



Land Use Element

1/3/2018



LAND USE ELEMENT

This Land Use Element has been developed in accordance with Section 36.70A.070(1) of the Growth Management Act to address land uses in the City of Langley Urban Growth Area. It represents the community's policy plan for growth and change over the next 20 years. The Land Use Element describes how the goals in the other plan elements will be implemented through land-use policies and regulations, and thus, it is a key element in implementing the comprehensive plan.

The Land Use Element has also been developed in accordance with the County-Wide Planning Policies, and has been integrated with all other planning elements to ensure consistency throughout the comprehensive plan. The Land Use Element specifically considers the general distribution and location of land uses, the appropriate intensity and density of land uses given current development trends, the protection of the quality and quantity of water supply, the provision of public services, the control and treatment of stormwater runoff, and the desired balance between growth and the retention of village character.

VISION FOR THE FUTURE OF LANGLEY

The City of Langley maintains its small town historic charm and unique sense of place that is characterized by the convergence of beautiful and inspiring natural and built environments. The city continues to be vibrant, artistic, human-scaled and walkable and supports social and cultural connections amongst locals and visitors. Due to these assets, Langley continues to be the artistic, cultural, retail, service and entertainment center for South Whidbey, attracting visitors, retirees, businesses and new families to the community.

The city is currently not constrained by the availability of land. However, it is constrained by the small amount of land designated for multi-family and small-lot, single-family development. The constraints include the lack of available vacant lots in the multi-family and RS5000 zone districts, and the presence of critical areas that can limit development on larger lots. Nonetheless, the city has adequate land within the city limits for our needs for the next 20 years. Through the use of creative rezoning, infill and redevelopment Langley can easily provide the housing and economic development which will keep the city vibrant and growing.

Additionally, being a small community with a limited tax base, the City has finite financial resources. Development is limited in part as sewer services are not currently established throughout the City. Coordination between the Land Use Element, the Housing Element, and the Capital Facilities Element will be essential in producing a plan with accurate projections for development. The Land Use Goals and Policies in this Element will guide decision-making to achieve the community goals as articulated above.

URBAN GROWTH AREA AND JOINT PLANNING AREA

In 2016 a new Urban Growth Area was established based on population and employment statistics provided by the Washington State Office of Financial Management (OFM) and requirements adopted by the County-wide Planning Policies. Information recently provided by OFM and accepted by the County document that over next 20 years the

existing Langley City Limits can accommodate 1667 persons (a net addition of 600 people over the existing population) based on existing zoning. Other considerations were based on environmental constraints and existing infrastructure and services. New development requiring urban services are located in the Urban Growth Area (UGA), consistent with the Comprehensive Plan and implementing development regulations. Sewer and water, drainage facilities, utilities, telecommunication lines, and local roads will be extended to development in these areas specifically targeted for future growth. Figure LU-1 shows the Urban Growth Areas across Island County and Figure LU-4 shows Langley's UGA.

Further, the city and the county will work together to identify lands within the Joint Planning Area (JPA) for designation as either a Priority Growth Area (PGA) or Auxilliary Growth Area (AGA). The PGA designation identifies lands that are to be considered first for any potential future UGA expansion. The AGA designation identifies lands which will be considered last for potential future UGA expansions. Figure LU-2 shows the Joint Planning Area overlays and Figure LU-3 shows the land use designations for lands within the JPA.

THE NATURAL ENVIRONMENT

The descriptions presented in this section provide information relevant to the planning process but does not include all of the data or information available. Langley is made up of people, buildings, and urban infrastructure, as well as wildlife and related habitat. Cities including Langley are imposed on a landscape which includes wetlands, steep slopes, aquifer recharge areas, fish and wildlife habitat conservation areas, and frequently flooded areas. These elements are defined in state law (GMA) as Critical Areas and are required to be protected. Often, these elements overlap, so that a wetland acts as an aquifer recharge area as well as wildlife habitat. Critical Areas are not necessarily contiguous.

Topography and Geology

The City of Langley covers an area of approximately 644 acres or 1 square mile. Most of central Langley is situated in a bowl-shaped depression, which is part of a small drainage basin, sloping toward a bluff overlooking Saratoga Passage. The 50-foot-high bluff is protected in places by a seawall; where it is not, the bluff is more vulnerable to erosion. The results of bluff slides are in evidence, including in the downtown area of the city. Several narrow drainage basins characterize the east end of Langley, which also slopes toward the passage. The topography ranges from sea level along Wharf Street to about 250 feet above sea level on the City's boundary to the south. (See Figure LU-6.)

There are lands in the community that are not suitable for development due to topographical constraints. For example, some steep slopes (in excess of 15%) are low in strength and unstable in nature, are costly to be developed and, in certain areas, are not suitable for development. The geology determines the relative stability of a region, whether or not the area is prone to shifts or sinkholes, the rate of groundwater drainage, or whether significant mineral resources exist.

Soils

The load-bearing capacity of soil, the hydric properties, erosion potential, and characteristics with respect to shrink-swell potential all play a significant role in

development of land. In particular, the hydric properties determine the potential for septic tank usage, indicate the existence of wetlands, and signal the potential for other environmental concerns. In addition, soils are the primary determinant in designation of “unique” or “prime” agricultural land.

The Soil Survey conducted by the US Soil Conservation Service for Island County, including Langley, includes detailed soil maps that can be used for site selection and planning. The survey explains in great detail each soil's suitability for agricultural, residential, sanitary facility, recreational, woodland, wildlife habitat, and other land uses.

Surface Water

Streams, wetlands and their adjacent riparian areas are critical ecological features as well as forming part of Langley's scenic backdrop. Maintaining high water quality is both a community and state imperative.

Reduction in water quality will not only reduce the environmental and scenic value of the streams, but it may also threaten the ground water that is connected to the surface water system. These streams are shown on the Critical Areas Map (Figure LU-7). The City of Langley Urban Growth Area is drained by three natural drainages/streams that originate south of the city and drain through the city generally in a northerly direction and into Saratoga Passage. The surface water quality is generally good. However, future development must consider point-source discharges, non-point-source discharges, and soil erosion, as well as development that strips the habitat or changes the flow of the streams in ways which damage the viability of the ecological system.

Ground Water

Ground water is the water that is beneath the surface of the ground, consisting largely of surface water from precipitation, streams and wetlands, that has filtered through the ground to the aquifer below. The ground where this filtering process takes place is called an aquifer recharge area. The quality of recharge areas and surface water needs to be protected to ensure the quality of the ground water. Ground water pollution is very difficult, often impossible, to clean.

Island County was federally designated as a ‘Sole Source Aquifer’ in 1982. The City uses two aquifers in the area as main sources of drinking water. The City operates three wells, with a combined capacity of 400 gallons per minute. (see also discussion in the Water section of the Utilities/Capital Facilities Element).

Frequently Flooded Areas

The Federal Emergency Management Agency has established the National Flood Insurance Program (NFIP) to enable property owners in participating communities to purchase insurance protection against losses from flooding. As a participating jurisdiction, the City of Langley has adopted floodplain management regulations to reduce future flood risks for development in the Special Flood Hazard Areas (SFHA). The floodplain boundaries and Base Flood Elevations (BFE) are established based upon the 1% annual chance flood (100-year) and are shown on the Flood Insurance Rate Maps (FIRM). Flood hazard areas in Langley are located on the coast, due to the risk of flooding caused by storm surges and

waves action. Offshore seismic events can also increase the flood hazard. These flooded areas are also designated as critical areas and mapped on the Critical Areas Map (Figure LU-7)

Wetlands

Wetlands are fragile ecosystems that provide valuable functions including water quality improvements, floodwater storage, fish and wildlife habitat, aesthetics, and biological productivity. Several wetland areas have been identified and mapped as shown on Figure LU-7; however other wetlands may be identified on a case-by-case basis, as new developments are proposed or as other information becomes available. To provide additional information, areas of the City that have a high probability of having wetlands are shown on Figure LU-7. All wetlands are designated as Critical Areas and any proposed development is guided by the City's Critical Areas regulations as well as state and federal statutes.

Vegetation and Wildlife

Disturbance of ecological communities and division into isolated habitats are the major causes for the decline in animal and plant species. Conserving viable ecological habitats in an interconnected system is the most effective way of conserving vegetation and wildlife. Many habitats that are conserved for environmental or scenic reasons cannot survive division into small isolated land parcels. In addition, there is growing awareness and recognition of the value of wildlife corridors that accommodate feeding areas and migration patterns. Terrestrial wildlife need to be able to move from one habitat area to another. Therefore, designation and protection of corridors for wildlife movement is an important consideration. For example, much of western Washington, including Langley, is part of the "Western Pacific Flyway," a bird migration pathway.

Vegetation

The climate of South Whidbey has contributed to the predominantly forested natural environment in and near Langley. Originally the area was covered by dense forest, but little old growth forest remains. Mild weather, abundant rain, and a long growing season (202 days) support continued forest growth and agriculture in the region. Douglas Fir, Western Red Cedar, Western Hemlock, and associated understory border the city. There are various invasive plant species that require vigilant management such as bamboo, knot weed, and scotch broom to name a few.

Wildlife

"Big game" in the Langley area is limited to black-tailed deer that use the upland woodlands and agricultural areas. Other upland wildlife includes ring-necked pheasant, California quail, raccoon, coyote, great-horned owl, barred owl, and bald eagle. Rabbits have become an increasing nuisance in the City. A large number of waterfowl are found in saltwater and intertidal zones; among them common and Barrow's goldeneye, bufflehead, old squaw, and white-winged and surf scoter as well as eagles, herons, and gulls. Saratoga Passage is a common otter trail and is part of a salmon migratory route. Benthic organisms include shrimp, geoducks, clams, crabs, and mussels. The City Code identifies priority habitats and species that are considered Critical Areas.

Climate Change

In 1990, the First Assessment Report of the Intergovernmental Panel on Climate Change was produced. A consensus of thousands of climate scientists the world over, it contained a prediction of the global mean temperature trend over the 1990–2030 period. Currently, halfway through that period, the predictions are proving to be accurate. The changes observed in the climate include a warming trend of 0.55 degrees over the past 20 years.¹

Scientists project average annual temperatures in the Pacific Northwest will be almost 2 degrees higher by the 2020s and almost 3 degrees higher by the 2040s, compared with 1970-1999 averages.² This means milder winters and hotter summers which result in more rain and less snow in the winter months, when water demand is lowest, and less rainfall in the summer, when water needs are greatest for agriculture, fish and communities.

As global temperatures rise, the oceans warm slightly and expand, ice caps and glaciers melt, and more precipitation falls as rain instead of snow. This causes sea levels to rise. Most climate change models forecast a global sea-level rise of half a meter (over 1½ feet) by 2100. Globally, sea levels rose four to ten inches in the last century. Researchers expect sea levels to continue rising.

Coastal communities are particularly vulnerable to the effects of climate change which can include:

- Coastal community flooding
- Coastal erosion and landslides
- Seawater well intrusion, and
- Lost wetlands and estuaries.³

Recent climate modeling results indicate that "extreme" weather events may become more common. Rising average temperatures produce a more variable climate system. Localized weather events could include

- windstorms
- heat waves, droughts
- storms with extreme rain or snow, and
- dust storms.⁴

THE BUILT ENVIRONMENT

In many ways, the built environment of present day Langley is typical of other communities in Puget Sound, with 19th century antecedents that still persist and thrive as small towns. There is the concentrated commercially-oriented downtown with strong waterfront

¹ Frame, David J and Stone, Daithi A. Assessment of the First consensus prediction on climate change. Nature Climate Change, 2012, vol. 2, issue 12.

² University of Washington - Climate Impacts Group

³ http://www.ecy.wa.gov/climatechange/risingsealevel_more.htm

⁴ Ibid.

connections accessed by scenic entranceways established over a century ago. There is the ring of medium and higher density housing just outside the downtown with a development pattern dictated by the lot and block grid of the original 1891 Plat of Langley. There is the modest post-war expansion of residential areas in small- to medium-sized subdivisions, interspersed with historic homes that were once associated with small farms. Finally, there is newer infill development that reflects current trends such as mixed-use housing in downtown and cottage development around common social spaces. The following sections examine aspects of the built environment of Langley.

EXISTING LAND USES

In terms of raw acreage, Langley has approximately 644 acres (1 square mile) inside the city limits. To understand more fully the distribution and character of Langley land uses, see Tables LU-1, -2 below and Figure LU- 10. This inventory is within the City only. The existing distribution of land uses is one tool that can be used to gauge the proportion of total land area that the City will need to devote to each land use in the future.

**Table LU-1
Land Status by Zone District**

Zone	Total Area (acres)	13% Critical areas reduction	Fully Developed	Under developed (acres)	Vacant (acres)
RS1500	238.34	207.36	45.95	123.87	68.52
RS7200	165.16	143.69	52.35	78.85	33.96
RS5000	18.59	16.18	14.63	2.99	0.97
MixedRes	22.33	19.43	21.23	0.73	0.37
Central Business Neighborhood	15.7	13.66	13.72	1.27	0.71
Business	17.08	14.86	6.37	3.59	7.12
Public Use	102.55	NA	NA	NA	NA
Totals:	579.75*	415.18	154.25	211.3	111.65

Source: City of Langley Planning Department 2017

* excludes rights-of-way and roads

The following subsections examine the main categories of existing land use in greater detail.

Residential Land Use

This category includes single-family, duplex, and multi-family structures, including cottage housing, planned unit developments, clustered housing, townhomes, manufactured housing, foster care facilities, group quarters, and cooperative housing. Residential land uses constitute almost 70% of the total land area within the current city limits. The following table shows the number of dwellings by broad housing typologies as per 2016.

**Table LU-2
Numbers of Dwelling Units by Typology in 2016**

Housing Type	Land area in acres	Unit Number	Average Density/acre
Single-Family Detached	422.09	537	1.2
Multi-Family, Duplex, Mixed-use	22.03	212	9.6
TOTAL	444.12	749	1.7 units/ac

Source: City of Langley Building Permits Log

As the table indicates, single-family residential dominates with over 70% of the total number of housing units, but just over a third of Langley's housing stock is of the duplex or multi-family type. Multi-family development and smaller single-family lots are concentrated immediately south of the central business district and near Camano Avenue and includes the Brookhaven Senior Center, the Saratoga Terrace Family Project, several private condominium projects, and development west of Anthes Avenue. The overall residential density is quite low with 1.7 units/acre for residentially zoned land or just over 1 unit/acre across the whole city. Increasing density through infill that is sensitive to the small town character found in Langley can be a net benefit by utilizing existing infrastructure, potential for alternative and more affordable housing options. This can also result in greater use of Langley's businesses and services.

Commercial Land Use

This category includes land zoned for retail and wholesale trade, offices, hotels, motels, restaurants, service outlets, and related services. Commercially zoned land constitutes about 5.1% of the total land area within the city limits, or 33 acres, with the strongest concentration within the historic downtown area. The commercial land use designation does not include the Fairgrounds.

Higher intensity land uses occur in the downtown business district with denser development of professional offices, retail stores, and mixed residential and commercial uses. Recent trends in this area include mixed-use development, with small numbers of residential units above ground floor retail or office. Smaller commercial areas exist along Camano Avenue, Third Street, and at the corner of DeBruyn Avenue and Second Street. These areas contain lesser intensity (retail uses are restricted) commercial land uses. That these neighborhood commercial areas have not seen any significant new development or redevelopment in recent years would suggest a continuing preference by retail, office, and service businesses for downtown locations.

Agricultural Use

There is no agriculturally zoned land within the City limits. However there is land within the city that is actively used for agriculture. There is also an increased interest and emphasis

on the creation of community gardens, and the city also promotes a local Farmer's Market to encourage local and regional agricultural use.

Cottage Industry Land Use

The City does not currently have any land zoned for industrial land uses. However, some limited activity of this type does occur within the city as small scale 'cottage industries'. A cottage industry is regarded as a desirable designation for artists who work in wood, stone, glass, or similar media. The City encourages small low-impact manufacturing businesses that do not negatively affect neighbors. Examples of cottage industries include doll making, leatherwork, glass blowing etc.

Historic and Archaeological Resources

This category includes historic buildings, and archaeological and prehistoric sites which have been designated with special protective status. There are a seven buildings and sites that have been designated by the city's Historic Preservation Commission, and these may also be eligible for state designation as shown on Figure LU-10. The only site that is listed on the National Register of Historic Places is the Dog House Tavern on First Street.

Recreational Lands

This category includes community parks, pocket parks and marina facilities. Facilities that are part of an educational institution are not included in this category. Principal recreational lands include Langley Park, Hladky Park (aka Whale Bell Park), Seawall Park, Boy and Dog Park and pedestrian access, Generation Park, Phil Simon Park, Mildred Anderson and Faye Bangston Memorial Park, and the Port of South Whidbey Marina.

Parks and Open Space

This category includes lands designated as critical areas, privately owned lands that are permanently set aside as open space (such as within the Cedars subdivision), and publicly owned open space. An integrated system of open spaces and open space corridors perform important functions in improving the quality of life and acting as buffers and connections between various land uses. Open spaces may also provide opportunities for walking trails, whether public or private. Other open spaces in and around the area are acknowledged as private lands. It is important to preserve natural, open space buffers along entrance roadways into Langley. Figure POS-2 shows the parks and open spaces in the city. The previous Comprehensive Plan included an element for scenic corridors both within the Joint Planning Area and the City. This element has now been incorporated throughout the Comprehensive Plan.

Vacant/Undeveloped Lands

As shown on Table LU-1 this includes over 300 acres of vacant, undeveloped or underdeveloped acreage. Most of the land in this category is in platted lots and larger unplatted lots scattered throughout the community.

PUBLIC FACILITIES AND SERVICES

Public Facilities and Services

Within the City of Langley a total of approximately 86 acres (14.6%) are devoted to public uses exclusive of transportation facilities. This land includes City Hall, a City maintenance

facility, South Whidbey Middle School, fire station, library, water and sewer facilities, telephone facilities, postal facility, the Fairgrounds and City parks.

Water System

The water system in the city currently provides domestic and commercial service to 694 connections within the city, and an additional 110 connections outside the city limits. The system includes three active wells, a 650,000-gallon storage tank, and three booster pump stations, which are fed by two aquifers. The quality of the water is good, and the service is adequate to meet present and future needs, with the consumption for residential and commercial uses at 46⁵ gallons per day (gpd) per capita which is well below the national average of between 80 and 100 gallons per day. This translates to approximately 146 gpd per equivalent residential unit (ERU).

Wastewater Disposal Facilities

The city is served by a secondary sewage treatment plant and collection system located at the southwest edge of the city on Coles Road. The plant, installed in 1992 is able to accommodate the population growth expected to be served by the city sewer system over the next 20 years. Currently, approximately 60 percent of the households in Langley are served by the sewage treatment system. It is the city's long-term goal that all properties in the City will be served by sewer. As a result, on-site treatment of waste water is limited to existing single-family lots and is not intended to facilitate increased density. Rates have recently been increased to build the utility reserve fund for future improvements.

Solid Waste Disposal

A private company provides solid waste collection. Island County operates the landfill near Coupeville and the transfer stations where individuals can take their solid waste for disposal. Recycling facilities are located at Bayview and Freeland.

Medical and Emergency Facilities

Emergency medical services are provided by Whidbey General Hospital. The South Whidbey Fire District provides emergency medical transportation. A variety of other clinics and facilities are available throughout the South Whidbey area.

Police and Fire Protection

The City currently employs five full time police officers (including the police chief) and a reserve officer corps. Police offices are located in City Hall. The city is part of Fire District No. 3, which provides fire protection service. The Fire Station is located on Camano Avenue. The city has a very good rating with the Washington State Fire Rating Bureau and the city has adequate water and hydrants to ensure fire safety.

Public Education Facilities

The Langley Middle School is located within the City limits and has served students in the sixth through eighth grades since 1982. The Middle School site includes an auditorium and ball fields for school and non-school use. In late 2016 the School District announced the Middle School buildings would no longer be used for teaching and that it would seek other

⁵ Personal communication with Randi Perry, Public Works Supervisor

tenants for the buildings. The grounds will continue to be used by the School District. Whidbey Island Center for the Arts (WICA) is located on the school property by joint agreement between the School District and the Island Arts Council. Also located on school property are private facilities such as Island Dance and the South Whidbey Children's Theater. The closing of the Middle School has resulted in the School District wanting to establish flexibility for its future use so it can continue to be a resource to the community. Due to its proximity to the performing arts organizations the Comprehensive Plan is establishing an Arts and Recreation District overlay for this area as shown on Figure LU-5.

Library

The library is a very important part of the community and meets the needs of the residents of the City and South Whidbey. The building and land are owned by the City and under the operation of the Sno-Isle Library District. The facility was expanded to double its size in the mid-90s.

Transportation Facilities

The amount, location, and quality of our multi-modal transportation system is detailed in the Transportation Element.

FUTURE NEEDS AND ALTERNATIVES

This section of the Land Use Element explains population trends and, based on the anticipated Langley population 20 years in the future, analyzes the inventory of land by zoning district within the Langley Urban Growth Area.

Population and Demographics

The analysis of local population and demographic trends is important for a broad understanding of the community and to anticipate future needs. This analysis is required by State law and is used to guide the sizing of a jurisdiction's UGA. The analysis of population projections for the next 20 years uses the Washington State Office of Financial Management projections for the total county area (required pursuant to the State Growth Management Act) as its base, together with U.S. Census Bureau data and local area specifics.

Population Changes

Since 1980, the population has risen from 650 residents to an estimated 1,135⁶ in 2016. Throughout this period, the population of Langley, as a percentage of the county's total population, has been consistent at approximately 1.5%. Table LU-4 shows that, the city has been experiencing modest fluctuation in decennial growth, ranging from a high of 191 (23% increase) from 1980 to 1990 and a low of 76 (7% increase) from 2000 to 2010. However, the Buildable Lands Analysis and Growth Projections prepared by Island County shows Langley is projected to gain a net of 89 persons by 2036.

⁶ Source: State Office of Financial Management (OFM), April 2016

LU-5				
Population Growth Since 1990				
Year	Population	Change from Previous Decade	Island County Population	Langley as a percentage of County Population
1990	845	-	60,195	1.4%
2000	959	114	71,558	1.3%
2010	1,035	76	78,506	1.3%
2015 est.	1,100	65	80,600	1.4%

Projected Population Changes

In accordance with the State Growth Management Act, the State Office of Financial Management (OFM) publishes 20-year population projections for each county. Projections for each of the cities within each county are not provided. The OFM publishes three ranges of population projections for each county: low, medium, and high. In accordance with RCW 43.62.035, the median range represents OFM’s most likely estimate of a county’s population. Island County was one of seven counties with substantially revised population projections since the State projections in 1995. Over the last 20 years the projections for Island County have been higher than the actual population increases. Calculated projections for Langley based on a percentage of the total County projection are shown in Table LU-5 below.

**TABLE LU-5
Population Projections**

	ACTUAL		PROJECTED	
	2000	2010	2036	% increase (20 yrs.)
Alternative 1 – Based on 2036 Population Projection and UGA Allocations	959	1035	1124	8%
Alternative 2 – Based on 10% Increase to Preliminary UGA Allocations	959	1035	1172	12%
Alternative 3 – Based on 20% Increase to Preliminary UGA Allocations	959	1035	1219	15%

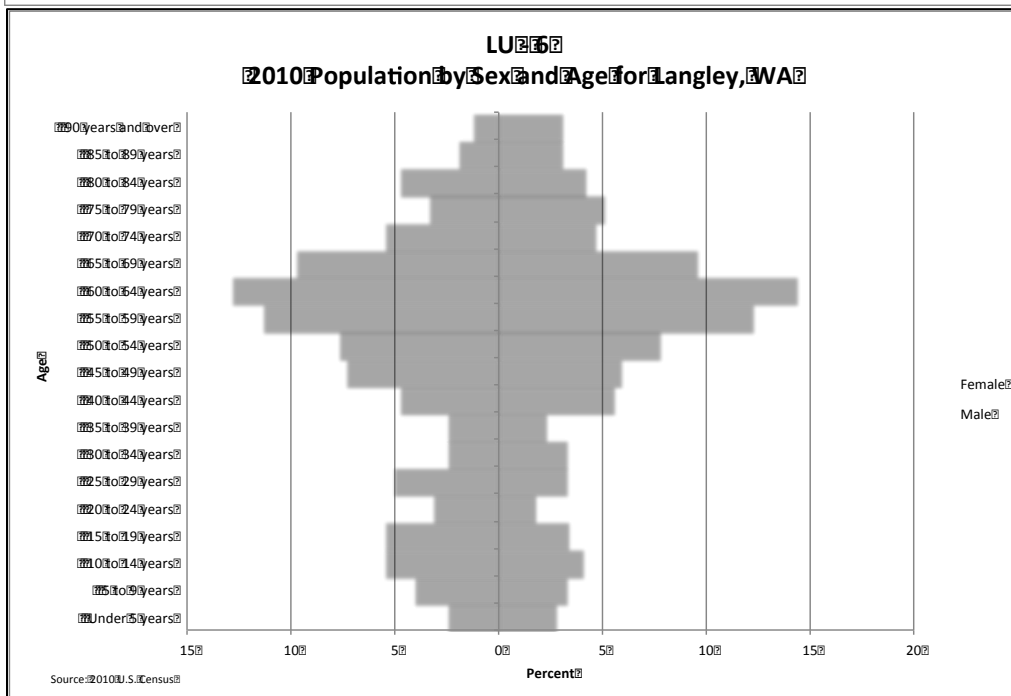
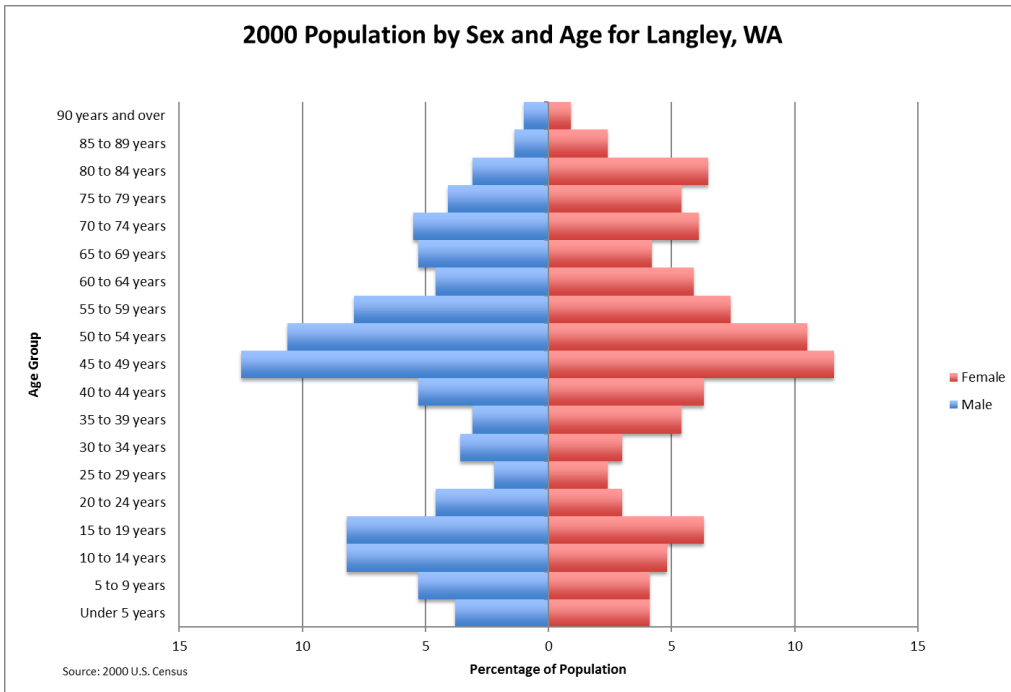
Projected Population

The State population projections (compared to the projections made in 1995) for the next 20 years are based on the premise that the Island County population is expected to grow at a moderate rate. This projection rate is consistent with State Code, acknowledges that the state and federal economies have rebounded back from the recession, recognizes tourism will continue to play an important role in the local economy, and that individuals and families looking for a small town or rural life style in close proximity to a larger center are finding South Whidbey Island an attractive place to settle.

Age Distribution of Population: The median age of the Washington State population is 38.21. The median age for Island County is 45.33.⁷ The median age for the city of Langley

⁷ Source: State of Washington, Office of Financial Management

is 58.72. In most age cohorts, females outnumber males. The greatest concentrations, by both age and gender, occur between the ages of 55 and 69. The next largest subgroups occur between the ages of 45 to 54. These statistics have significant implications for future housing needs (both type and location), and for the types of services that will be needed. Given the advancing age of the local population, the location of medical services and facilities may become critical. The population pyramids below show that between 2000 and 2010 Langley has been losing young people and families. Adding more young working families would make Langley a more demographically balanced community.



HOUSING

Home Ownership

The proportion of owner-occupied to rental units has remained relatively constant over time. As of 2010 Langley has a housing tenure ratio of 50 percent owners to 35 percent renters. The implications for housing planning are analyzed in the Housing Element. However, there is an increasing trend of people owning homes in Langley that are their second homes. These units may be used by the owners themselves as a vacation home or these units may be rented out as vacation rentals. Over the long term if this trend continues this can impact the character of a community as well as reducing the long-term rental housing stock.

**Table LU-7
Housing Tenure
2000 & 2010**

	2000		2010		Net Change	
Owner-Occupied	269	49.6%	318	46.9%	49	18%
Renter-Occupied	217	40.0%	237	35.0%	20	9%
Seasonal	22	4.1%	62	9.1%	40	180%
Vacant	34	6.3%	61	9.0%	27	80%
TOTAL	542		678		136	

Source: 2000 & 2010 United States Census

Household Size

The average household size decreased from 2.18 to slightly below two persons per household between 1990 and 2000. The 2015 OFM estimate for household size in Langley is 1.86 persons per household, evidence of a continuing drop in this demographic measure. Smaller households tend to increase demand for housing units.

Housing Affordability

The typical measure of housing affordability is that a household pays no greater than 30% of its household income on shelter and shelter related costs. Renter households are typically more rent burdened than households owning their homes. There is more detailed discussion in the Housing Element.

Per Capita Median Income

Based on information developed for the Housing Element, approximately one-third of the households in Langley have incomes less than 50 percent of the county median (approximately \$45,000). The median household income in Langley is \$38,523⁸.

FUTURE LAND USES

Settlement in Langley has occurred irregularly around the city, with the density of settlement increasing toward the center. New residents have been attracted to the bluffs above Saratoga Passage to take advantage of views and being close to the downtown area due to proximity to services and the availability of multi-family housing. The lack of sewer

⁸ Based on 2014 American Community Survey 5-year estimate

mains to serve the more western and eastern sections of the city has limited residential development in those areas. Some areas developed since the 1970s for single-family residential use follow suburban development patterns.

Unlike the land-use inventory described above, a land availability analysis can determine how much land is vacant or significantly underdeveloped and thus ripe for potential new development. This analysis can be refined further by examining the amount of land available for each type of land use if the available lands develop in accordance with existing zoning.⁹ Currently, the city is divided into the following zoning districts:

CB	Central Business
NB	Neighborhood Business
RS 5000	High Density Residential (9 units/acre)
RS 7200	Medium Density Residential (6 units/acre)
RS 15,000	Low Density Residential (3 units/acre)
RM	Mixed Residential (multi-family) (15 units/acre)
P-1	Public Use

The allocation of total area for each district is described in Table LU-7, and the total area is further broken down into developed (which includes active applications), underdeveloped, vacant, and agricultural use.

Table LU-1 shows that there is considerable underdeveloped and vacant land within the City limits to accommodate future growth. However, the lack of sewer limits the ability to further develop lands in the RS15000 and Neighborhood Business zone districts.

There is limited vacant or underdeveloped land in the Central Business zone district. In recent years a number of commercial buildings in the Central Business district have been remodeled or are being remodeled by new tenants/ owners or existing businesses. This has resulted in fewer vacant storefronts as well as improving the streetscape. Other activities including the Second Street Complete Streets project, the growing number of public art installations, improvements undertaken by the Historic Preservation Commission and the extensive landscaping undertaken by Langley Main Street are all resulting in the creation of an attractive and more vibrant downtown.

Land in the Neighborhood Business zone district has been slow to develop. Being located outside the central business area makes it less visible for customers and therefore less desirable to locate a business here.

Development within Langley over the last 30 years has virtually exhausted the inventory of land zoned for multi-family housing, with less than an acre of vacant land within the RM zone district. Only 5.3 percent of residentially zoned land is within the RM zone district, resulting in almost 95 percent being zoned for single family and duplex residential units. Accessory dwelling units are also permitted in these zones. There is an identified need for more housing units and for housing that is more affordable for working people.

In the City and across Island County housing is becoming increasingly more expensive and there is less inventory available both to purchase and to rent.

Below are some possible strategies to increase multi-family housing options which in turn can improve affordability:

- Creating pockets of land zoned for higher density in certain locations
- Permitting multi-family residential development in single family zones as a ‘conditional use’
- Encouraging sensitive infill development
- Reducing barriers to accessory dwelling units, both attached and detached
- Establishing smaller lot sizes
- Reducing utility connection fees
- Increasing building heights
- Reducing parking requirements

In accordance with the Growth Management Act, the City has adopted a Land Use Designation Map (see Figure LU-9) that describes the general type and distribution of land uses for the future. The zoning map must be consistent with the Land Use Designation Map.

GROWTH IN CONTEXT

Growth and change is inevitable and therefore must be planned for in ways that are consistent with the City’s vision and context as a small historic coastal community. The Growth Management Act requires that urban growth be concentrated in jurisdictions that have full services of water and sewer and restricts development in rural and resource areas. The larger Puget Sound region has been experiencing tremendous growth, and since 2010 the Seattle Metro Area has gained approximately 1,100 new persons per week. According to the Puget Sound Regional Council Vision2040 five million people are expected to live in the region by 2040. While Langley and Island County are not part of the Puget Sound Regional Council we are located in the greater Puget Sound region and some of this growth pressure will inevitably impact our community. A number of factors will continue to influence this:

- Technology enhancements offer the ability to work remotely
- Relative affordability of housing compared to communities on the mainland
- Improved public transit that includes free bus service and growing vanpool use
- Retiring baby boomers seeking a small town with a high quality of life
- A vibrant and expanding visual and performing arts community
- Expansion of the US Naval Base in Oak Harbor
- Expansion of Paine Field in Everett to include commercial domestic flights

One of the foundational goals of the Comprehensive Plan is to ensure that all new development and redevelopment meets the community’s vision outlined in the Executive Summary. Toward meeting those expectations, new and redevelopment proposals must be analyzed *in context* with the local neighborhood and Langley in general. The following sections describe some of the most critical points to consider.

ANALYSIS OF PHYSICAL CONDITIONS

Good planning, particularly for undeveloped lands (AKA greenfield sites), must consider environmental limitations to preserve critical areas and hazard lands and also to avoid expensive site modifications. The following briefly describes the most critical biophysical constraints that are a factor in the City of Langley.

GEOGRAPHIC CONSTRAINTS

Runoff and Drainage Constraints

The topography, soils, the slope of the land and extent of impervious surfaces determine runoff and drainage. Development is regulated to prevent increased runoff to adjoining and/or downstream locations, increased volume and rate of stormwater runoff, and increased potential for pollution of Puget Sound. Development in areas prone to ponding is not recommended. Such development could also potentially alter natural recharge processes and cause drainage and environmental problems in areas where runoff has been diverted.

Geological Hazardous Areas

Much of the steep-slope area along the bluff above Saratoga Passage is unsuitable for development because of instability. Development practices on these properties may also exacerbate the instability. These practices include extensive vegetation removal on the top of the bluff, poorly managed roof and perimeter drainage, old and failing septic systems, and extensive hard surfacing of the land. The Island County Soil Survey conducted by the U.S. Soil Conservation Service provides data that can be used to determine site-specific development constraints.

Aquifer Recharge Areas

Protection of recharge zones is important because the ground water system is interconnected and pollution in one area may influence the quality of water used elsewhere. The pollution of ground water by effluent, agricultural waste, or industrial waste can contaminate the portion of the aquifer that lies down gradient from the pollution source, and contamination is extremely expensive and difficult to clean up. Therefore, the Municipal Code limits the amount of hard surfacing on a property.

Wetlands

Protecting wetlands and their buffers is critical because wetlands are important natural systems that should not be irreversibly altered, and the wet soil severely limits structural development. Because of the specificity used in defining wetlands and the quality of available maps, site-specific evaluations based on vegetative species present and/or soil type will be necessary for the evaluation of specific parcels should development be proposed.

Fish and Wildlife Habitat Conservation Areas

The Critical Areas Ordinance identifies a number of species and their habitats that are protected. Figure LU-7 shows the location of some of the known habitat areas including eelgrass beds and one clam bed area, eagle nest trees, a heron rookery, stream corridors and the known wetlands.

COMMUNITY AMENITIES

The quality of life in a community is greatly enhanced by the amenities available in the City and South Whidbey region. For Langley these amenities include:

- Location overlooking Saratoga Passage
- Being small and walkable
- Its historic buildings and downtown
- Its vibrant visual and performing arts community that includes over 100 pieces of public art and numerous annual events that draw hundreds of visitors including a Mystery Weekend, Django Fest, Whale Fest and others
- The Fairgrounds and marina which are now both owned and managed by the Port of South Whidbey
- Its parks and open spaces
- Multiple social service organizations
- Strong faith communities of various denominations
- Services and activities for children and families
- Multiple festivals and outdoor events
- A public transportation system that connects Langley to other island communities and the ferry
- A wide range of allopathic and holistic medical practitioners
- A full service veterinary clinic
- State of the art fiber optic internet
- A strong business district and chamber of commerce
- Short drive to the ferry with regular connections to the Mainland each day
- Safe and scenic bicycling
- Abundance of bird and wildlife
- Easy access to expansive beach

ESSENTIAL PUBLIC FACILITIES

The State Growth Management Act requires local government comprehensive plans to include a process for identifying and siting essential public facilities. Essential public facilities are public or quasi-public facilities that are typically difficult to site. These include, but are not limited to airports, state educational facilities, state and local correctional facilities, solid waste handling facilities, mental health facilities, and group homes. The State Office of Financial Management is required to maintain a list of essential state public facilities that are required or likely to be built within the next six years. No local comprehensive plan or development regulation may preclude the siting of essential public facilities.

LAND USE GOALS AND POLICIES

Goal LU – 1: Essential Public Facilities

The siting of essential public facilities shall be in accord with State and County regulations and policies.

LU-1.1	Proposals to site essential public facilities in the Langley Urban Growth Area shall be made in accordance with the following:
a)	The proponent shall provide a clear rationale for the proposed essential public facility and its proposed location in Langley’s UGA that is based upon documented need.
b)	The proponent shall provide a reasonable opportunity for the public and the City to participate in the site selection process.
c)	The County and City shall jointly and cooperatively establish a process for developing criteria to determine whether a use is an essential public facility and also for siting requirements for these facilities within Langley’s UGA. These requirements shall consider, at a minimum, protection of the natural environment, public health, safety, and equitable access to ensure people of all ages and abilities are able to use these facilities.
d)	Essential public facilities proposed to be sited outside of the UGA must be self-contained and should not require the extension of municipal sewer and water utilities or other urban services.

LU- 1.2	Essential public facilities may be located in all zones. However negative impacts to adjacent land uses shall be minimized to the greatest extent through mitigation.
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Goal LU–2 Joint Planning Area and Urban Growth Area

Work with Island County to ensure that the distribution and general location of new land uses within the Urban Growth Area and Joint Planning Area is coordinated and well planned.

LU– 2.1	The annexation of land into the City shall be guided by the following:
a)	Only lands designated as UGA shall be considered for annexation.
b)	A development agreement and connections to City sewer and water shall be a condition of annexation.
c)	Lands that are not contiguous to the City shall not be annexed.
d)	Proposed development shall incorporate urban densities.

LU-2.2	The City will adopt guidelines to guide annexation requests for different scenarios including greenfield lands, development that does not meet urban standards, and Rural Areas of Intense Development (RAID) and require an Annexation and Development Agreement.
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LU-2.3	In accordance with CWPPs, lands outside of the City boundary but within the UGA shall be assigned the Urban Holdings (UH) designation.
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LU-2.4	In accordance with CWPPs, review the inter-local agreement with Island County on a regular basis to establish land-use and development regulations for lands in the UGA and JPA.
LU-2.5	Lands designated as UGA and PGA shall be zoned and regulated by the County in consultation with the City such that interim development does not impede future urban development patterns and good planning practice.
LU-2.6	Continue to improve the inter-jurisdictional review of land use activities within the JPA. Explore options with Island County to expand the City's review authority inside the JPA.
LU-2.7	Preserve to a significant extent tree cover and open space in the JPA for watershed management, habitat preservation, wildlife corridors and Langley's visual character. Preserve significant forests, agriculture, and open space areas in the JPA with the goal of establishing an integrated open space system within and around Langley, including such elements as a greenbelt, tree horizons, forested buffers, wildlife corridors, parks, overlooks and trails.
LU-2.8	Designate open space corridors within the City's planning area to protect critical areas, protect wildlife habitat, and provide accessible footpaths for pedestrian connectivity in these corridors. Protect visually significant tree lines through open space corridors and other means including entranceways into the City.
LU-2.9	Collaborate with stakeholders to prioritize critical areas and other sensitive lands for conservation and long term protection.
LU-2.10	Any changes to the Urban Growth Area boundary shall be governed by CWPP's.
LU-2.11	Capital facilities planning within the UGA shall be undertaken jointly with Island County.
LU-2.12	Establish and revise as appropriate a rational population projection over the 20-year planning horizon that is based on population estimates and projections supplied by the Office of Financial Management, is consistent with County Wide Planning Policies and the historical growth trends for Langley.
LU-2.14	Coordinate with Island County on natural resource planning to ensure consistency of purpose both inside and outside the city.

LU-2.15	Cooperate with Island County to develop programs to protect natural resource lands that include, for example, regulations to prevent encroachment of incompatible development adjacent to designated resource lands.
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LU-2.16	Work with the County on open space preservation efforts adjacent to the City.
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LU-2.17	Support the policies in the County Comprehensive Plan to identify and protect scenic gateway corridors and prevent commercial development from locating along corridors leading into the city, including Langley Road, Wilkinson Road/Sandy Point Road, Maxwellton Road, Coles Road, Brooks Hill Road, and Saratoga Road.
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Goal LU-3: General Planning

Development within the City shall preserve and enhance the qualities that make Langley a desirable place to live, operate a business and visit.

LU- 3.1	Work with Island County, regional economic development stakeholders, community groups, and local residents to enhance Langley as the commercial, mixed residential, and cultural center for South Whidbey.
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LU- 3.2	The City encourages the use of innovative planning tools and techniques to achieve the goals and policies in the Comprehensive Plan.
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LU- 3.3	The City will continue to work with the Port of South Whidbey and other land owners to balance the needs of local residents while encouraging marine tourism and appropriate waterfront development that are consistent with the Shoreline Master Plan.
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LU-3.4	The City will work with public and private partners to develop a strategy and related programs to prepare for and mitigate the potential impacts of climate change, both on city operations and on the broader Langley community.
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LU-3.5	Langley will continue to work with the wide range of stakeholders, local and regional, to achieve this goal.
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LU-3.6	The City encourages high quality architecture with building form and character that reflects the area history and utilizes locally materials such as wood and stone.
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LU-3.7	The City shall review its design guidelines to ensure they continue to meet this goal and other elements of the Comprehensive Plan.
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LU-3.8	Where large areas of public open space are being provided or existing public facilities are being improved, increased densities or land use intensity may be considered.
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Goal LU-4: Distribution of Land Uses

The location of different land uses and housing densities shall reflect an efficient distribution of public infrastructure and accommodate future growth projections.

LU-4.1	Focus urban residential and commercial growth in Langley's Urban Growth Area.
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LU-4.2	Focus new commercial development in the central business core.
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LU-4.3	New commercial development outside of the central business core may be supported when there is no net loss of residential units.
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LU-4.4	Higher density development is permitted in single family neighborhoods when integrated in a sensitive manner.
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LU- 4.5	Work with the Fairground owner/operator to establish year-round uses compatible with surrounding neighborhoods, existing recreational and fair-related uses.
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LU - 4.6	A mix of land uses is supported where they are sensitively integrated including, for example, home occupations in residential areas, higher residential densities adjacent to lower residential densities, and combined retail/residential uses in the commercial areas.
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LU - 4.7	Cluster residential development in recognition of sensitive (critical) natural features and/or to provide maximum benefit to the owner/applicant to take advantage of territorial view opportunities and to preserve contiguous portions of properties in permanent open space.
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LU-4.8	Support innovative strategies that facilitate the development of a range of affordable housing options. Such strategies may include clustered residential developments, density bonuses for developments that include “affordable” units/lots, accessory dwelling units, cottage housing developments, multi-family as a conditional use in single family neighborhoods, and inclusionary zoning.
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LU-4.9	Work with stakeholders to facilitate a more active waterfront, including expanded marina facilities and increased access to the shorelines via pathways and stairways.
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LU-4.10	Require buffers (vegetation, fences, etc) between certain land uses to minimize the impact of one use upon another, such as commercial adjacent to residences. These buffers shall not inhibit pedestrian circulation, connectivity, access and wayfinding.
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LU-4.11	Require visual vegetative buffers between development and main entrance corridors into the city. These buffers shall not inhibit pedestrian circulation, connectivity, access and wayfinding.
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LU-4.12	Encourage development that promotes livability, pedestrian orientation and quality design and limits stress factors such as noise pollution and traffic congestion.
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LU-4.13	Approving new commercial development that results in the loss of residential units shall be discouraged.
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LU-4.14	New commercial development is strongly encouraged to be mixed use.
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LU-4.15	Higher density development is permitted in multi-family neighborhoods when integrated in a sensitive manner.
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Goal LU-5: Economy

Support and expand the local economy by encouraging new businesses to locate here and assisting existing businesses to thrive.

LU-5.1	Encourage development of a wide range of commercial uses to support local residents as well as the needs of the visiting public.
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LU-5.2	Encourage development of the waterfront area and marina consistent with the Shoreline Management Plan and other strategic goals.
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LU-5.3	Support existing and encourage the establishment of knowledge, arts, and wellness-based businesses.
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LU-5.4	Work with the business community and community groups to accomplish projects of mutual interest.
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LU-5.5	Develop and implement a strategy to permit low impact (cottage) industries that are small scale, have limited negative impacts and are consistent with Langley's character.
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LU-5.6	Continue to invest in Langley's public spaces, such as Second Street.
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Goal LU-6: Current Development and Enforcement

Create a predictable development atmosphere by establishing clear and consistent application requirements. Enforce land use regulations equitably and consistently.

LU-6.1	Monitor development application approval time frames and where not already established develop reasonable development approval processing time frames
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LU-6.2	Increase, where possible, the number of administrative approvals, thereby minimizing lengthier permit processes.
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LU-6.3	Establish clear application requirements.
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LU-6.4	Develop a guide for development application processes to provide clarity and certainty for developers and to improve the public's knowledge of the process.
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Goal LU-7: Public Facilities and Services

Coordinate the orderly provision of sewer, storm and water infrastructure and other public utilities to serve public and private development throughout the entire City in a manner that is consistent with the fiscal resources of the City.

LU-7.1	Development that increases density (including ADUs, short and long plats) shall not be approved where the necessary infrastructure (sewer, water, stormwater, and roads) cannot accommodate the proposed development or where the City has not required the proponent to pay for or install the necessary infrastructure.
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LU-7.2	The cost of related on and off site improvements necessary to facilitate a specific development shall be borne by the proponent and shall not result in a diminished Level of Service (LOS) of any mode without mitigation.
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LU-7.3	Locate public facilities and sewer and water utilities such that they (a) maximize the efficiency of services provided; (b) minimize costs to the taxpayer and developer; (c) minimize their impacts upon the natural environment and natural hazards; and (d) minimize ongoing maintenance costs and impacts.
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LU-7.4	New development, including long subdivisions and short plats, site plan approvals, and building permits for new residential and commercial development, are required to be served by sewer and water.
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a)	Variations or waivers may be considered for new non-residential development or single family residential construction due to topographical constraints or lack of approval by contiguous land owners.
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b)	Variations and waivers will not be considered for short and long subdivisions.
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c)	Where septic systems and wells have been permitted for new development they shall be considered temporary and interim solutions until such time that City sewer and water is available.
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LU-7.5	Do not approve development that reduces the Level of Service (LOS) standards for public facilities including sewer, water, stormwater, roads and sidewalks as identified in the Utilities and Capital Facilities Element.
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LU-7.6	Any proposed development not meeting the minimum density of the current zone district shall be designed such that the layout does not impede future development to maximize the density of the current zone district.
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LU-7.7	Require all new developments, where feasible, to locate utilities underground to enhance aesthetic quality and scenic vistas.
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Goal LU-8: - Critical Areas

Identify, protect, enhance, and restore critical areas.

LU-8.1	Critical areas shall be maintained and, where appropriate, enhanced to protect functions and values, and to protect the public health, safety, and welfare.
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LU-8.2	The restoration and enhancement of critical areas damaged as a result of past land use activities is strongly encouraged.
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LU-8.3	Best available science shall be used to refine development regulations to protect the functions and values of critical areas while maintaining Langley's unique character, protecting public health and welfare and providing "reasonable use" of private property.
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LU-8.4	Review and update land development regulations to incorporate best practices and innovative techniques that minimize negative impacts to the natural environment.
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LU-8.5	Update and designate critical areas as new information becomes available and could include for example: natural corridors, wildlife habitat conservation areas and open spaces that provide connectivity and migration routes.
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LU-8.6	Encourage inter-jurisdictional stewardship of critical areas and watersheds, especially those that extend beyond the city boundaries and provide habitat and hydrological connectivity.
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LU-8.7	Direct activities not dependent on the use of critical areas to less ecologically sensitive sites and mitigate unavoidable impacts to critical areas by regulating alterations in and adjacent to critical areas.
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LU-8.8	To achieve maximum protection, establish critical areas buffers on separate parcels or tracts.
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LU-8.9	Mitigate unavoidable impacts to critical areas by regulating alterations in and adjacent to critical areas. Mitigation plans may require monitoring and financial surety or bonds.
LU-8.10	Consider, where appropriate, non-regulatory protection measures or acquisition of critical areas by a public or non-profit entity.
LU.8.11	Encourage public education activities that preserve and protect environmentally critical areas, including vegetation management on bluff properties, downstream impacts from upstream activities, management of invasive plant species, and best management practices for yard maintenance and living by water.
LU-8.12	New development shall be required to manage stormwater runoff to maintain pre and post development flows, and water quality. Any discharge off site shall be treated. Green infrastructure is encouraged.
LU-8.13	Prevent cumulative adverse environmental impacts to critical areas and the overall net loss of wetlands and habitat conservation areas through critical areas regulations.
LU-8.14	Minimize damage to life, property, and resources by prohibiting, avoiding or limiting development on steep slopes (as defined by the City of Langley Municipal Code) and on unstable soil and geologic hazard areas.
LU-8.15	Ensure that site development regulations reduce erosion, promote immediate re-vegetation, and reduce the amount of sediment leaving a construction site to protect other properties and watercourses.
LU-8.16	Prohibit development on land determined to be contaminated pursuant to the State Toxics Control Act until remediation has been completed in accordance with an approved plan.
LU-8.17	Develop an urban forest strategy to guide tree management activities on public and private lands.
LU-8.18	Review the Langley Municipal Code to remove barriers that prevent and adopt regulations to encourage urban agriculture.
LU-8.19	Review base flood elevations to incorporate a factor for sea level rise.

Goal LU-9: - Health, Education and Recreation

Encourage opportunities for recreational and cultural activities for all age groups and for a planned open space system within and around the UGA.

LU-9.1	Work with public entities to establish joint-use agreements to maximize the use of all public facilities.
LU-9.2	Amend the Fairgrounds Overlay Zone to encourage year-round use of the facility, maximize compatible uses and create more flexibility.
LU-9.3	Support increased intensity of land uses where large areas of public open space are being provided or existing public facilities are being improved.
LU-9.4	Work with the business community to accomplish the programs that will make Langley a comfortable, enriching home for all of its inhabitants, from senior citizens to energetic teenagers to toddlers and community groups.
LU-9.5	Provide incentives to assist in preserving permanent open spaces.
LU-9.6	The City should support the efforts of organizations to expand opportunities for cultural and marine-oriented uses.

Goal LU-10: - History and Aesthetics

Encourage the protection of special historic, architectural, aesthetic, and cultural resources through the designation of historic landmarks and districts and the adoption of appropriate incentives, and ensure that new development contributes aesthetically to the overall village character. Avoid negatively impacting archeological features.

LU-10.1	Promote preservation of historically significant features of the Langley landscape, including cultural resources, farmlands, forests, and open spaces.
LU-10.2	Maintain the historic integrity of the downtown commercial core.
LU-10.3	Encourage the restoration and rehabilitation of historic sites through appropriate means such as increased density, grant and loan technical assistance, adaptive reuse, and other innovative techniques.
LU-10.4	Design new commercial development/redevelopment, multi-family, and other development in a manner that is compatible with the style of existing buildings, and that ensures aesthetically pleasing projects.
LU-10.5	Preserve and expand public viewing places and roadway corridors that offer opportunities to view the scenic downtown area and surrounding picturesque areas.

LU-10.6	Preserve as much healthy natural vegetation (larger trees and groundcover) as possible on building sites and along streams, roads, and in parking lots. Where natural vegetation will be disturbed, commensurate landscaping and tree planting should be provided.
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LU-10.7	Protect the dark sky over Langley as an environmental necessity, as well as a scenic, educational and cultural resource.
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LU-10.8	Review and update the City's design guidelines to meet the goals and objectives of this Comprehensive Plan.
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Goal LU-11 - Transportation

Strive for a multi-modal network that safely and conveniently accommodates multiple functions including travel, social interaction and commerce, to provide for more vibrant neighborhoods and more livable communities.

LU-11.1	Develop a multi-modal transportation plan that promotes an integrated system of walking, biking, transit, auto and other forms of transportation designed to effectively support mobility and access, and which provides multiple linkages across the whole City, in particular within the City core, and to adjoining County roads and trails.
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LU-11.2	Develop a design concept for Complete Streets consistent with the City's adopted ordinance that includes sidewalks, street trees, landscaping and benches. Develop an ongoing improvement program.
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LU-11.3	Integrate public transportation, pedestrian and biking requirements into the design of proposed developments and the design and maintenance of public and private roads.
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LU-11.4	Designate and design collector roads and trails to be compatible with adjacent county roadways to achieve concurrent levels of service.
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LU-11.5	When undertaking transportation planning and service decisions, evaluate and encourage land use patterns and policies that support a sustainable multi-modal transportation system.
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LU-11.6	Strategically design transportation options - including bike routes, sidewalks, pedestrian trails and other non-motorized solutions - to support and anticipate land use and economic development goals.
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LU-11.7	Developments may be required to dedicate additional land for pedestrian improvements such as trails, sidewalks, cycling and access to open space.
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LU-11.8	Promote greater walkability in Langley by improving pedestrian connections, increasing densities and permitting a mix of uses.
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Goal LU-12 Climate Change

Work with public and private partners to develop a strategy and related programs to prepare for and mitigate the potential impacts of climate change on City operations and on the broader Langley community.

LU-12.1	Develop a strategic plan that will help guide and focus resources and program initiatives to 1) reduce Greenhouse Gases (GHGs) and the city's carbon footprint 2) assess the risks and potential impacts of climate change, and 3) reduce and minimize these risks.
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LU-12.2	Develop policies and strategies for land use and development that result in reduced GHGs for new development as well as redevelopment activities.
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LU-12.3	Develop programs and incentives that encourage existing land use, buildings and infrastructure to reduce their carbon footprints.
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LU-12.4	Foster state-of-the-art resource-efficiency in both new and existing buildings and neighborhoods of all kinds in Langley by promoting “green building” concepts such as those outlined by the U.S. Green Building Council and similar organizations.
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LU-12.5	Foster local renewable-energy generation including solar.
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LU-12.6	Foster approaches to transportation that reduce per capita fossil fuel use, such as adding more recharging stations for electric vehicles and encouraging more public transit ridership.
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LU-12.7	Model these examples, where practical and cost-effective, through City facilities and activities such as the selection of low or zero emission vehicles for the City fleet.
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