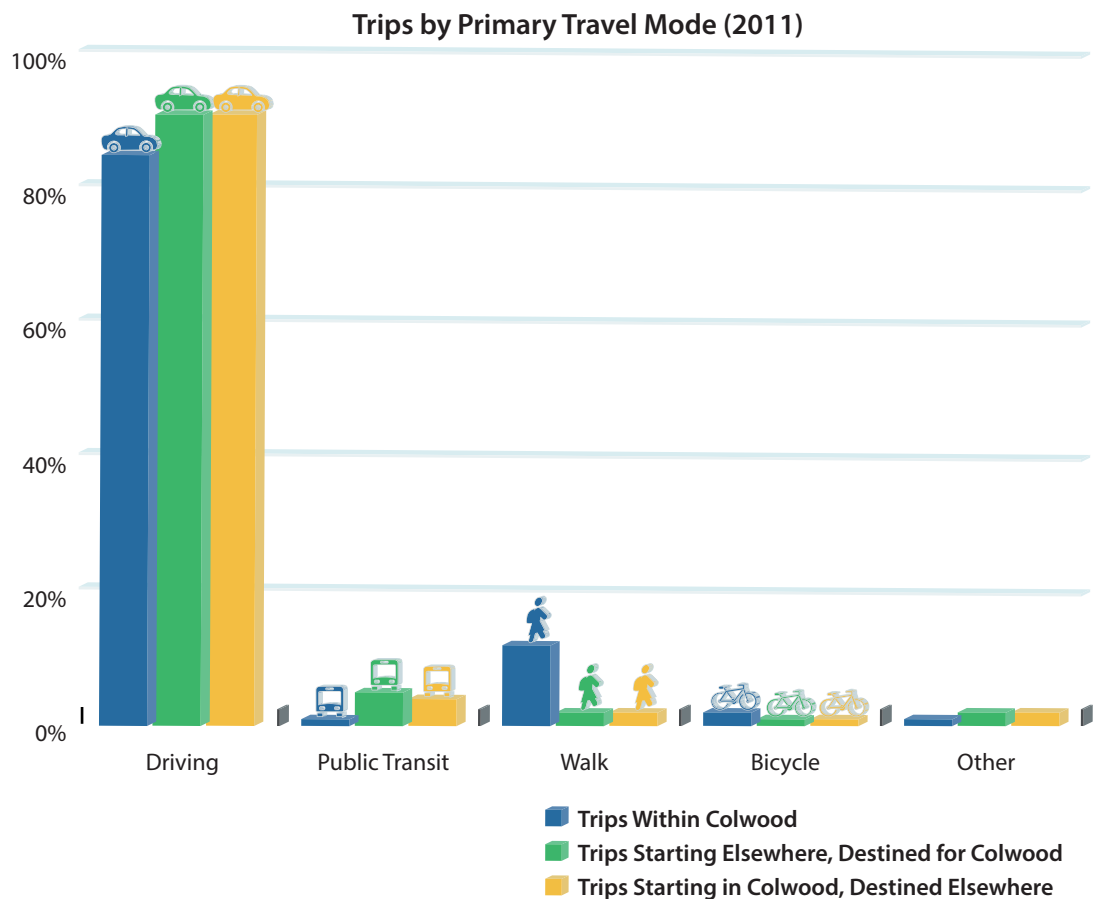
CITY	EMPLOYMENT DENSITY (JOBS/HA)
Metchosin	0.17
Colwood	2.30
Langford	2.78
View Royal	3.45
Saanich West	4.53
Esquimalt	14.73

Source: 2011 CRD Origin-Destination Household Travel Survey





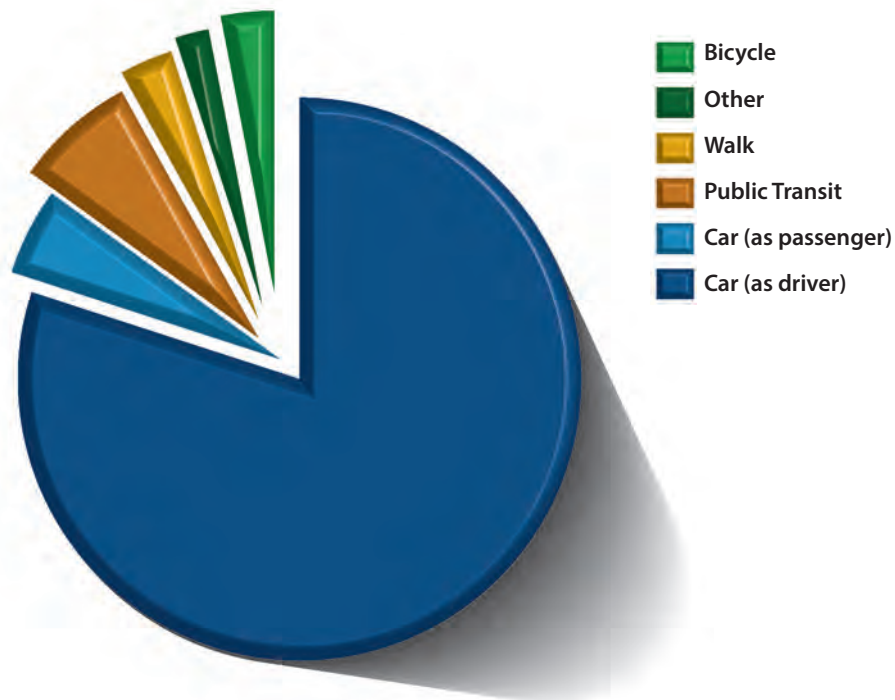
- ▶ **Mode Share of All Trips.** The CRD Origin-Destination Household Travel Survey identifies the travel patterns of residents in the Capital Region for all trips. The 2011 Survey found that approximately 16% of trips stayed within Colwood, 42% of trips left Colwood and 42% of trips were destined for Colwood. A majority of these trips were made by vehicle. Over 91% of trips leaving Colwood are made by vehicle (driver or passenger). For trips within Colwood municipal boundaries, 85% are by private vehicle, illustrating more use of walking, cycling, and transit for local trips. In fact, 12% of trips staying within Colwood are made by walking.



D COLWOOD

- ▶ **Mode Share of Commute Trips.** The majority of commuter trips (to and from work) in the City of Colwood were made by private vehicle. A total of 85% of residents used a car to get to work. Transit use accounted for 7% of daily trips to work and walking and cycling together account for approximately 6% of commute trips (3% each).

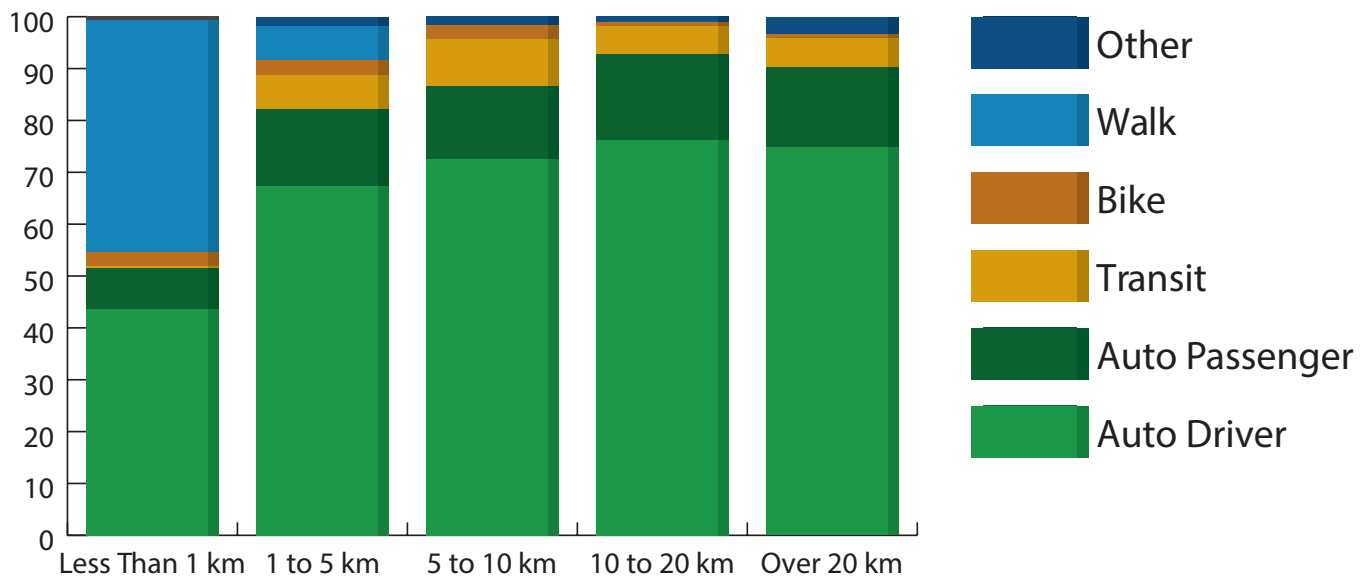
City of Colwood Mode of Commute Trips (2011)



Source: 2011 National Household Survey



- ▶ **Trip Purpose.** The 2011 CRD Origin-Destination Household Travel Survey identifies the purpose of all daily trips taken in Colwood (not specifying by what mode of transportation). For all trips staying within Colwood,
 - 46% of trips are going to work or home;
 - 19% of trips are to pick-up or drop-off passengers;
 - 10% of trips are for recreation / social purposes, and;
 - 9% of trips are for shopping
- ▶ For all trips starting in Colwood and destined for elsewhere,
 - 57% of trips are going to work or home;
 - 12% of trips are for shopping;
 - 7% of trips are for personal business, and;
 - 7% of trips are for recreation and social reasons.
- ▶ **Transportation Mode and Trip Distance.** According to the 2011 CRD Origin-Destination Household Travel Survey, approximately 45% of trips that are less than 1 km are completed on foot. For trips that are between 1 and 5 km, over 80% of residents drive (as a driver or passenger) and approximately 3% of residents travel by bicycle.





Setting the Stage



Shaping Influences



Overall Directions



Strategic Directions
and Actions



Implementation





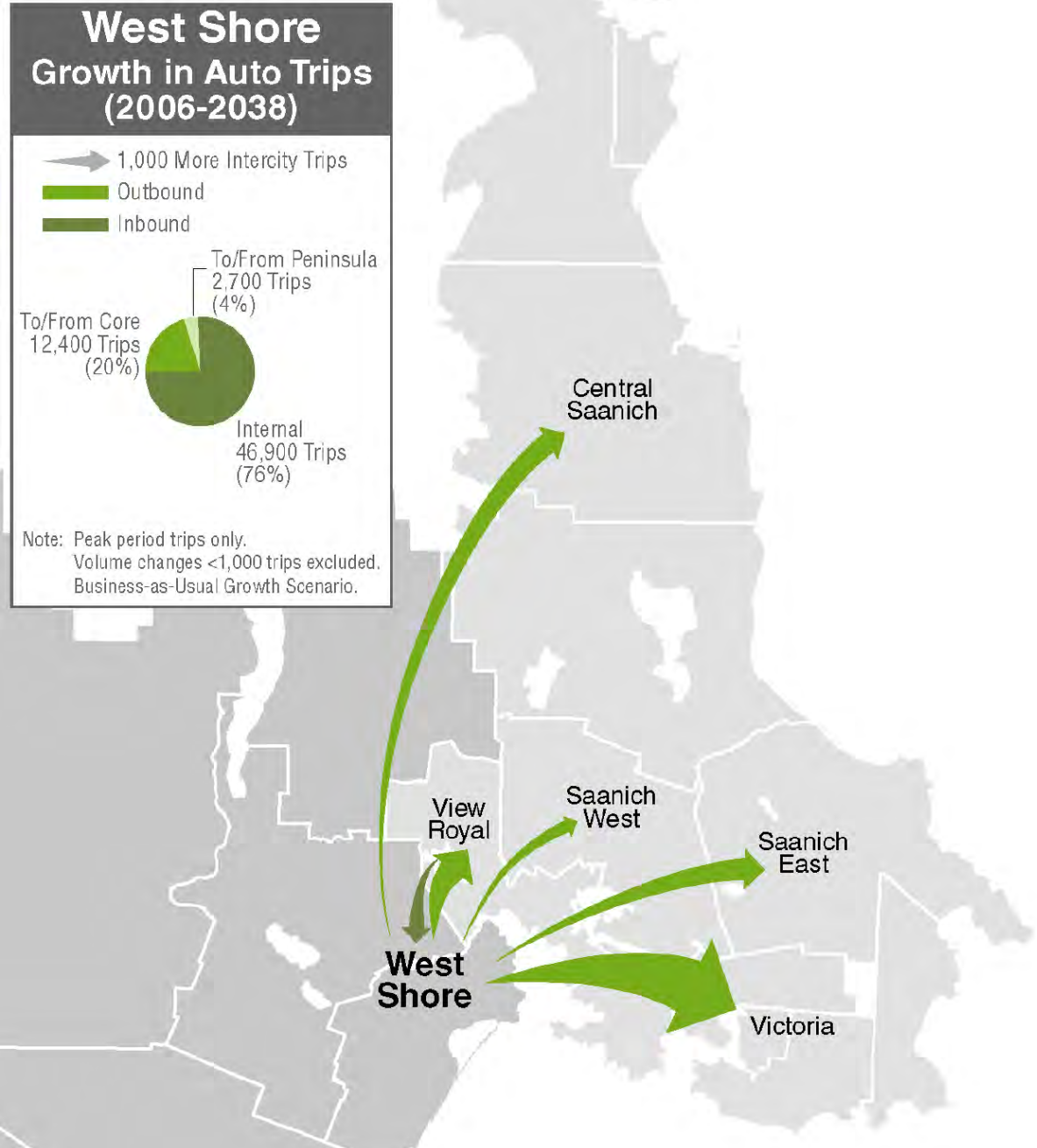
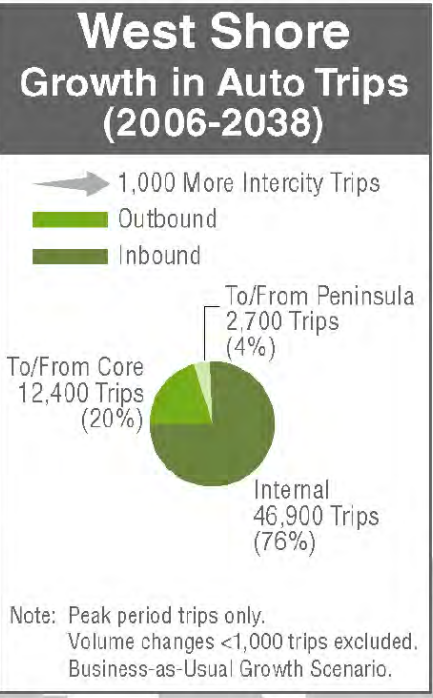
2.4 HOW WE MOVE AROUND

The CRD is a collective of 13 municipalities and three electoral areas, with a combined population of approximately 375,000 residents.

The region is broken up into three sub-regions informally referred to as ‘the Core’ (Victoria, Saanich, Esquimalt, Oak Bay and Saanich), ‘the Saanich Peninsula’ (North Saanich, Sidney, and Central Saanich,) and ‘the West Shore Communities’ (Colwood, Langford, View Royal, Highlands, Metchosin, and Sooke).

The CRD’s Regional Transportation Plan (RTP) estimated 57,000 new residents moving to the West Shore over the next 25 years. Growth in automobile trips under a ‘business as usual’ scenario is substantial. The RTP estimates there will be a 76% (46,900 trips) increase in automobile trips within the West Shore communities.

D THE REGION



Source: CRD Origin-Destination Study 2011





TRANSPORTATION CONNECTIONS

Efficient transportation connections from the West Shore communities to the Saanich Peninsula and the Core communities are critical for the economic vitality of the CRD as a whole. Currently, the Core communities (most notably downtown Victoria and the Esquimalt Shipyards) provide the largest employment base in CRD. The Saanich Peninsula offers numerous regional transportation connections with the Victoria International Airport and the BC Ferry terminal. As the West Shore continues to offer more affordable real estate than other parts of the region, more people are choosing to live in the area. This combination of factors results in traffic related challenges, particularly during peak travel periods.

SIGNIFICANT CORRIDORS

The majority of Colwood's outbound and inbound automobile traffic travels on either Sooke Road or Veterans Memorial Parkway. These two corridors are also key routes for residents of the neighbouring communities who use these routes through Colwood to access Trans-Canada Highway (Highway 1) and then onto the Saanich Peninsula or the Core communities. While residents from neighbouring communities travelling through Colwood offer an opportunity to local businesses, it also adds additional strain on the transportation network. Higher traffic volumes will also come with the residential growth in the neighbouring communities of Sooke and Langford, and within Colwood.

