

City of Campbell River



Sustainable Official Community Plan

Appendices

Schedule "C" to Bylaw No. 3475, 2012

Appendix A

Maryland Estates/Parkway Properties Conceptual Development Plan

BYLAW 3252 NOV/06

The subject area is located near the southern limits of the community, as noted on the attached Conceptual Development Plan, shown below as Map B - 1. This area is adjacent to existing larger-lot residential housing to the northeast, and to smaller lot single-family housing to the east and southeast. Long-range plans have now been developed for these lands to complete development to Jubilee Parkway, which forms the southern limits of the urban residential containment boundary. Adjacent to the northwest of the subject area are the Nature Trust Conservation Lands, which should be protected from future residential developments to ensure that future residential lots do not encroach into the Conservation Area lands.

The Conceptual Development Plan for Maryland Estates / Parkway Properties is intended to establish a future development pattern for the subject property, in a manner that is consistent with surrounding land uses and road patterns.

1.0 ROAD & PEDESTRIAN NETWORK

The proposed road network is based upon existing road linkages between the subject properties and adjacent lands. As such, Maryland and Oregon Roads are proposed to extend westward, with emphasis upon Maryland Road as a residential collector road.

Willow Creek Road is proposed as a primary north-south road linkage a residential collector road, and out-letting to Jubilee Parkway. Additional linkages southward exist with Montana Road, and further linkage between Maryland Estates and Parkway Properties is proposed west of Willow Creek Road, with some flexibility to better facilitate the location of future developments to the south.

A pedestrian network integrating sidewalks and walkways between neighbourhoods and the Nature Trust Lands should provide walkway connections as generally shown on the attached Conceptual Development Plan with some flexibility for location provided to better connect to established and future trails and pedestrian routes.

2.0 RESIDENTIAL LAND USE

The Conceptual Development Plan provides for single-family lot sizes consistent with single-family residential (R – 1) zoning. Rezoning requests for secondary suites and

duplexes for individual lots may be considered prior to final subdivision approval, subject to approval for zoning amendment. Rezoning applications after final subdivision approval are otherwise discouraged. Low profile and low-density strata developments may be considered subject to meeting the applicable zone designation criteria i.e. single-family bare land strata developments within the R – 1 zone, where appropriate. Otherwise, low density multi-family developments, consisting primarily of townhouse and/or patio home style developments are proposed for Parkway Properties where shown as “Strata Lot Areas” on Map B – 1.

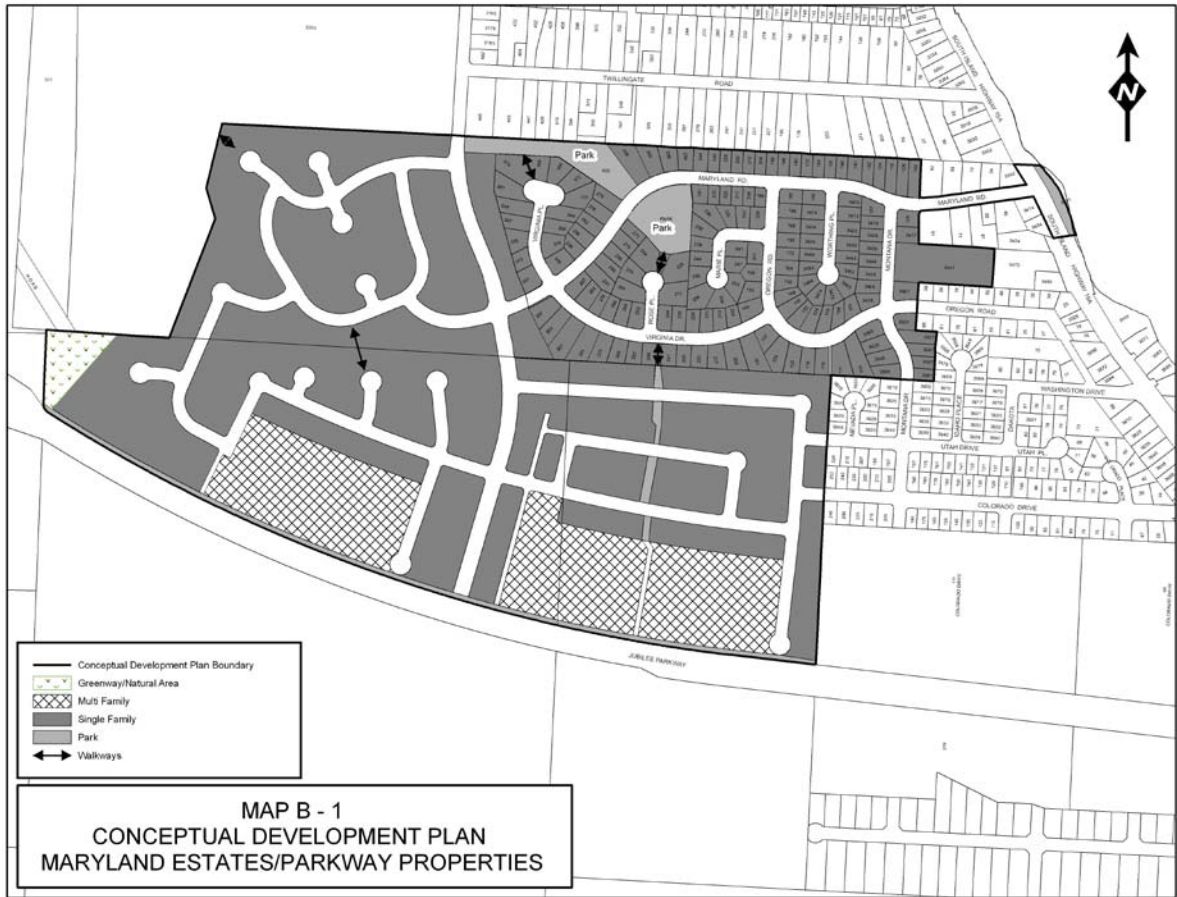
3.0 PARK AREAS

For the Maryland Estates portion of the plan area, in accordance with the provisions of Section 941 of the *Local Government Act*, a total of 5% of D.L. 222 (prior to approval of Phase 1) was accounted for as parkland dedication area. This parkland dedication area included the oceanfront portion previously dedicated with the approval of Phase 1. It also included provision for a future neighbourhood park area, initially intended to serve as a buffer area for protection of an eagle’s nest tree, but which may be developed for future active park area following natural attrition of the tree. It also includes provision for a linear park area to facilitate pedestrian movement from the neighbourhood park to the Willow Creek Conservation Lands, as shown on the attached Conceptual Development Plan. The City encourages the donation of developed pedestrian connections through the linear park to facilitate the overall development in advance of City operational plans for parkland development.

For the Parkway Properties portion of the plan area, parkland dedications will also be in accordance with the provisions of Section 941 of the *Local Government Act*. The primary focus for parkland dedications will be on the provision of a linear park network to connect to the City’s future Recreational Greenways Plan, with dedications along the north side of Jubilee Parkway, and other secondary connections to provide access to the primary greenways loop. Environmentally sensitive lands in the riparian assessment area for willow creek will not be accepted as part of the parkland dedication. Lands in the Greenway/Natural Area designation will require environmental assessment prior to consideration for acceptance as parkland dedication area.

4.0 PHASING OF DEVELOPMENT

Future phases of development shall proceed as logical and orderly extensions from existing developed areas in order to provide for the logical extension of services and service connections. For Maryland Estates, the connection of Willow Creek Road north to Twillingate Road should be completed prior to approval of developments west of Willow Point Road. For Parkway Properties, the connection of Willow Creek Road south to Jubilee Parkway should be completed prior to approval of developments west of Willow Point Road.”



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Appendix B

Sequoia Springs/Kingfisher Conceptual Development Plan

The Sequoia Springs / Kingfisher Conceptual Development Plan area is approximately 82.7 hectares in size, and located northwest of the Quinsam Heights area and west of the Campbellton area, where it straddles the new Inland Island Hwy. The Sequoia Springs golf course lies adjacent to the south boundary. Fairway Drive and Cheviot Road neighbourhoods, and the proposed Cheviot Road School, are immediately east. The Haig Brown conservation area is located immediately to the north.

In 1995, the Ministry of Transportation routed the Inland Island Highway through the property, reducing the land area from the original 94.5 hectares. Kingfisher Creek and associated natural drainages and areas are also part of the property, which resulted in the need for careful planning of environmentally sensitive areas, roads and servicing.

The Sequoia Springs and Kingfisher areas have been identified as areas planned to accommodate future growth in Campbell River within the urban residential containment boundary. Their location allows easy access to goods and services in the downtown area.

1.0 LAND USE

The overall development has potential for between 600 to 800 residential dwelling units to be phased over a minimum 10-year period. The plan proposes a mix of low to medium density residential housing and ranging from single-family dwelling units to multi-family dwelling units, including patio homes, townhouses and apartments. The overall gross density (which includes roads and greenways areas) is between 7.5 to 9.7 units per hectare. Overall net density (minus roads and greenways) is between 14.5 and 19.3 units per hectare.

The overall development plan allocates approximately 25% of the property for single-family residential, 25% for multi-family residential, 10% for roads, 40% for greenways including park area and the area proposed for expansion of the golf course, and less than half of one percent for a limited neighbourhood commercial site. Three distinct residential areas are proposed, including Fairway Village and Tree Lane Village on the east side of the Inland Island Highway, and West Kingfisher Village on the west side of the highway.

Land uses shall be zoned and developed in accordance with the general uses set out in Map D – 1 attached herein. In addition to single-family residential dwellings, two-family residential dwellings and/or single family residential dwellings with secondary suites may be considered in the designated low-density areas subject to site-specific rezoning.

Multi-family and intensive residential developments, as well as commercial

developments, shall be subject to development permit requirements as set out in the commercial and residential chapters in the official community plan. Further, developments in proximity to the designated “streamside areas” shall be subject to environmental development permit requirements as set out in the environmentally sensitive area chapter in the official community plan.

2.0 GREENWAYS

The conceptual development plan has a generous allocation of environmental and recreational greenways, which coincide with the Kingfisher Creek drainage system, and a wetland enhancement area that complements the adjacent Haig-Brown Conservation Area. A large portion of the property is set aside as environmental greenways along protective setbacks from the Kingfisher Creek drainage system for the protection of aquatic habitat.

The Local Government Act requires a development with a subdivision of more than three lots to dedicate 5% of its land to parks. The proposed greenways areas significantly exceed this amount. However, most of these lands are environmentally sensitive and therefore unsuited to development, or for use as active parkland. The specific location of parkland dedication areas for active parkland use, are as generally shown on Map D – 1. However, the City also has a long-term desire to construct a pedestrian network through the site, including potential for a pedestrian overpass. The pedestrian network will include a system of trails and walkways, located within the greenways area including: Cheviot Road to Treelane Road; Spruce Street to Marwalk Road; Cheviot Road to the Inland island Highway along the north perimeter of the east branch of the Kingfisher Creek; from the Inland Island Highway along the statutory ROW to the corner of Quinsam and Nursery Road; and from the Inland Island Highway to the West Kingfisher Village street network. The specific location of the pedestrian network, including trails, walkways and the potential pedestrian overpass shall be determined at a later date prior to construction.

Proponents for development also have the option of donating sensitive lands in the greenways areas that are in excess of the 5% parkland dedication requirements and generally unsuited for development or use as active parkland, to the Crown, the City, or a private land trust acceptable to the City.

3.0 ROAD NETWORK

The road layout pattern shall be as generally shown on Map D –1: Sequoia Springs / Kingfisher Conceptual Development Plan. The City will consider phased bare land strata plans in those areas shown on the conceptual development plan where “strata lots” or “patio homes” are shown. However, land area for each distinct strata corporation shall require direct access to public road, to otherwise avoid one strata corporation requiring easement for access and servicing across another strata corporations lands. Further, alternative access for emergency purposes only shall be provided for both Fairway and

West Kingfisher Village area, subject to approval of the Ministry of Transportation unless other alternatives can be provided by agreement on other private lands.

4.0 SITE SERVICING

For servicing, separate service areas may be established for development both east and west of the Inland Island Highway. Prior to any subdivision approvals in each of these areas, proponents shall provide a servicing plan for each service area to identify how the overall development in each service area is to function for provision of community water, sanitary sewer and storm water management. Further, prior to approval of any phase of development, proponents shall provide a servicing plan for each phase that is consistent with the overall servicing plan.

Appendix C

Jubilee Heights Neighbourhood Plan

BYLAW 3400, 2009 REPLACES PREVIOUS APPENDIX F SEP 13, 2011

1.0 NEIGHBOURHOOD CONCEPT

The development objective for the Jubilee Heights area is to create a complete neighbourhood with limited commercial uses in a neighbourhood centre. Figure A and Figure C of this Appendix contain a concept plan and vignettes, respectively, that illustrate how the neighbourhood may develop.

To build a complete neighbourhood the plan proposes a Comprehensive Development (CD) Zone as the most appropriate land-use tool to zone the property. CD Zones allow zoning to be customized to suit the specific context of a site. The Jubilee Heights Neighbourhood Comprehensive Development (CD1) Zone is based on existing City of Campbell River zoning with modifications to meet the goals of the OCP. The zone is comprised of four areas, each with specific regulations to suit the local context and objectives. They include: Mixed-use Neighbourhood Centre (Area I), Medium Density Residential (Area II), Low Density Residential (Area III), and School, Park, and Bog (Area IV). This zoning will provide options for more diverse housing forms along with the associated social, economic, and ecological benefits of compact communities.

The neighbourhood will also include a site for a fire hall, a site for attainable housing, and a site for an elementary school with an adjoining playfield to serve the active recreational needs of the community.

There are several natural features that will be protected from development including Beaver Creek along the west side of the property and a peat bog located in the northeast corner of the property. A parks and greenways path network will connect the Jubilee Heights Neighbourhood to surrounding areas such as the Beaver Lodge Trust Lands (see Figure B).

Specific Development Permit Area Guidelines will apply to the Jubilee Heights Neighbourhood including: Environmental Development Permit Area Guidelines, Commercial Design Guidelines, Multi-family Residential Design Guidelines, and Development Permit Area Guidelines for Interface Fire Hazards. These guidelines can be found within the relevant chapters of the Official Community Plan (OCP). The Environmental Development Permit Area Guidelines apply only to specific areas as shown in Map D. The other Development Permit Area Guidelines apply to the entire site.

Figure 1: Location of Plan Area



2.0 PLANNING POLICIES

OCP policies for the Jubilee Heights neighbourhood encourage development that is *“sensitive to the natural environment, and consisting of a mix of housing types and densities arranged around a pedestrian friendly neighbourhood commercial area.”*

The OCP also designates Jubilee Heights as a future “tertiary” commercial area. These commercial areas are intended to serve residents in the immediate area. Commercial uses include “smaller retail stores, personal service, restaurant and fast foods, and convenience outlets with limited related office and satellite financial service.”

3.0 LAND USE RATIONALE

The land-use rationale for development of the Jubilee Heights area is highlighted below. This development will provide the following benefits to the neighbourhood, and to the City of Campbell River as a whole.

- A new commercial area will provide convenient services for existing and future residents in the area along with a central community focus for the neighbourhood.
- Higher residential densities in Jubilee Heights will create more diverse housing choices for the City of Campbell River. Diverse housing types allow residents to “age in place,” and create more affordable housing options.



Convenient Neighbourhood Amenities and Services

- A site for attainable housing will aid the City in addressing issues related to homelessness and affordable housing.
- A compact, mixed-use node makes more efficient use of space and infrastructure, decreasing economic costs and negative ecological impacts.
- An elementary school along with playing fields will serve the school and the neighbourhood.
- Recreational greenways will connect Jubilee Heights to surrounding residential areas and the Beaver Lodge Forests Lands trail network.

4.0 PLANNING PRINCIPLES

Within the framework of relevant policy, development will be based on the following core principles that will aid in maximizing the benefits listed above and guide the form and design of future development.

- Provide opportunities for work and recreation close to homes along with the provision of alternative transportation options.
- Create a distinct Jubilee Heights Neighbourhood character while maintaining the small town feel of Campbell River.
- Design a pedestrian friendly neighbourhood.
- Create a safe and affordable community.
- Create a path network linking community nodes within Jubilee Heights and to surrounding areas.
- Provide access to nature and recreational parks.
- Allow for a diverse mix of housing types and opportunities.
- Provide development that responds to market needs and conditions.
- Promote sustainable practices that reduce negative ecological impacts.
- Provide opportunity for access to future development lands.

5.0 SITE ANALYSIS

Several consultants have been hired to examine the site with specific reference to topics noted in the OCP. This land use application and accompanying plan takes the resulting recommendations into account. The consultants included Mainstream Biological Consulting, I.R. Wilson Consultants Ltd., Highland Engineering and Boulevard Transportation Group.

Mainstream Biological Consulting was retained to conduct a biological inventory and assessment of the area including an environmental scan and identification of any



Pedestrian Friendly Neighbourhood Centre

environmentally sensitive areas. The resulting report confirmed the existence of a peat bog in the northeast corner of the property and suggested that a no disturbance setback of 15 m should be established to maintain the hydrology of this ecosystem. An additional 7.5 m buffer adjacent to the 15 m bog setback is provided for limited uses including utilities and/or a boardwalk for public access. It also noted that any recreational activity in the vicinity of Beaver Creek may impact the viability of this corridor and should therefore be carefully considered. The report determined that the property contained no other streams, wetland or other environmental features warranting protection.

Subsequent to completion of the biological inventory and assessment an Environmental Development Permit Area is included in the plan.

I.R. Wilson Consultants Ltd. was retained by the owner to identify potential cultural materials on the site. The consultants found no cultural resources and determined that the entire study area has low archeological potential. The report states that no further archeological investigation is recommended.

A Stormwater Management Plan was prepared by Highland Engineering and approved by the City's engineering department. The plan will be implemented as part of this development. Development of the subject property will apply alternate subdivision standards aiming to create an environmentally sound community.

Boulevard Transportation Group undertook a traffic impact assessment for the Jubilee Heights Neighbourhood. The study examined existing traffic volumes, trips generated for each phase of the proposed development, and the timing and nature of road improvements during each phase. The study determined that initial phases of development require no additional improvements to existing roads subject to the pace of development. Future phases will require signalization at South Alder Street and South Dogwood Street and left hand turn lanes off of South Dogwood Street, and a new access off of South Dogwood Street located towards the north end of the site. Traffic calming will be an important consideration in road layout and design.



Development that responds to natural features

6.0 KEY SITE FEATURES

There are several unique land-use features relating to the application that require specific mention and are described below:

- The plan calls for a commercial area that is approximately 9.3 hectares in size and is limited to 5,000 m² of commercial space in the neighbourhood centre. The commercial space will be accommodated within the mixed use neighbourhood centre, along with other uses including medium density residential and live/work. The highest density within this plan will occur within this neighbourhood centre with decreasing densities moving outward. This type of land-use allows for the creation of a pedestrian friendly

neighbourhood with amenities within convenient walking distances.

- The plan will allow live/work units in the neighbourhood centre to add to the vibrancy of the community without directly competing with the other commercial areas in the City. Allowing live/work outside of the limited commercial requirement (maximum 5,000 m²) would provide a unique niche that is currently unrepresented in the Campbell River community.
- The plan proposes 90 sleeping units to allow more flexibility to better correspond to market demands. This approach would allow a viable business to be established and respond to the need for a hotel in the area.
- In response to environmental concerns, an Environmental Development Permit Area is included in the plan. The objective of this development permit area is to guide development in a manner that preserves and protects sensitive natural ecosystems in the north east portion of the site. Development Permit Guidelines are found in Chapter 9 of the OCP.
- The plan proposes to significantly expand the pathways and provide, among other open space initiatives, two linear parks to form a more useable and connected path network (See Figure B).
- The plan proposes to integrate an area still designated as a road right-of-way into the overall project requiring a realignment of services. The right-of-way is currently dedicated as Erickson Road and it extends from South Dogwood Street at Erickson Road through Lot 7 to Jubilee Parkway at Homathco Drive. A portion of South Dogwood Street at Erickson Road will also be realigned.

FIGURE A – CONCEPT PLAN

Concept Plan



FIGURE B – PATHWAYS AND TRAILS

Pathways and Trails



FIGURE C – VIGNETTES

**Neighbourhood
Centre 1**

View showing pedestrian plaza and mixed-use area at the intersection of South Alder Street and Erickson Road



FIGURE C – VIGNETTES

**Neighbourhood
Centre 2**

View showing landscaped and
screened parking to prioritize
pedestrian comfort and safety



FIGURE C - VIGNETTES

**Jubilee Heights
Neighbourhood**

A complete mixed use neighbourhood - a new and vital gateway to Campbell River



FIGURE C - VIGNETTES

**Mixed Residential
Development**

A mix of residential forms and housing types that respond to site location and natural features



FIGURE D – ENVIRONMENTAL DEVELOPMENT PERMIT AREA

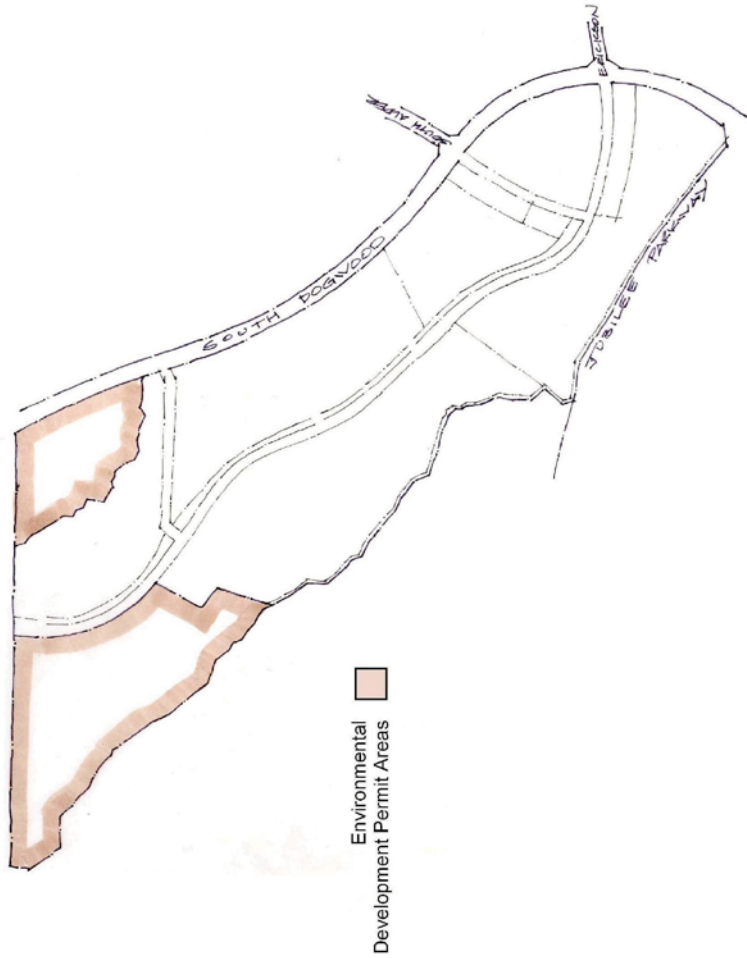
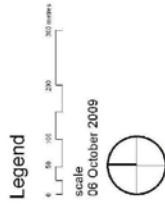
Pathway and Trail Network

View of trail network that will connect Jubilee Heights to surrounding areas and the Beaver Lodge Trust Lands trail network.



FIGURE D – ENVIRONMENTAL DEVELOPMENT PERMIT AREA

Environmental Development Permit Area Map



Appendix D

Discovery Bay Conceptual Development Plan

1.0 INTRODUCTION

The Discovery Bay development area is located at the northern boundary of the City of Campbell River. The site is located along the coastline and straddles the Island Highway. The Discovery Bay development plan area is 326.25 hectares (807 acres) in size: 154 hectares (~382 acres) is located above the Island Highway, and 172.25 hectares (~425 acres) is located between the highway and the coastline. A further 671.2 hectares (1658.5 acres) above the highway is intended to remain as long term managed forest.

The Discovery Bay Context Map (see next page) identifies proposed land uses under the CSRD Menzies Bay Official Community Plan. The site is bounded on the east by the coastline of Discovery Passage. Forestry activities occur on rural resource lands to the west of the site. North of the site is the Menzies Bay coastline. The Race Point community is on the northeast corner of the site, where Menzies Bay and Discovery Passage meet. The Barron Creek watershed, which serves the Race Point community, is located in the northern portion of the site, immediately south of Race Point. Agricultural Land Reserve and Industrial lands abut the site from the south.

Discovery Bay is well serviced by the Island Highway, which bisects the site. Campbell River will not be burdened with provision of urban services to this rural resort village: water and sanitary sewage infrastructure will be provided on-site.

1.1 Vision and Character

Discovery Bay will be a rural residential community characterized by a golf course with associated housing above the highway and a resort residential community below the highway. Tourist accommodation and limited service and retail uses will be provided in a pedestrian-oriented resort village on the waterfront.

1.2 Overall Objectives

- Preserve or enhance environmentally sensitive habitat
- Provide a mix of residential, commercial, recreational and industrial land uses in a compatible manner
- Provide reasonable buffers and transitions between land uses
- Create a neighbourhood with a high social, economic and environmental quality of life
- Provide high quality visual entrance to the City of Campbell River
- Provide employment and economic development through commercial and industrial land uses
- Develop an attractive Resort Village area

- Develop an attractive golf centre and golf course as an amenity for both local resident and tourist use
- Allow for the orderly and logical phasing of the development
- Provide the necessary infrastructure in a timely and equitable manner
- Establish a Resort Village identity through appropriate theme and design

2.0 LAND USES

Discovery Bay land uses shall occur in general conformity with Table 1 below:

Table 1: Discovery Bay Land Uses

<i>Above the Highway</i>	
Land Use	Approximate Area
Residential (net)	68 acres (27.5 ha)
Golf Centre	8 acres (3.2 ha)
Golf Course	200 acres (81 ha)
Park/Open Space	70 acres (18%) (28.3 ha)
Disposal area *	21 acres (8.5 ha)
Road	14 acres (2830 m) (5.7 ha)
Long term forestry	671.2 acres (1658 ha)
* Refers to land for subsurface sanitary effluent disposal	
<i>Below the Highway</i>	
Land Use	Approximate Area
Residential (net)	261 acres (105.6 ha)
Resort Village	13 acres (5.3 ha)
Watershed	30 acres (7%) (12.1 ha)
Park/Open Space	64 acres (15%) (26 ha)
Industrial	58 acres (23.5 ha)
Road	40 acres (7950 m) (12.2 ha)

The development proposes approximately 850 units phased in over 10 to 20 years. The plan proposes a mix of rural residential, seasonal and resort residential including fractional ownership, outdoor recreation, natural open space, golf and related uses, neighbourhood commercial and tourist commercial uses.

2.1 Rural Residential

The Discovery Bay development plan proposes a total of 116.5 hectares (288 acres) of rural residential lands. 27.5 hectares (68 acres) of rural residential land uses would be sited above the highway, and the remaining 105.6 hectares (261 acres) would be located along the waterfront.

Table 2: Residential Densities

Housing Form	Density	Area	Total Units [est.]
Rural Residential	2.5 units/hectare	36 ha.	90
Large Lot Single Family & Accessory Unit	1 lot/2,000 m ²	25 ha.	110
Conventional Lot Single Family & Accessory Unit	1 lot/1000 m ²	62 ha.	470
Hotel/lodge units			To be determined
Golf villas	FAR .08, min lot size 400 m ²	5 ha.	100
Other Tourist Accommodation	FAR 0.8, min lot size 400 m ²	4 ha.	60

2.1.1 Objectives

- Lot size range, with majority of lots being 10,000 sq. ft. in size
- To serve a population of households which have a decreasing household size (i.e. older adults living alone), and therefore require smaller homes
- Integrated non-automobile trail system throughout neighbourhood
- Protection of rural character

2.1.2 Policies

- Residential development shall be phased in a timely manner in accordance with rural residential areas indicated on the Discovery Bay development plan.
- In order to protect the rural character of Discovery Bay, the minimum lot size in rural residential lands shall be in accordance with the standards outlined in Table 2. Clustering or density averaging provisions may be established to augment this policy.
- As a condition of development an integrated trail network shall be provided throughout Discovery Bay to encourage non-automobile transportation modes

2.2 Commercial Uses

Two main commercial areas will be established: the Resort Village and the golf centre. The Resort Village comprises approximately 5.3 hectares of land, and the golf course centre approximately 3.2 hectares.

- Both facilities are intended to be small in scale to serve as an amenity for the local neighbourhood, and not compete with other shopping opportunities in the City of Campbell River
- The commercial core area of the Resort Village provides a sense of place, or the heart of the new neighbourhood. It is intended to be predominantly village-

scaled housing interspersed with bed and breakfast accommodation. Commercial uses may include pub and restaurant, small resort-oriented service uses and fractional or rental pool tourist accommodation related to a hotel or lodge centre.

- A small, ancillary lodge or residential resort is proposed at the cove facing north towards Seymour narrows and known as the Jossel property. This site is not expected to contain any commercial component.

2.2.1 Objectives

- To provide local convenience commercial: convenience store, video store, restaurant, pub, club house uses
- To reduce the need for vehicular trips for convenience shopping, and to reduce traffic impacts
- To provide a development that is compatible with surrounding residential in terms of design, lighting, parking and landscaping

2.2.2 Policies

- The policies and development permit guidelines of the Official Community Plan shall apply to commercial developments.
- In addition to the applicable commercial development permit guidelines, development permits shall be issued in accordance with the following:
 1. Landscape plans are to utilize a mix of native plant materials with habitat values;
 2. Connections from streets through to the designated trails as identified on Map L – 1;
 3. Fencing to create “walled” commercial development is discouraged;
 4. Exterior cladding on buildings shall be of natural materials where possible
 5. Building siting and scale shall be complementary to existing topography, vegetation and adjacent development;
 6. Design of the buildings shall incorporate stepped or alternating massing, building walls shall be articulated to create interest, and sloped roofs and articulated roof lines are encouraged;
 7. Subdued or directional lighting appropriate to the neighbourhood shall be provided, the effects of which shall not intrude on adjacent properties;
 8. Screening in the form of landscaping shall be provided where the commercial development lies adjacent to residential;
 9. Free- standing signage shall be designed as a “ground sign” as specified in the Sign Bylaw, and the use of natural materials is encouraged.
- Commercial development shall be as generally located on Map L – 1 as attached herein.

2.3 Golf Course

2.3.1 Objectives

- Protection of private property and roadways from stray golf balls

2.3.2 Policies

- Fairways shall be aligned in a manner to minimize the possibility of stray golf balls damaging persons and property

2.4 Parks and Natural Areas

The proposed plan allows for 54.3 hectares of park and natural open space, plus an additional 12.1 hectares of protected habitat in the Barron Creek watershed. The plan proposes to designate a combined 66.4 hectares, or over 20% of the total area, as Parks and Natural Areas. The development plan has a generous allocation of greenways to allow for pedestrian, bicycle and other alternative transportation mode travel within the plan area.

2.4.1 Objectives

- Integrated trail network to provide alternatives to the automobile within the lands
- Protection of fish habitat
- Protection of identified wetlands
- Provision of significant open space as a community amenity
- Provide a link across the Island highway connecting the golf course to the residential areas
- Sequence the dedication of greenways in a manner that provides connections through the development, in a timely fashion

2.4.2 Policies

- To provide a continuous system of trails throughout the plan area to encourage use of alternatives to the automobile
- A continuous network of pedestrian and bicycle trails shall link different sub-areas within the plan lands
- Greenways, parks, trails and wetland enhancement areas shall be in conformity with Map H-1 in the development plan.

2.5 Transportation Network

2.5.1 Objectives

- To tailor development standards and design to reduce traffic impact on neighbourhoods, and to support a pedestrian oriented community.
- To ensure emergency and alternative vehicular access is provided where needed
- To consider how transit can be accommodated in this rural development
- To ensure that the transportation network is amenable to alternative modes of transportation, including bicycles, pedestrians, golf carts and wheelchairs.

2.5.2 Policies

- City bylaws for road standards shall apply throughout the development, notwithstanding that the City may consider alternative development standards in areas deemed appropriate at the time of subdivision.
- In the event an alternative to traditional pedestrian routes is established, subdivision standards may be relaxed in appropriate locations
- The road network will be in conformity with Map H-1 of the development plan.

- Ensure internal roads provide continuity to enable potential transit use.
- Discuss potential transit opportunities with BC Transit, Greyhound (or other bus service provider) – to provide occasional service to the downtown core. Resort shuttle service may also be considered as an alternate provider.
- Street and trail standards compatible with on and off-road bicycle use will be encouraged.
- A combination of rural pedestrian-friendly streets, sidewalks and walking paths will be used to create a pedestrian friendly community.
- Trail system planning will emphasize linking of destination points and loops within sub-areas.
- Golf cart access throughout the community, including safe road crossings, as an alternative to automobile use will be encouraged.
- All public buildings and routes other than gravelled surface trails will be wheelchair-accessible.

3.0 SERVICING

3.1 Objectives

- To ensure this development is properly serviced, and does not burden the City of Campbell River taxpayers for the provision and maintenance of water and sanitary sewer services.
- To provide storm water management information with each development phase in order to address detention ponds, sediment controls and design practices to minimize runoff peaks.
- To proceed with development that incorporates the “best practices” recommendations for site hydrology and the protection of aquatic habitat.

3.2 Policies

- Prior to subdivision approvals for development, the landowners shall submit servicing plans for the overall development, for water supply, sanitary sewer, and for stormwater management.
- Alternative service standards for water supply, sanitary sewer and stormwater management may be considered where they are agreed upon as part of the overall servicing and stormwater management plans.
- All servicing for each phase of development shall be in conformity with the agreed upon servicing and stormwater management plans.

4.0 PHASING

4.1 Objectives

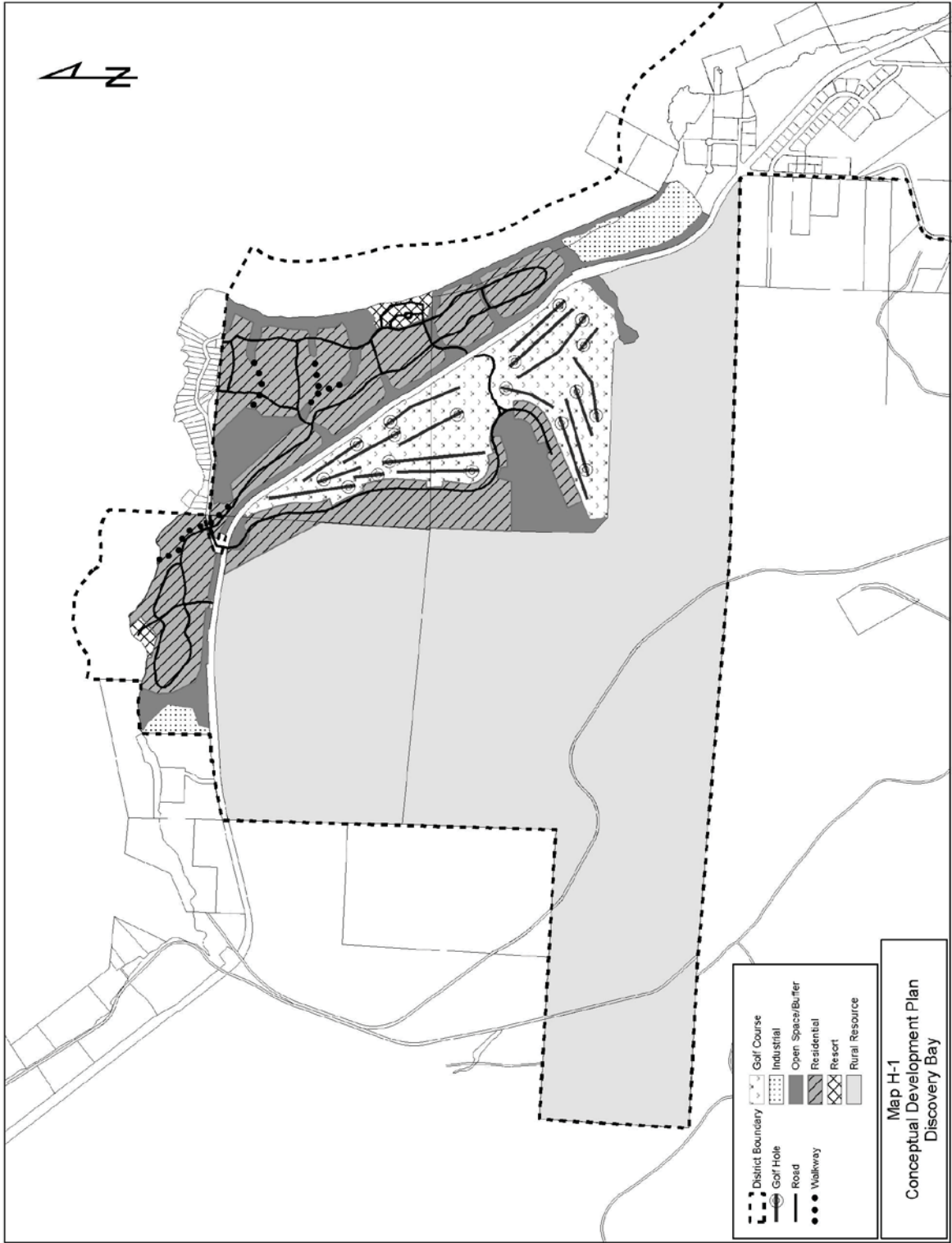
- To ensure the development proceeds in logical extensions in a timely fashion.

4.2 Policies

- Prior to subdivision approvals for development, the landowners shall submit a phasing plan that is consistent with approved servicing plans for the overall development.

5.0 IMPLEMENTATION

Minor changes to this plan such as road location or general location, may be considered depending on potential impact. However, major changes required to any part of the plan affecting land use, servicing, or phasing, will require amendment to this Plan.”



Appendix E

Quinsam Heights Neighbourhood Concept Plan

The Quinsam neighbourhood contains a complex mix of small and large lots and a mix of rural areas and pockets of new or planned developed single family subdivisions. Due to inconsistencies between the SOCP and the Zoning Bylaw, the neighbourhood lacked a clear vision for the future. Many areas were designated in the SOCP as 'rural estate' while the Zoning Bylaw designates them as 'residential multi-family'. The estate designation aims to preserve larger hobby-farm type lots and promote small scale agriculture development, and is generally not a pro-development designation. The multi-family residential zoning, on the other hand, is a pro-development designation that can accommodate denser single family subdivisions or even higher-density housing like townhouses or low profile apartments.

In addition to the complex land use patterns, there are a number of development constraints in the neighbourhood including steep slopes, creeks, wetlands, and natural green spaces and wildlife corridors. There has also been consideration of creating a direct connection from Inland Island Highway through the neighbourhood to access the new hospital by extending Willis Road through Nunn's Creek to connect to 2nd Ave.

During the 2016 OCP & Zoning Review consultation, community members raised a number of concerns about the piecemeal way in which the neighbourhood was being developed. Some residents wanted to see the area remain the way it is while others wanted to integrate more housing options as the neighbourhood is so close to the downtown and other amenities. Overall, community members generally agreed that it is important to retain the area's unique semi-rural character by preserving existing farms, larger rural lots, and sensitive environmental features and green spaces while sensitively integrating new residential development in a way that is also efficient for infrastructure and transportation.

Staff worked closely with a diverse range of stakeholders in the collaborative consultation process to develop a concept for the neighbourhood to guide land use designations, guidelines and zoning.

Key objectives include:

- Areas for future residential development and infill should be integrated where there is existing or planned development, along major corridors, or in areas where there is some development to link existing subdivisions together.
- Preserve areas with larger lots, especially those with farms or other rural uses next to large green spaces (like the golf course and Beaver Lodge Lands) to maintain the rural character of the area.
- Promote 'cluster development' to concentrate buildings in certain areas of a parcel in order to preserve more green space around sensitive environmental features (like creeks or wetlands).
- Create a 'community core' along Petersen Rd between Willis and Evergreen, with potential for some small local retail and community uses. In particular, the old Evergreen school site has been identified as good location for a public park, farmers' market or other community use.
- Protect natural corridors and environmentally sensitive areas throughout the area with wide natural buffers.
- Integrate more greenway and trail connections, especially to access the ERT.
- Consider the need for more parks as more residents and families move to the area.
- Consider potential future road connections (such as Willis Rd, Pinecrest Rd, and Walworth Rd). These would be triggered and funded by significant development in adjacent areas.

LEGEND

-  FUTURE DEVELOPMENT AREAS
-  ESTATE/MINIMAL CHANGE 1+ ACRES

